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Tom the Bomb... RAMBLINGS From the Top Dawg

After seven years of potential advertisers telling us they would rather not advertise in our magazine because it is "too adult," (despite the fact we don't allow curse words, dirty jokes, nudity, excessive skin or provocative poses), my partners and I have taken a good look at our empty pockets and decided to try and publish the magazine without a cover model (bike only), and see if our advertising sales change for the better.

If it is any consolation to those who might be upset by this move, we are still planning on doing photo shoots with beautiful bikes and women - but posting those pics on our Web site only (not printing them in the actual publication).

I would like our reader's feedback, however, before you label us "sell-outs," you should consider that it is ultimately our advertisers who pay our bills, and I've begged our readership every month to show them enough support that we wouldn't be faced with making changes such as these. In the winds of change, we sometimes find our true direction. Time (and our bank account) will determine if we stay with this new format, go back to doing things the way we have in the past, or move on to something totally different. However, at this stage of the game,

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making design changes seems more feasible than charging our readership for what (I believe) should be free information.

Of course, we will do whatever we need to in order to keep this publication plugging along, because we believe in it. We've withstood unbelievable standards, hardships, unfair practices from outside competition, lies, slander and rumors galore, none of which any of us would have gone through if it weren't a labor of love to begin with. We've consistently brought the local biking community the most up-to-date and relevant information we can, and did so in the most professional and polished way we could. We've helped hundreds of local charities by giving away an unsurpassed percentage of advertising space (over \$15,000 last year!), and did the very best we could to shine a positive light on the motorcycling "lifestyle" – all on a local level. All we ask in return is that you complete the triangle and help us support those who support us both (the magazine and our readership)

– our advertisers.

I hope everyone has enjoyed a wonderful holiday season and can take the opportunity afforded to us with this New Year to take positive steps toward their goals. I have a lot of aspirations ahead of me personally, and although I'm not one to make a list of "New Year's resolutions," I will be trying to better myself and my personal situation as much as possible this year. I'd encourage you all to do the same.

As always, I would ask that you take notice of the businesses who advertise in this publication and show them your support whenever possible. Support those who support you. In times like these, it's a matter of survival.

Keep it twisted!

TOM THE BOMB

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Catoosa Co. Toy Run



Photos by Rock



CATOOSA COUNTY TOY RUN

pics by Tom the Bomb





ROCK'S TWO CENTS

By the time you read this Thanksgiving and Christmas will be history. New Year's eve is just days away. Are ya getting cabin fever about now? How long has it been since you jumped on the motor and went for an overnighter? I know it's cold, but there are some

days with very tolerable riding temperatures this time of year. Low temperatures don't effect the Road Rash crew. As long as there is not ice on the roads, we ride. Yes, we have heated gear, but, then again we're smart. There's nothing intelligent or macho about freezing your tail off when you can do something about it.

I've got a great place for you to try and it's just 38 miles from Chattanooga. You can be there in an hour on back roads or forty minutes on the slab. Even you folks that don't like the cold can handle that short of a trip for a great weekend getaway. Okay, take your cage if you must. BooBoo and I took our wives the weekend before Thanksgiving. It was unseasonably cold, with night time temperatures in the twenties. We headed to Jim Oliver's cabins located behind the world renowned Jim Oliver's Smokehouse Restaurant in Monteagle, Tennessee. I knew

that the Oliver's operated a Best Western motel, but I wasn't aware of the rustic cabins located on 25 wooded acres behind the Smokehouse. What a find. We rented a two bedroom, two bath cabin for Saturday night. We had attended the Soddy Daisy Motorcycle Ride for Love that morning and didn't hit the road for Monteagle till almost 3 pm. We got there with plenty of time to spare before dark.

The cabin was already warm, but we cranked up the real fireplace with the stacked wood from the screened in porch. Too bad it was too cold to use the four rocking chairs on the porch. The cabin has a full kitchen with dishes and utensils. The bedrooms are furnished with queen size beds and the adjoining bathrooms are modern and clean. The living room has two large leather sofas and a flat screen television.



You will even find a two person hot tub in the corner surrounded by windows. The hardwood floors set the whole place off. We felt like we had been there all our lives. BooBoo and I hit the package store and the Piggly Wiggly and when we returned the girls had

a fire going. They did have the help of a starter log, but we were impressed none the less. After a couple hours

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of vegging we walked up to the Smokehouse Restaurant for dinner. All opted for the food bar which was stocked with ribs, fried chicken, and a assortment of country cooked vegetables. The salad bar was very fresh and well stocked. I won't bore you with the details, but we ate like starved animals. Since we had no room for dessert we carried some homemade fried pies and homemade ice cream back for a midnight snack. After an evening of solving the world's problems we retired for the night.

When we awoke, the temperature outside was in the twenties. We talked for a while and then hit the breakfast bar at the Smokehouse. Whatever we wanted was there. We also had the pleasure of talking with our two

waitresses and taking their pictures. They asked if we were with Road Rash Magazine. I don't know why they would have asked that. Maybe it was all the Road Rash swag that we were wearing. Hey, we gotta spread the Rash. Today it's Monteagle,



yesterday it was Bear Tooth Pass, the Road Rash crew is everywhere. In the photo to the left is Julie Meeks (L) with Tonya Layne (R). They treated us like royalty and we really appreciated their service and attention. Give 'em a raise JD. In the photo above, Pebbles checks out the Smokehouse Gift Shop, adjacent to the restaurant

Jim Oliver, JD's dad, died in May of 2007. He was a major player in the development of Monteagle and his legacy lives on through his family and many ongoing businesses. I was moved at all the people that sent in their personal stories of encounters with Jim Oliver. You can find these and much more at www.thesmokehouse.com. He was quite a man and one that is missed by his family and customers alike. His son, James David (JD) is carrying on the family legacy of hospitality and great food. JD has provided a \$50 off coupon located on the bottom of page 8. Give them a try, I guarantee you will enjoy your stay.



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Tears on Black Leather

Brothers and Sisters Down or Gone

HELP US HONOR YOUR BROTHERS, SISTERS, FAMILY, AND FRIENDS

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.



In loving remembrance of Robert L. Gilbert, 1954 - 2007 who knew the meaning of family and friends. Robert enjoyed people, all Harley drags, toy runs, etc. Let It Happen

It was 23 degrees the morning of February 10, 2007. Out of a unit of over 30 members, only four of us decided to brave the cold and ride down to Norcross, Georgia for "The Great Motorcycle Show." Our trip down was uneventful, but on the return trip a very tragic and unnecessary event occurred.

We were riding in line in the center lane on I-75 North, when suddenly a white pickup truck crossed over from the



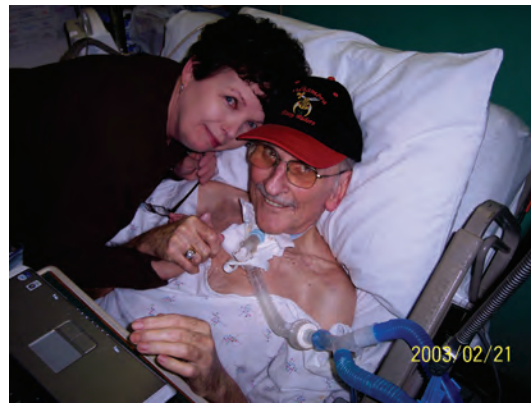
right hand lane nearly striking the last rider and forcing a car in the left lane toward the center guardrail. He was partially in the left and center lanes, passing us at a very high rate of speed when he came up behind a car in the left lane - placing him beside our lead rider, Chuck Gilbert. The truck's brake lights came on once,

then it turned hard right striking Chuck! As Chuck went down, the truck's momentum carried it all the way to the right hand shoulder of the freeway. The truck then paused for a few seconds (perhaps it was the driver admiring his handy work), then suddenly accelerated, passing traffic on the right hand shoulder, cutting in and out of traffic at a very high rate of speed as if it were in a race.

In an effort to catch him, I almost crashed, as his lead was too much to overcome. As I was returning to the crash

site, my bike ran out of gas and I was forced to push it. A van stopped and the driver offered his help. I quickly explained what had taken place and he began pushing my bike stating he was a biker also. He got me to a place where I could coast on the bike and explained he would not pass me until I reached my destination.

Upon arrival at the crash site, I discovered several people offering aid to Chuck. He was unconscious and one leg was obviously broken. Chuck was airlifted to Erlanger Hospital, where he remained in a coma for 31 days. Since that time, Chuck has been in several facilities. With all the damage caused by this horrible



incident Chuck has lost one leg, is on a ventilator and has to be monitored constantly - all because a "stinking low-life" could not wait a few seconds for the car

ahead of him to move over (so he could continue to drive like an "idiot").

It was discovered later that a motorist had gotten a partial tag number from the truck that hit Chuck. Approximately two weeks later, the truck was traced to a Sean David Murphy, age 47 of Athens, Tennessee.

When Sheriff's Deputies made contact with Murphy, it was discovered that his truck was in a body shop "somewhere in Florida" being repaired. At that point, he was given the option to retrieve the truck and turn himself in to the Bartow County Sheriff's Department in Cartersville, Georgia or be taken into custody on the spot and await extradition. He chose the first option. After nearly two years of Murphy claiming that he "had a seizure" when he hit Chuck and did not remember what had happened, he was allowed to enter a guilty plea in November of 2008. He was sentenced to 15 years in the Georgia Penal System and to pay a \$2,000 fine. He is to serve three years and be on probation for the remaining twelve years.

Charles Haley
Alhambra Shrine Easy Riders
EZRIDER47@ComCast.Com

Ed. Note: We regretfully made a mistake in last month's Tears on Black Leather when we reported that Jimmy Woods was probating for the local Black Pistons. In fact he is probating for the Highland Clan. We offer our apologies to those effected by our mistake.

MCIC NEWS

NEXT MEETING:

January 8, 2009

@ 7pm @ Riders Bar

The December Motorcycle Clubs In Chattanooga (MCIC) meeting was held the first Thursday of the month (December 4) at Riders Bar and Grill at the corner of Lee Highway and Airport Road.

Organizations represented were as follows: The Outlaws, Black Pistons, Southern Journeymen, Freedom Riders, Sons Of God, Aggressive Behavior, ABATE, Road Benders, Southern Souls, Alhambra Easy Riders, Front Runners, Unwanted, Christian Motorcyclists Association, Black Angels, Steel Brothers, and Road Rash Magazine.



These meetings provide club members and the general public an open forum to discuss motorcycle, club, and community issues at hand, as well as helping to unite us toward achieving mutual goals.

During this particular



meeting, the decision was made to donate \$500 to John Hill, who was severely injured by a hit-and-run drunk driver (now in custody) in order to help with his needs. We discussed the upcoming Hamilton County Toy Run (asking for as much participation as possible), and the fact

the Black Angels MC had postponed their "Cycle Santa" party, which was scheduled for the same date. It was explained that Ultimate Cycle was willing and able to display club banners in their bay area, and was taking orders to have them made up. Charlie with the Alhambra Easy Riders got up and told about Charlie "Chuck" Gilbert's situation (read more about it in this month's "Tears On Black Leather"). "Rock" from Road Rash Magazine asked that clubs submit or update their contact information and mission statement, if possible, in order to be listed on their Web site and/or magazine. Participation was solicited for the CMA's annual New Year's Day ride. "Rocket" from the Black Angels suggested that the MCIC meet more than once a month, possibly visiting each other's clubhouses, and/or having a cookout. And finally, it was announced that Stella Vandergriff (Freedom Riders MC) would be updating the MCIC MySpace profile with information and updates on riders who have been involved in accidents, and contact information for each participating club.

Please join us for our next MCIC meeting, at Riders Bar and Grill, January 8, at 7 p.m.

For more complete minutes of this meeting, check out the corresponding photos page on www.roadrashmag.com

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HERE'S THE RUB

"Even rode my motorcycle in the rain. You told me not to ride but I made it home alive, And you said that only proves that I'm insane!"
You May Be Right by Billy Joel



I ran into a good friend, Melvin from Dalton, Georgia at a holiday party the other day and he said, "I had another close call on my motorcycle recently!" I have ridden with Melvin on several occasions and consider him to be a very skilled rider. When someone who knows what they are doing says they had a "close call" I know what they mean. It is not "I was changing lanes and didn't see someone till they honked" or "I forgot to put the kickstand down and almost dropped my bike" it's more like, "I am not sure how or why I made it out of this one alive!" It is a "by the grace of God" kind of thing. Melvin was honest and admitted he was looking at someone walking on the sidewalk and when he looked back up he was going to center punch a car which had stopped at a light. "I locked it up and turned it sideways," he said. "It all happened so fast I didn't even pull in the clutch and it killed the bike! The amazing thing is, I did the exact same thing several months earlier in almost the exact same place!" he confided! Hmmm? Doing

the exact same thing but expecting a different result is the clinical definition of insanity. We all make mistakes but we are supposed to learn from our errors.

Okay, now it's my confession time, I have made a different stupid maneuver twice in a row and somehow both times, by some miracle, I too made it out alive. My mistake was getting impatient behind a slow moving 18-wheeler and impulsively gunning it in an attempt to pass on the left in the empty oncoming traffic lane. The

reason I suppose the big rigs were "slow moving" in the first place was they were lost, and both times they made a sudden, unannounced, left hand turn, jackknifing the trailer in front of me. There is no right or left escape route in such an occasion and laying down the bike would mean going under moving wheels. I wish I could tell you how I made a panic stop and avoided a collision. I know this... I am not going to push my luck and I will not put myself in such a position again!

A few years ago, Moleman and I rode to Glasgow, Kentucky in February. We rode home in a freezing cold rain with a new friend, "Patch" from Florida. Everyone said we were crazy to ride in the rain but we did anyway. Pulling into Dalton (260 miles later) I offered Patch a place to crash, but he wanted to sleep in his own bed that night (Melbourne, Florida). I said we should get a cup of coffee and Patch laughed. "Right now my tires are warm from five hours of travel and they stick to the road," he explained. "I

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made that mistake once. If we stop, I will warm up, but my tires will freeze up and turn into hockey pucks. I best move on to avoid any close calls!" It was wisdom learned the hard way and passed along.

Last summer when we were riding to Wisconsin, an 18-wheeler traveling in the same direction as the pack I was in started drifting left, making a stake on our territory. I suspect the driver was asleep at the wheel. We formed a single lane and moved to the left dangerously close to the oncoming traffic before the truck driver woke up, saw us and moved back into another lane giving the group some breathing room. The rest of the bikes behind us said it was an amazing sight as we moved simultaneously into a single column. It was like watching the jet airplane group the Blue Knights in formation they said. You know what? I did not panic or even get excited. I have ridden so many miles with these guys that it was not an unconscious move but a rehearsed and practiced deliberate course of action. I don't even classify that one as a "close call" because, although it could have ended up very tragically, we all survived based on practiced behavior and not instinct. There is no substitute for education or experience. I have looked at the accident statistics and there are an alarming number people who don't even have a motorcycle license who die in motorcycle accidents! A salesman at the Harley shop told me he hates to see so many guys in their forties or fifties who had a dirt bike when they were fifteen buy a big twin and think they can take off like the were teenagers again. I guess what I am preaching here is: take a class and never stop learning. Motorcycles appeal to the adventurer in us. They can be dangerous, but if you stay capable of learning, practice, and surround yourself with

others who have a safety-minded consciousness you will reduce those "close calls" to a minimum. I always liked on the television show, Hills Street Blues at the morning briefing when the patrol sergeant would say to his troops, "Let's be careful out there!"

...And Melvin, I understand that when you make such a confession about "close calls," it is really a warning to others bikers like myself that we can never become complacent but that we must remain both alert and teachable. If you have some close calls, even if it is embarrassing, tell the people you ride with about them. Such admissions and concerns for each other to me are part of the brotherhood we share!

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Press On Regardless



This is my second journey into writing for Road Rash. I hope to make it a monthly column.

The title of the article comes from my dim past of racing British sports cars in the late 1960's and early 1970's. I was stationed at the Boca Chica Naval Air Station and later at the Air Station in Rota, Spain. Sports car activity was very popular at the time... cars were inexpensive (a new MG or Austin Healy Sprite cost \$1,100)! Sports car clubs sponsored some basic competitive events geared toward mastery of low-speed handling and leading up to medium-speed events. Monthly club racing was usually conducted on a parking lot and competitors ran one-at-a-time against time. The more formal name is "gymkhana." These things are a great way to master the car's low-to-medium-speed handling; actually, the set of skills used in daily driving. Similar in scope is the Motorcycle Safety Foundation's teaching of low-speed riding skills on motorcycles. The most difficult skill for most folks to master is any low-speed maneuver, for instance, a u-turn on a narrow street (or any street for that matter), hairpin turns like the ones on "the Dragon," or parking a scoot at the local eatery. Most riders "paddle," using both feet to stabilize the machine around the parking lot. Now, there is nothing wrong with that...We all have done it at some time or another, and, more than likely, we all still do it at one

time or another. Practicing low-speed drills in a deserted parking lot on Sunday is a quick (and that is a relative term) path to mastery. The odds are that you will eventually dump the scoot once or twice. I'd suggest wrapping the front and rear crash bars with rags or foam pipe insulation. Practice, practice, practice and press on regardless!

It is a simple concept, but the implications are quite serious. Learning a skill, whether mental or physical, is very difficult and time-consuming. Impatience and frustration often get in the way when we cannot easily master a new task. Kids often don't experience this. Kids will learn to ride a bicycle at the first attempt. It may take an hour or so, but they will do it. Learning to play a musical instrument is another example, as are; learning to read, swim, drive a car or stop paddling! Learning math may be a bad example because some of us still get confused at anything beyond addition and subtraction! When was the last time you practiced low-speed figure eights in a parking lot? We can do any number of tricks on a bicycle, but the possibility of dropping an 800 pound scoot is terrifying. The truth is, however, that low-speed skills are needed every time we ride. If I were going to drop a scoot, I'd prefer it to be the result of accident avoidance rather than lack of riding skill. Besides that, it would be in front of others! Riding is dangerous enough as it is; there logically is no excuse for making the journey more dangerous. We simply can't master low-speed maneuvers without practicing them over and over. The common denominator to the mastery of any meaningful endeavor is patience. And patience allows one to press on regardless.

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LOCAL ARTIST COMMISSIONED TO CREATE AMRA GLASS WINDOW

Dan McKinley (a.k.a.: "The Sandman") was raised in Hixson, Tennessee. Although he aspired to be an artist, and hung around the Brainerd Optimist Drag Strip (checking out the drag bikes), he worked as a boilermaker at Combustion Engineering for about twenty years in order to provide for his wife and two children.

In the early 1980's, he developed an interest in "scratching glass." He learned and practiced new techniques along the way, and etched windows for show cars, and street rods before branching into architectural glass and etching windows, glass doors, mirrors, heavy glass table tops, shower doors, etc.

While installing a pair of matching mirrors for one of his nationally known clients, Dan's interest was peaked by a collection of obelisks nearby. After getting permission to take some measurements, the wheels in Dan's head wouldn't stop turning.

Over the course of the next two or three years, Dan has designed, engraved and fabricated several rather

large obelisks made of rock crystal, weighing over 100 pounds and standing over seven feet tall. They are designed with lights installed in the base to shine vertically and illuminate the artwork.

After delivering a 14-foot long "panoramic engraving" of Mount LeCount for the Mountain National Bank in Maryville, Tennessee, Dan visited Smokey Mountain Harley-Davidson looking for some parts for his '94 Sportster. That's when he noticed a huge limited edition photo print of a drag bike, and the wheels in his head started turning again... When he asked about the print, he was told a similar one had sold for \$7,500.

Not to be discouraged, Dan called an old friend, fellow Harley saddle tramp and Vietnam Vet: Ronnie "Snoot" Long in Dunlap, Tennessee and asked if he could pull some strings where he could get some pics of some of the big drag bikes. Dan was introduced to Marty VandenHeuvel and his wife Jayne (the president and first lady of the American Motorcycle Racing Association) and he soon found himself in Bowling Green, Kentucky at the firing line all weekend at the Beech Bend Drags with camera in hand. As you might well imagine, he got some great shots.

In exchange for the experience (and an undisclosed contract amount), Dan produced the life-sized engraving of a drag bike for the AMRA (pictured here - to be used in the "event van" that travels from race to race). It was delivered to Bowling Green in time for their annual awards banquet in November.

Many more photos and descriptions can be found on Dan's Web site, www.customglassengraving.com, or you can contact Mr. McKinley directly at (423) 903-7036.



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REVEREND BOOGER'S TWO-WHEELED PULPIT

First and foremost, I want to wish everyone a happy New Year. With the New Year comes hope that things will get better, and I am sure that is in all our hearts and prayers. I also hope the weather has improved a little (I know it probably hasn't but I can still hope). As I write this (at the first of December), the weather has turned from cold to lousy. Rain, wind, and spitting snow are not the kind of weather that makes me want to throw my leg over bike and head out. I have been known to do it, but still don't like it. Okay, I am done whining and now I will get into my monthly rambling that I call a "sermon."

As best I can recollect, I have been writing this monthly article for somewhere around five years (give or take a year or so). In the beginning, I introduced myself and explained what I would try to accomplish. Since then, the magazine, the number of readers, and the number of advertisers have all grown. So, I have decided to reintroduce myself so everyone understands what this monthly "sermon" is all about.

I am an ordained minister, as ordained as you can be by clicking on the right buttons on the right Web site, and sending in the right amount of money. So, think of it as you wish. I am not trying to be sacrilegious, but I think there



is a humorous ring to "Reverend Booger." I started the article with the idea of spreading the "gospel" of riding with a little humor thrown in. To me, there is a certain amount of spirituality in being on two wheels, with two hands on the grips, and heading down a country two lane. I believe I think better when I have two hands on the handlebars, and since most of these "sermons" are

composed while I am riding - I decided to name my column the "Two Wheel Pulpit." At first, I had a slight concern that using the word "Reverend," naming the article "Two Wheel Pulpit" and calling it a "sermon" would offend some people. But after getting positive comments from the public (specifically the CMA and other such groups) I figured everyone got the joke.

Now that everyone knows who I am, what I am, and what I am trying to do every month, I can move on to part two of this month's "sermon."

I read Mr. Ginocchi's November article... While I don't fully agree with it all, I don't fully disagree with it all. I had a grandfather, five uncles and a father that fought in four wars to defend our freedoms. And one of those freedoms we enjoy is the freedom of speech. I also defend the responses from the people that wrote in to rebuke Mr. Ginocchi's statements. They have a right to their opinion also.

What I took offense to was the fact that I have been writing in this magazine as long as I have and received


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maybe six emails in all that time. Now my MSN "spam filter" may be getting some, but come on, it can't be getting everyone. Plus, if you really cared about what I wrote, you wouldn't email me you would email the magazine. Now my friend Moleman says this is my ego speaking - and he is correct. I am not the type person that will purposely write something just to get a response. I will speak my mind, but will try and be as nice about it as I can be. Please don't make me resort to saying something upsetting just to get an email... Send anything you want to me, good, bad or indifferent. As weird, offbeat, and different as my views have been over these past years, someone out there has to disagree with me at some point. In the past I have had contests (actually gave prizes) and got two or three responses. I have asked for submissions on everything from favorite songs to favorite roads, and got maybe two responses. Either no one is reading, or everyone reads then forgets how to use their email when they get home. Call it validation, stroking my ego, or anything else you want to - but the Reverend needs to feel his readers love. So if I do have any fans out there and you want to make the reverend smile when he checks his email please just drop a line to him. There is a good chance I might let the committee (the voices in my head) read through it and use it in an article. Okay, I think I have that out of my system. Until next month, ya'll ride safe, ride smart, and ride often.

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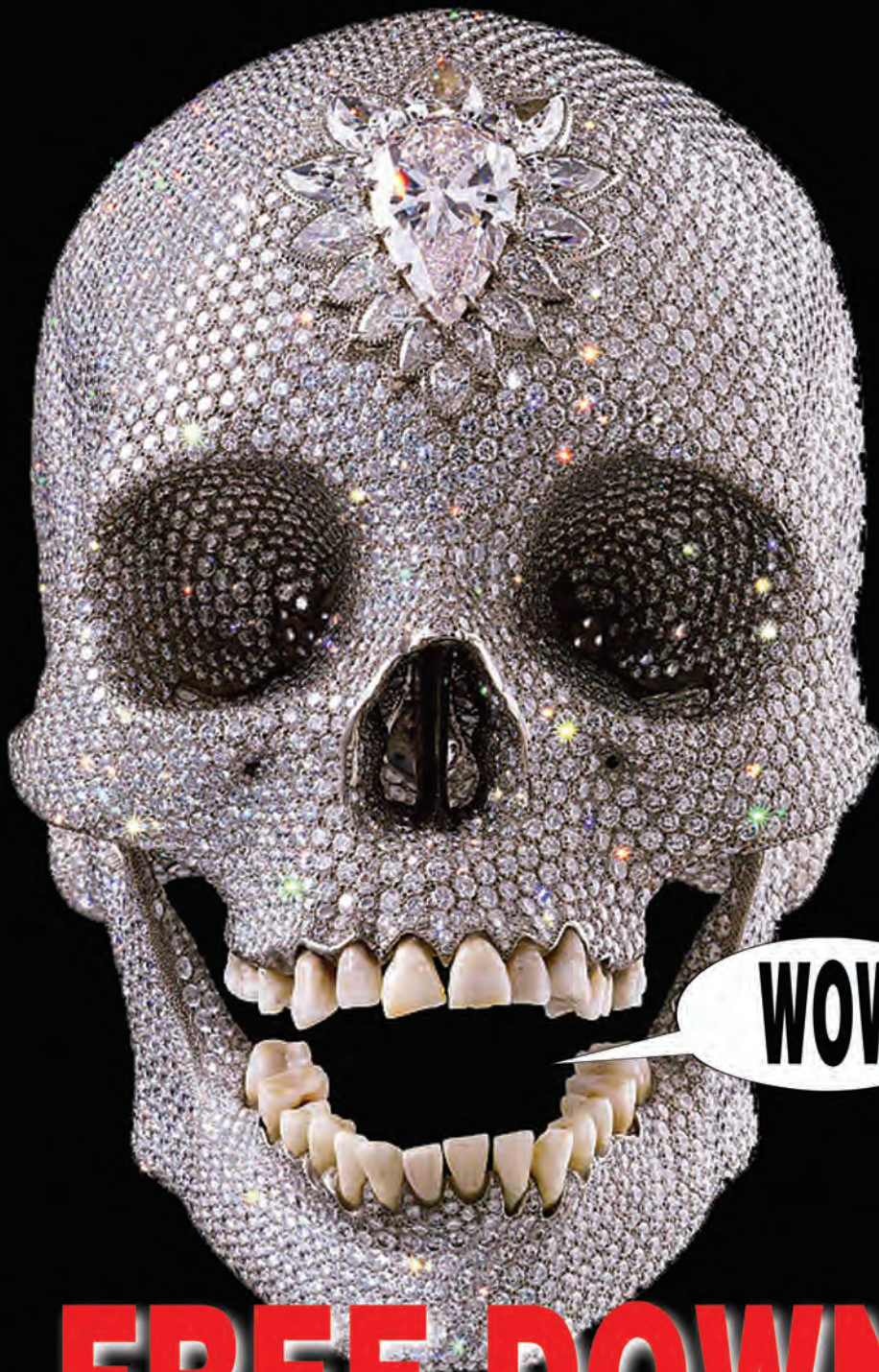
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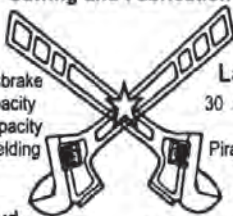


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Primary: 3.35" open-belt

Owner: Dr. William "Danny" Thompson

Paint: Kenny Reynolds – Chattanooga, TN

Seat: Mitch Reynolds – Chattanooga, TN

Electrical Wiring: Joe Ridge (Custom Cycles of Chattanooga)

Fabrication: Joe Ridge (Custom Cycles of Chattanooga)



What your looking at was once just an idea rolling around in the head of local Chiropractor Danny Thompson. This was his first attempt at building a motorcycle (versus just bolting on off-the-shelf parts as he has done in the past). What he ended up with, you'll have to agree, is pretty dern nifty.

Our mutual friend, Joe Ridge at Custom Cycles of Chattanooga, wired this bike from scratch, using parts from a local automotive store, and also helped with some of the trickier metal fabrication. Local bike painting legend Kenny Reynolds added his special touch, including the lettering, "spine" accents, and stethoscopes on the tank, and Kenny's son Mitch turned out some great leatherwork on the solo seat.

This bike is the combination of a lot of hard work, blood, sweat, and tears, but turned out to be a great example of what you can accomplish with enough effort. This one-of-a-kind old school bobber, aptly named "Bobzilla," is a point of pride with the good doctor, his friends, and his club brothers in the Freedom Riders MC.



We'd like to thank the city of Chattanooga and the Chattanooga Police Department for allowing us to use the Walnut Street Bridge ("The Walking Bridge") as a back drop for this photo shoot. The bridge was built in 1890, and normally closed to all motorized traffic. "The powers that be" were somehow convinced to bend the rules for us and allowed Dr. Thompson and I full access to the bridge without any hassles.

I had to chuckle as I rode my black and white spotted Electraglide across one of the world's longest pedestrian bridges (and one of Chattanooga's most visited attractions), wondering what my old friend "Fat Jack" Troxler (may he rest in peace) would have said if he could've seen me. For those who haven't heard the story, years ago, Jack was arrested and taken to jail for riding his Electraglide over the same bridge. Well, to be more specific, he was arrested for riding over the bridge several times (back and forth) and getting airborne over the hump in the middle. It's truly a great story and Jack told it best... needless to say, he'd have busted a gut laughing. That I know of, Danny and I are the only ones that have legally ridden motorcycles over that bridge since it was closed for traffic thirty years ago.

Please visit our Web site, www.roadrashmag.com to see more pictures of Danny's bike, and to check out the January Road Rash Biker Chick!



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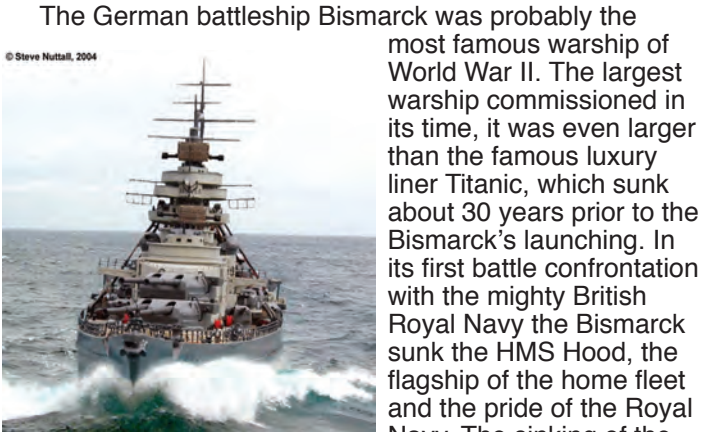

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Hood was accomplished in the astounding period of less than three minutes. This was a frightening shock to the

The German battleship Bismarck was probably the most famous warship of World War II. The largest warship commissioned in its time, it was even larger than the famous luxury liner Titanic, which sunk about 30 years prior to the Bismarck's launching. In its first battle confrontation with the mighty British Royal Navy the Bismarck sunk the HMS Hood, the flagship of the home fleet and the pride of the Royal Navy. The sinking of the

proud British Navy and England's leaders, causing an all out effort to track down and sink the mighty Bismarck. The problem to the British was the fact the Bismarck was much faster than the British battleships and had armor protecting its hull that could not be penetrated by enemy fire. If the British naval force was able to overtake the Bismarck sinking her could be an exercise in futility. One-on-one the British ships stood little chance against the German monster but as a unified battle group they could be successful, and were.



Ironically, the beginning of the end for the Bismarck started with a small torpedo-carrying biplane, one of many torpedo biplanes launched from the deck of a nearby British aircraft carrier. The many torpedoes dropped by the biplanes only managed to dent the Bismarck's hull, with virtually no effect, until one of the last torpedoes dropped ran its fateful course directly to the Bismarck's rudder. This unlikely hit rendered the Bismarck out of control and into an endless circle, a sitting duck for the British ships that were on their way. Much like the stone from David's sling that found its mark between Goliath's eyes (the only part not covered by armor), the torpedo had hit the one spot of vulnerability on an otherwise superior adversary. The rest is history, as the British ships fired relentlessly on the Bismarck in its state of limited defense, soon sending it to its final resting place on the ocean floor. In all, 2,000

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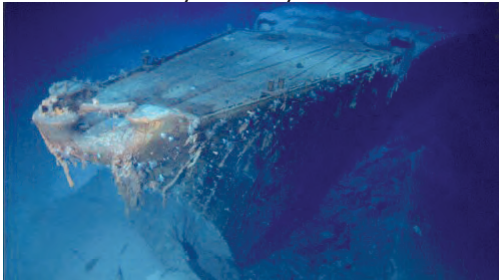
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crewmen died with the Bismarck, 500 more than died on the Titanic some 30 years earlier.

In recent years, through subsequent dives by highly specialized deep water vessels to the Bismarck wreckage 15,000 feet below the surface of the Atlantic and through Bismarck crew survivor accounts, we now know the ship's armored hull was never penetrated by the British shells or torpedoes. After it became apparent to the crew their ship was incapacitated and burning out of control, they scuttled the Bismarck to keep it from being captured by the British Navy. Scuttling a ship by its crew to prevent capture of critical technology, war maps, code information, ship locations, etc. is normal policy practiced by the navies of the world in wartime and is accomplished in a short period simply by opening valves, which flooded the vessel with sea water.

Just as even the mighty Bismarck had its point of weakness every motorcycle club and officers within the club have their weaknesses, which members no doubt will realize as they become more involved in the group. If you currently are involved in a cycle club, organization, or ministry I would encourage you to use your efforts to help strengthen the organization



rather than picking it apart concerning its weaknesses. And certainly the members should never be sharing these problem issues with those outside their group. This only serves to weaken the group and its effectiveness within the community, not to mention eroding the confidence of the group's leaders. Just as the tiny rudder has a huge effect on the massive ship so one negative member can propagate dissention and lack of unity within a large group.

If you are a member of a church that has issues of concern to you, try to get involved in the fix to the problems. If your complaint is your church is not friendly, try starting a hospitality group. If the doors or windows need painting, bring a brush and paint to church one Saturday. If the kids program is not active, volunteer as a youth helper. Find ways to make things better rather than just pointing out the problems for someone else to fix. On the contrary, if you find yourself involved in a church that you believe is not being true to the scriptures, you need to just get out. Seek out a church that preaches "the Word," rather than some watered-down version of the Bible created for our so-called "contemporary times."

If you do find it appropriate to leave a group you are now associated with, don't "scuttle the ship." Part in good terms and don't slander your old group or tarnish it's reputation. Always be a positive influence on others in your words and deeds. "Now lets go out and play in the streets!"

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Yes, it's cold. No, it doesn't matter!

A few months ago, I sold my car, leaving me with just my 883 Sportster for transportation. Fortunately, we are blessed (here in this area) with very few really bad winter days, and we haven't seen any this year as of yet. This is the second winter since I started riding. Last year, I think there were only three or four days that I didn't ride due to the weather... and without any electric gear, RUB! What I found was that I can layer enough clothing to keep my body warm, but my feet and hands; that was a different story. I went through a series of trials and lots of errors last year trying to find a way to keep my appendages from freezing and falling off. I survived the winter with all my fingers and toes. This year, I am partially electric. I now have electric gloves (thanks guys) and they are wonderful! I also have a good pair of "SmartWool" socks and "hot hands" in my boots, so my toes stay comfortable. I'm sure that full electric gear keeps you very warm and you don't have to wear as many layers, but I kind of like that crisp, cold air as well as the process of warming up in a little diner or a gas station with a good cup of coffee, especially when I share that time with the special group of people I ride with. To me, it's part of the joy of it all.

Last week, I rode to Nashville, alone, on a day the temperature barely made it to 40 for part of the day. It never failed, every time I stopped and got off my bike, someone asked me, "Aren't you cold?" As if being cold was a bad thing! Whenever I'm asked that, I always think, "Yeah, but I'm riding!" There are two types of inquisitive folks... One group of people looks appalled at the idea of riding "in this weather," and the others smile as if to say, "You go girl!" Occasionally, I



encounter men who have parked their bikes for the winter and act almost embarrassed to admit it to a girl on a Sporty! Now, that's fun! I do get a sense of satisfaction and a buzz of excitement. I'm doing something they dare not do and they just don't know what they are missing! Riding during the change of season this year has given me a new appreciation of the beauty of nature that I never felt nor saw before I became a rider.

Watching summer turn to fall and fall to winter on my bike has been an amazing experience for me. I mean, you see the changes in a car, but you feel the changes on a bike!

Anyway, riding is riding to me. It really doesn't matter, especially this year, what the weather is. If I have to go somewhere, I ride there. And, if the group is riding, I wanna go! I check the weather to see how many layers I will need for the day. If I'm riding after dark, I throw an extra sweater in my saddlebag. If it's really cold and I'm going on a long ride, I'll strap my insulated suit on my sissy bar and if it looks like rain, I have a rain suit. It's all about being prepared. So far, I haven't missed out on anything or declined an invitation to go somewhere because it's "too cold." And, I don't miss not having a car. The benefits of riding far outweigh the comforts a car brings. I bought my bike to ride and that is just what I am doing. (No garage mites here, Boog!) If you usually don't ride when it's cold, you should try it sometime. There's nothin' like it. Go out there and see just how exhilarating it can be. I wouldn't lie to ya!
Just a girl on a Sporty,

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Joe Cool's Biker Health



Happy New Year Road Rash readers. It is remarkable how quickly the years have flown by. This is the eighth article that I have written dedicated to the concept of the New Year's resolution. My previous articles encouraged you to make positive lifestyle changes for the new year. Some of the most common resolutions are to spend more time with family, stop smoking, or get active for improved fitness. Or, you could vow to make this year the year to learn something new, or perhaps, you can consider a career change.

For some people each new year brings the opportunity for a fresh start in life. The fresh start can bring a feeling of balance and control in one's life. Right now, you may not have a sense of control in your work place. You spend a third of your adult life working. You toil at the grindstone every day to make a reasonable living for yourself and the family. But are you grinding at the stone that gives you satisfaction, or are you just grinding your life away? You can make a change.

Start with your current job. Ask yourself if you are in a position that has the potential for a solid future and if you have some control of how the future will unfold. If advancement is within your reach and it is in your best interest, then I say, go for it! However, you should make sure that you meet the qualifications required to take the next rung up the career ladder. If you strive to improve your current position or seek a new career path, continued education is the key to career success.

No matter what you may think, it is never to late to go back to school. I am the perfect example of that fact. I went into the

military right out of high school. Then after nearly twenty years of government service (Army and Postal service), I took advantage of my resources as a veteran, went back to school and graduated from UTC at the age of 42. That was eight years ago. Now, I have achieved more personal satisfaction and success as an Exercise Physiologist and educator than I ever did working for Uncle Sam. The big difference was my passions.

I have always had a passion for fitness and teaching. At long last, at the ripe age of 40 I finally decided what I wanted to be when I grow up. I started at Chattanooga State and completed my B. S. degree at UTC.

But, that is not the end of my quest for knowledge. My field is always changing; therefore, I must keep myself well educated so I may better serve my patients and students. In this service to others, I find personal fulfillment and satisfaction. All of which brings balance into my personal life and improved emotional and physical well-being. Would you like to find the same balance in your life?

You must decide what new changes you wish attempt. There may be other factors or influences in your life to consider before a permanent change can take place. But, ultimately, this is your life, the choice is yours to make. This may be the right time to ask your self, "What do I want to be when I grow up?"

If any Road Rash reader is interested in the ever-growing field of fitness and wellness, I can offer an opportunity for your continued education and possible career change. I am teaching a Personal Trainers certification course through Chattanooga State's Adult continuing education department. I will be conducting a comprehensive training program that will give you the needed information and skills to be come a qualified personal trainer. This nationally recognized certification will be accredited by WITS (World Instructors Training Schools). WITS has raised the bar for certifications. Previously, I wrote articles that informed you of what a qualified professional trainer should be. Now you have the opportunity to be that fitness professional. If you are wanting a new career path, or an excellent part-time job opportunity (or if you are currently in the fitness profession and wish to expand your options), WITS will give you the knowledge and practical skills needed to change your life and change the lives of the people you help. If you want more information, contact me or go to www.witseducation.com and chattanooga.state.edu. I'll see you on the road or maybe in the classroom. Have healthy New Year. Be cool, stay cool.

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Sweet Redemption

"Hey Daddie'o, you busy?" When I found out my son was calling me to go on a ride with him I was on cloud nine.

Have you ever looked back on your life and asked yourself "What would I have done differently if I had the chance to start over?" At some point in our lives I would say probably everyone has. I am now 41 years old and maybe not over the hill, but I'm at least beginning to "crest." I can feel it sometimes. I have been through a failed marriage or two and have been able to harbor one really great thing from them both: my children. Trust me, you really don't want to know about my past. It might make for some good late night reading if you're having trouble getting to sleep, but that's about it. Instead, let me tell you about my children: six boys and one girl! All of them are grown (for the most part) except for my 13-year-old son, Andrew. My second oldest son, Bradley, was married in September and I was honored to be in attendance at his wedding. One would think (if I'm the dad) that's to be expected, right? Not necessarily. For most of my life I have been more concerned with my own affairs and where my life was taking me instead of sharing my life with my children. I am in no way proud of my past, but by clearly understanding where I've been, it allows me to truly appreciate where I'm going. I was never the "ideal" father to any of my children. So when I was invited, I jumped at the chance.

He bought his first motorcycle a couple of months back and rides it often. I remember a while back getting a call.

Again I jumped at the chance to try to regain some of what I had lost years ago. I knew I couldn't make up for lost time and opportunities from my past, but now I do have the ability to start a new chapter with my children. He came to the house on a brisk Sunday afternoon. We put on our jackets and we were gone! We rode for a few hours on a short trip to northern Tennessee. We stopped after a few hours of riding and had lunch. We just hung out and I remember the whole time wondering if he was as happy to be with his old man as I was to be with him.

It was the best thing I could have hoped for to help bring us closer as a father and son. I love to ride, but I also enjoy spending time with my children. When I think back on the funny things my son did as a child and look at how far he has come as an adult, I'm amazed. I couldn't be more proud of him. I am also proud I have a son who loves to ride as much as I do. We are already planning the Trail Of Tears ride for 2009. I will ride with him anytime the chance presents itself. Second chances are rare. That's why the moments are even sweeter this time around. Redemption really is so sweet.

Put it in the wind son.

Tony Thomas

P.S. - If you happen to know a veteran who loves to ride as much as you, please send me their name and contact information and the best time to contact them. You can contact me at tthomas1967@vzw.blackberry.net. Your comments are always welcome.

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AREA'S OLDEST RIDER ??

On November 22, 2008 Eloise Bullock turned 100 with a birthday party at Morning Pointe Assisted Living in Ooltewah, Tennessee. The following is a note from her son.

Here are a few pics of mom on her 100th Birthday. She contributes her long life to her faith in God and



keeping busy with her hands, crocheting and knitting. She was a piano teacher for many years and still plays the piano for every meal at Morning Pointe Assisted Living where she resides.

She has been riding with me for many years and it has become a tradition for her to go for a Harley ride with me on her birthday. This February she broke her hip for the second time. She exercised every day to be able to get on the bike for her 100th birthday.

Cliff Britton

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My friend Eric McClandon (or "EMac," as he's known around town) nominated his lovely wife Channan to be featured in our Hot Seat feature a few months ago. As luck would have it, she was a sneaky one and it took me a while to pin her down (even with EMac's help). Thankfully, we were able to lure her into a false sense of security and pounced at the right time, catching her off guard and hemming her into a corner until the restraints could be attached.

Seriously, Channan's story is a heart-warming tale of a father's love for his daughter – and the open road. It's a familiar account of how the love of motorcycling is handed down from generation to generation. Channan's dad has since passed away, but the memories they shared, and the bike he rode are still alive, well, and greatly cherished. So, without further ado, here are Channan's answers to our 10 grueling Hot Seat Questions:

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

I don't really have any nicknames although I have been called lots of things. I had some nicknames years ago in high school, but none of them really stuck with me. Some people call me "CMAC" just to be funny, but I'd just rather be me.



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

I started riding with my dad when I was about 13. Never really had the desire to be the driver until I got old enough to realize the freedom of being in control of the bike. My first was a Honda Shadow Spirit 750. Now we have several.

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

My dad had never been to bike week on a bike. He had been to several over the years but never actually ridden the ride. I bought my Honda in July and we took off together to Daytona in October. He was so proud of us both for making the ride and proud of his Shovelhead for getting us there safely. It was very memorable for both of us. I had never been to bike week and he had never ridden there.

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

My dad rode for years. My uncle rides. My husband and I both ride as so do most of our friends who I consider my family as well.

5) Have you ever had any serious wrecks?

I myself have never had a serious wreck. Thank goodness. I know though that eventually it will happen and all I can do is hope for the best.

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

I wouldn't say discriminated against. I have had a few looks from time to time. I think at one point in time it wasn't very well accepted that women rode too. But now I see as many women in control as I do men. GO GIRLS!!!

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

I get great enjoyment out of riding. I have met a lot of really great people and have gotten to see lots of beautiful things. I guess one of my biggest thrills is getting to be involved in the benefit rides like the Ride for Smiles and the Toy Runs. Its great knowing that the biking community does good things for good people.

8) What is your favorite type of riding and what

is your favorite local route (within 100 miles)?

I like riding through the mountains. I guess I really don't have a favorite ride just the pure enjoyment of having the wind in my face. If I ever get the chance I'd like to head out west. I can't imagine all the open roads and flat land.

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

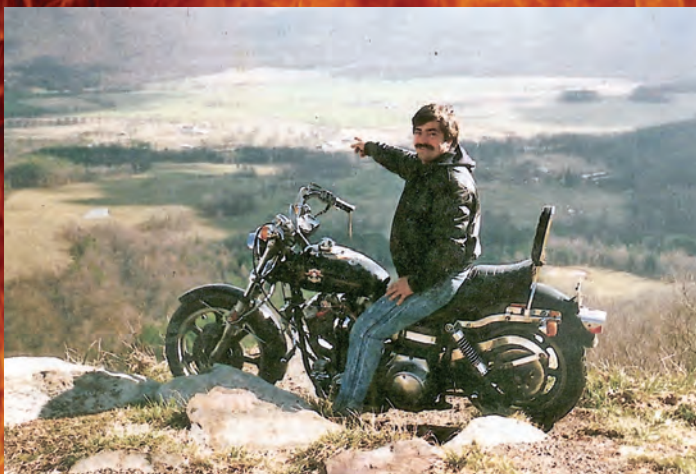
It's hard to say. I don't ride now nearly as much as I did a couple of years ago.

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

I guess I would want to change the awareness of non-motorcyclists. I never realized how unaware people are of bikes. I guess when you ride you just see them more clearly. Because you know you wouldn't want to be the one on that bike when some one makes a lane change and you don't have time to react. If we could just all look out for one another and be more cautious of each other.

Well, Channan did pretty well on her answers. She didn't even stutter or stammer. I'm sure her father would be proud! If you happen to catch her out and about, be sure to thank her and EMac for us, and ask her to sign your copy of Road Rash Magazine.

If you know of someone you'd like to see featured here, shoot me an email at tomthebomb@roadrashmag.com! Tom the Bomb



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Robert Gilbert
12/31/54-11/28/07

The Shovelhead sits quietly now, no rumble in her engine. I never knew I'd miss you Dad with such an awful vengeance.

You never met a stranger and were always full of laughs. Never a dull moment, it's just so very tragic.

The toy runs won't be the same without you in the pack, And I will cherish all the years that I rode on the back.

You were such an awesome man and one of my best friends, I only wish you could've stayed so our friendship didn't end.

The Shovelhead sits quietly now, but one day she'll be loud. I hope as you watch over us you are smiling and are proud.

We miss you Dad.

Channan McClendon



Steel Brother's Toy Run



Photos by Rock





Marion Co. Toy Run



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