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Ride Originator & Leader, Bill Cason, all alone with Old Glory flying.

Riders cross the Tennessee River on the Marion Memorial Bridge at Guild, Tennessee



Photos by Ron Hudson

ROAD RASH

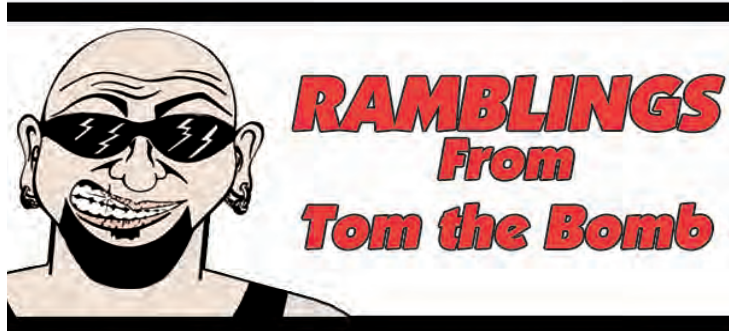
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It's October, and that means although the weather will probably remain mild for another month or so. A lot of you are checking the temperatures outside and opting to drive your vehicles instead of throwing on a little extra clothing and riding your bikes. I'd like to take this opportunity to try and convince you otherwise. Road Rash has a ton of advertisers who offer a wide range of cold-weather gear from fleece neck warmers to full-blown electric outfits for riding on everything from a scooter or sport bike to the largest trike, and they'd love nothing more than to help you stay warm this winter! You can increase your riding time tremendously just by dressing a little warmer, and still enjoy the benefits of great parking, cheap gas and less congestion while impressing your friends by being so "hard core."

As many of you know, I do my best to ride year-round and end up riding when most everyone else has chickened out. Although it wasn't my goal, I've gotten a reputation for riding in cold, wet, and even snowy weather... When people ask me if I'm insane, or what drives me to ride when most people wouldn't, I answer honestly, "I just like to ride." And that's the truth. I couldn't care less if someone admires me or laughs at me behind my back for it – I'm just doing what I love to do as often as I can. However, my success in riding year-round also serves to prove that it can be done, which I hope is not a point lost to our readership. Please don't feel like if the weather drops below 65 degrees and you swing a leg over your bike that you'll instantly freeze into a block of ice and shatter as you run over that first pothole. The weather in this area rarely gets below what you can accommodate in outerwear without too much expense or trouble. I should know.

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I've ridden through a lot of winters in this area, and most of the time stayed relatively comfortable using clothes I already had in my closet. For the first time a couple of winters back, I "invested" in electric gloves and an electric jacket liner. I say, "invested" because, although those particular pieces of equipment in my opinion weren't in the "cheap" category, I'm sure I've been paid back many times if not financially (because I saved gas riding my bike versus driving my gas guzzler), but in comfort and chaos (I stayed warm without having to put on and take off four layers of clothing). It was one of the best decisions I've made recently. Besides that, riding is always a more exhilarating experience... and I bought my bike to ride.

Now that I've convinced you to ride your bike as much as possible this winter, let's talk about where you should ride. The usual motorcycle ride destinations will still be intact (they haven't been shutting down the Dragon's Tail just because your buddies quit going there when it gets chilly), and the local bike-friendly businesses will still welcome you with open arms. To start off with, if you need winter gear – please check this magazine out and shop at our advertisers' places of business. Not only have they proven they care about the local motorcycling community, but they've proven they care more than others who may claim to (because they are supporting the only locally-based motorcycle-related publication). Everyone who has a business sense will welcome you and

your money as you walk in the front door – but not everyone supports the choices you've made or cares if you know about the next benefit ride (unless it makes them money). Think about that the next time your club wants to meet somewhere or your friends want to ride and eat. Think about where you spend your money when you and your wife or girlfriend want to go dancing or you need a new chrome do-dad to make your bike look better or go faster. The businesses that support this magazine are doing so to support you – in the hopes you will spend your money with them. Make the right choice. Support those who support you... whenever possible!

Your homework this month is to find out who advertises in this mag, let them know you appreciate it, and do business with them if you can. For extra credit – if you should do business with any local business who don't advertise here, ask them if they'd be interested in doing so and let me know who they are! You can reach me by using my contact information below.

Until next time, thanks for putting up with me, keep your knees in the wind and ride it like you stole it!

*Tom
THE
Bomb*

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ROCK'S TWO CENTS



Well, it's October, and my favorite weather to ride. This summer has been unseasonably hot and to be honest, I just don't have as much fun when it's over 90 degrees. I still ride, but my distances are shorter and I prefer the early part of the day. You can always stay warm in the winter with the right gear, but there's nothing you can do when it's as hot as Hades.

Okay... since the rumor is already all over town I might as well fess up. I bought a crotch rocket a couple of months ago. In forty years of riding and owning dozens of motorcycles this is the first sport bike that I have ever ridden or owned. How I missed out, I don't exactly know. I've had dirt bikes, dual-purpose bikes, a few Hondas, and lots and lots of Harley-Davidsons, but no sport bikes.

My friend, Justin Prann, Dealer Principle of Pandora's European Motorsports invited me out one Saturday to ride and experience some different bikes. He cast the lure right over that ole log, trying to lure the old bass out of his hiding place. When I got to Pandora's, Justin had five bikes lined up for me to ride. I first rode the Ducati Monster. It was unbelievably fast and you had to be diligent to keep the front wheel on the ground. Although the riding position was not my cup of tea, I loved that special tune that the Ducati sang. It has a sound of it's own that cannot be mistaken for anything else.

For my second test ride I chose the BMW K1300S over the more radical BMW 1000 RR. After all, I ain't no spring chicken



and the 1000 is really a racing bike, more suited for veteran sport riders and the track. The riding position is very radical and it's not nearly as comfortable as the K bike. I was given a crash course on the K bike before I left. It has anti-spin control. With this feature engaged, the bike will not do a wheelie and will not spin out on you. The computer tells the back wheel that it cannot turn any faster than the front wheel. Pretty cool. The K has ABS brakes that will stop you on a dime. The coolest feature is the optional Gear Shift Assistant that allows upshifts without using the clutch or backing off the throttle. When I wind it out and shift, the Akropovic muffler just makes a popping sound like you are breaking the sound barrier. The red line is 11K, delivering 185+ horsepower to the rear wheel.

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home with me. I didn't realize until after I bought it that my friend Kenny Reynolds had done the custom paint job. That's why it looked soooooo good. One of a kind. As I thought back, I realized that this was the first bike that I had ever owned with a custom paint job. I did have my brand new 1983 Honda V65 Magna painted black before I ever took delivery, but it was not really custom. I bought that bike at the old Sport Cycle from Doug Wooden and Charlie Beavers got it painted for me. That bike was second only to my current K bike in speed, but the BMW K bike will kick its butt in the handling department.

One thing I'm beginning to understand is the "sport" part of the "sport bike." Riding one of these beasts is work... it's a sport, not just an leisurely activity. I'm having a blast learning the proper form and technical side of riding. I'm finding that you really get exercise when you ride a powerful sport bike aggressively. You're worn out at the end of a good day in the twisties. I really thought I would miss my tunes, but the exhilaration of the ride, the high whining sound of the engine, and the connection you have to the roadway replaces it. I know a lot of sport bikers use Ipods, but at this point I'm just enjoying the new sensations and sounds. That could change at some point, I'll never say never.

The old bass broke the line and stole the lure as it plunged back into the lake. It will live to swim another day. Try something different, expand your horizons. Enjoy life today, none of us are guaranteed a tomorrow.

LTRAKB,

Rock

Send comments, hate mail, and suggestions to:
rock@roadrashmag.com

out. A buck forty-five is all my nerve has allowed me to muster. One day I will top it out... inquiring minds want to know. The torque and speed is like being shot out of a gun. It's mind-boggling. It counter steers through the curves like you're on rails. The exhilaration and adrenaline rush is like nothing I have ever experienced.

After about ten miles I knew that I must possess this bike. It was going to be mine, and I was not even going to leave it at Pandoras for one more night. The big bass hit the lure hard as it broke the surface of the calm lake and leaped into the air. Thanks Justin for throwing that lure, it has changed my life. It's wonderful to experience new things at any age, but at 62, it's especially rewarding. Only my body is six decades old, my mind and spirit are still 30.

When I returned from my ride I told Justin to "write it up". "Your kidding, right?" he said. "Nope... write it up". It's going

Kenny Reynolds
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Tears on Black Leather

Brothers and Sisters Down or Gone

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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.



On Sunday, August 22, 2010, we lost a true hero. Most of us who thought we knew him got a reality check when we read his obituary in the paper.

Lt. Commander Lance Sirmans served his country for twenty years with pride, honor and bravery. During that time he pulled five tours of duty in VietNam, earning more commendations and citations than I can mention here. That was the Lance Sirmans that I did not know.

After he retired from the Navy he studied and became an ordained minister and then a licensed practical nurse, you see he wasn't finished serving yet. This was the Lance that I knew. He was a man who lived his faith. If he preached at all, he preached by action and example. He was a man with a subtle, but great sense of humor that was obvious in his grin and the twinkle in his eye.

When I think of Lance, I can't help but think of that old time hymn "Onward Christian Soldiers. If anyone epitomized the "Christian

Soldier", it was Lance, a true warrior, a real hero, a committed Christian and a loyal friend. Come to think of it, we didn't lose a hero, he was just promoted and transferred.

Till we meet again, God speed.
Dick "Double Dee" Dengler

Lance was a long time member of the Christian Motorcyclists Association, past president and past chaplin of the Chattanooga chapter, the Choo Choo Wheels of Worship.



Ken L. Harris born June 28, 1961 and died Sept. 13, 2010. He left his dad Jack and stepmom Delores Ann Harris and sisters Rhonda and Krista. He was a lifelong rider that had traded his Harley for two wheels with no motor a few years ago and rode to Whitwell by just his pedal power. He was thinking he would get another Harley soon so he could keep up with his friends

again. He was an Alabama fan but we forgive him for that. He will be greatly missed by all his friends and we'll ride with him again and give him a hard time about shaving his legs.

His Friend and Brother in Spirit

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BLOW'N SMOKE

I've pretty much been riding since birth. My dad was at a motocross race the day I was born and didn't even know I was here until he got back. He put me on my first bike as soon as my toes could touch the ground, a Suzuki JR 50. Wait... actually if you ask my mom my first was a little pink and purple three-wheeler that she has dug out and now sits on the back porch at their house, so I see it every time I go there. I went from the JR to ATV's after a run in with a set of bleachers down at the motocross track at my parent's, Catoosa County Motocross track. Some of you probably remember, raced on it, or practiced there. It since has closed due to some kind of noise restriction. It played a big part in my childhood; I either was scoring, working the concession stand, racing, or making some kind



of distraction riding around the grounds. I got away from motorcycles and into Waverunners once I learned to drive. If you needed to find me I was generally at the lake. I learned how to



back a trailer so I could go by myself. I think that was one of the "dares" from my dad, you know one of those things he said thinking I would never do it. Why wasn't I riding bikes then? Not sure, but my guess would be the parents were trying to keep me off them! I specifically remember asking to ride several bikes, namely sport bikes, so I'm sure that had something to do with it. Once I went to college I had other

hobbies to pursue, and after the Master's degree a career to pursue. Little did I know that a health issue, namely Narcolepsy, would end that accounting career and put me right back where I started – motorcycles. Just in case you're wondering I don't have that fall asleep anywhere at any time symptom, so riding isn't a problem for me! On another "dare" my dad told me when I had my motorcycle license he'd let me ride a bike. So, I took the Chattanooga State Motorcycle Safety Course, got my license and started riding. Since then I've been cross-country several times and put miles on top of miles on a few bikes. Well, this last trip out West I got a whole new motorcycle experience on another "dare" from dad. We



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started selling Suzuki trikes a few years ago and this year we began building Yamaha trikes. My dad and I took a new Roadstar trike out to Yellowstone for a couple of days. I'm not one to ride on the

back... ever. I think I may have only a handful of times since I got my license. My dad, Terrell, is an amateur photographer you could say. He has more cameras and equipment than anyone I know. It was late the first day we got to Yellowstone, so we unloaded the trike from the toy hauler camper. He gave me the camera and told me to get on the back. First thing I noticed was there were no hand rails... nothing to hold on to. I thought, "Yep, this is gonna be interesting around the curves and hills and crazy drivers in the park." Everything was pretty much fine, I'd done well snapping pictures off the back while not having a way to hang on, until we started heading back to West Yellowstone from Lamar Valley. There's a point where the stagecoach ride



crosses the road, where there's a small sign that says "BUMP." I admit when we came across that it was a little rough but I guess dad was trying to go over it at a different angle this particular time. I've got my heels dug into the floorboards thinking I'm prepared for the bump, when the next thing I know I'm completely off the back seat, \$4,000 worth of camera and lens clutched in my left hand, I have my left thigh dug into the driver's backrest, and that's all that was keeping me on. I would love to have been the car behind us if there was one! Can't you just picture the scene... prairie and mountains all around, random wandering buffalo on the roadside, an occasional pronghorn or elk, and the oblivious man riding down the road with the girl literally hanging off the back of his trike. Notice, I said oblivious. I reached up with my right hand to his left shoulder and pulled myself back on the seat (we're still doing about 45 mph remember) and I say, "Thank God for backrests." "That was a bump wasn't it!" is all he says. He literally had no idea what almost happened. I've heard stories from people who have gone on trips with my dad for years and laughed hysterically. I never knew one day I'd have a whole collection myself! Needless, to say it will be a while before I'm back on the back of that trike again. I'll stick to the Raider!

Teri Welborn

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CHATTANOOGA'S MOTORCYCLE MAGAZINE

CHiPs, an American television drama series that originally aired on NBC from 1977 to 1983, followed the lives of two motorcycle police officers of the California Highway Patrol. The series was considered a light drama, but included elements of comedy in every episode. Over-the-top freeway pileups, which occurred in almost every episode, were a signature of the show. The show starred Erik Estrada as macho, rambunctious Officer Francis "Ponch" Poncherello and Larry Wilcox as



his straight-laced partner, Officer Jonathan "Jon" Baker. With Ponch the more trouble-prone of the pair, and Jon generally the more levelheaded one trying to keep him out of trouble with the duo's gruff yet fatherly commanding officer Sergeant Joseph Getraer, the two were Highway Patrolmen of the Central Los Angeles office of the California Highway Patrol (CHP, hence the name "CHiPs"). Although real-life CHP motor officers rarely ride in pairs, in the ChiPs series the two rode together as a pair.

Filming locations were generally in the San Fernando Valley, California with freeway crashes performed on recently constructed highways that were not yet open to the public. Although doubles were used for far-off shots and various stunt or action sequences, Wilcox and Estrada did a great deal of their own motorcycle riding, and performed many smaller stunts themselves. Although Wilcox emerged relatively injury-free,



Estrada suffered various injuries several times throughout the run of the series. In several early first season episodes, a huge bruise or scar can be seen on his arm after he was flung from one of the motorcycles and skidded along the ground. But his worst accident came when he was seriously injured in a motorcycle accident while filming an episode in August 1979, fracturing several ribs and breaking both wrists. The accident and Estrada's subsequent hospitalization was incorporated into the series' storyline.

Prior to being cast in CHiPs Estrada had no experience with motorcycles, so he underwent an intensive eight-week course, learning how to ride. In 2007 it was revealed on a reality show that he didn't hold a motorcycle license at the time CHiPs was in production, and only qualified for a license after three attempts. One common thing seen on the series was the pair almost always riding side-by-side when just cruising or on emergency calls.

As most riders know, motorcycle riders manuals specifically address riding in groups by specifying staggered positioning as opposed to side-by-side riding. Staggered group riding is not just the law in most states; it's the smart way to ride. Staggered riding is much safer by providing a better vision of the road, increased time to react, and providing adequate room for evasive maneuvers. Add to these safety benefits is the fact that staggered riding gaps also provide for enough space that the relaxation and enjoyment of the riders is radically improved over side-by-side style. In recent weeks I have observed several groups riding in pairs side-by-side, and two of the times at least one rider crossed the yellow line. I guess the message the groups are trying to project is brotherhood, but in my mind it just



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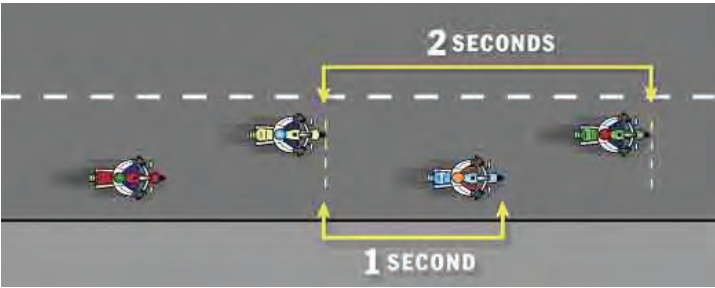
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appears they place the safety and enjoyment of their members as secondary to their group's image. Granted, when I do a track day I may be running 100 mph close enough to another rider that I could reach out and scratch his back, but that is racing. We need to be safe on the road.

Actually, there is someone I have at my side everywhere I ride. He is my constant companion who provides for my safety as I navigate on the layers of pavement around town, zip around on the track, and everywhere else I venture in life. He is the Lord and he is there for you too just for the asking. He is the best partner you will ever know in life. Is there a person riding beside who limits your visibility or one who opens your eyes to life and eternity?

Now lets go out and play in the streets!

Eddie Rahm "Fast Eddie"

eddierahm@roadrashmag.com




Children and Riding

In my younger riding years, I rode street bikes fast. So fast that close calls with catastrophe were not an uncommon occurrence. Flying down the highway at 130 miles per hour threading through cars was exhilarating, challenging, and fun. The danger part didn't occur to me at the time. Then we started heading up into the foothills of Colorado for canyon racing. Ripping around blind corners at track-type speeds was electrifying, bold, and addictive. The danger part didn't occur to me at the time. Sure some of the post-corner-apex obstacles I encountered were crazy; rocks, road damage, deer, livestock, snakes, even a Cub Scout troupe, but those stories were all badges of glory. Then some things started happening to and around me, in this particular order: Some of my friends got hurt, some of my friends died, I got married, and I had children.

Looking at the above list of variables, children have had the most impact on my riding and riding style. Suddenly I am thinking twice about riding at night, I make a point to kiss and hug my children twice before I leave for work on a bike, I try to not ride fast in traffic anymore, and I participate in track days. Sure, I still like to get after it when I'm on a ride with friends,



or when on the S1000RR practicing different riding techniques, but overall I am a much more cautious rider than that punk kid who thought he was fast ten years ago. Children are our future, and we need to be here for them not only to love but also to help them navigate the tricky parts in life. It seems this summer has been especially deadly for local motorcycle riders. Let's not make it more dangerous out there than it already is. If you have children, then you know what I am talking about. They are always in the back of your mind. Riding motorcycles may be our passion, but our children are life dedications. If you find yourself pushing the limits of traction or your ability on a motorcycle, then sign up for a track day. One day on the track is worth a year of experience on the street. You will brake, accelerate, and lean your motorcycle in ways that cannot be replicated safely on the street. There are no road obstacles to worry about, no cars to dodge, no law enforcement lurking with radar guns, and no crazy people throwing bottles at you from their front yard (another badge of glory from my canyon racing days, and another reason why it's better to be up front in the pack).

Justin Prann
 Dealer Principal
 Pandora's European Motorsports
 Justin.prann@pandorasmotorsports.com

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OCTOBER 1-3

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MILLEDGEVILLE THUNDER FALL RALLY

2949 Highway 441 South
478-453-7057, southcreek.us@gmail.com or www.milledgevillethunderally.com

OCTOBER 2

Chattanooga, TN

ROLL FOR A CURE

Chattanooga #91 Elk's Lodge
Donna Scoggins: 423-618-3590, Stacy Farrow: 423-432-3901,
wrftwl@charter.net or srfar@charter.net

Dayton, TN

CHRISTMAS TOY & COAT RUN

Eagle Exxon (Hwy. 27) - FBO: 11
Jeff Knight: 423-775-7832 or jknight@rheacountytn.gov

Maynardville, TN

RIDE LIKE AN ANIMAL MOTORCYCLE RIDE

Union County Humane Society - 10 a.m.
Jerri Crews: 865-278-3187, blackjack2631@yahoo.com or http://
www.unioncountyhumanesociety.org/ridelikeananimal.htm

Chattanooga, TN

ROLL FOR A CURE

Chattanooga Elk's Lodge (Graysville Rd) - ABO: 12
423-240-3506, 423-304-8417 or mcculloughgw@yahoo.com

Monteagle, TN

MUSIC ON THE MOUNTAIN FEATURING ERIC HEATHERLY

Jim Oliver's Smoke House - 7:30 p.m.
Jessica Geary: jgeary@thesmokehouse.com or www.
thesmokehouse.com

OCTOBER 9

Chattanooga, TN

FIERY GIZZARD (free cookout)

Sportman's Warehouse (Hwy. 153 & Lee Hwy.) - 10 a.m.
Bill Kapherr: 423-322-4442, roadcaptain@cmachattanooga.com or
http://cmaser6.org/TN/CHOOCHOOWHEELSOFWORSHIP

Chattanooga, TN

NOT FORGOTTEN - BRING EM HOME POKER RUN

Ultimate Cycle - FBO: 10 a.m. (rain date October 23)
Kenney Hensley: kensuperglide@aol.com or
kensuperglide@aol.com

Arab, ALA

GHOST WARRIORS ARAB MC/SC BENEFIT RIDE FOR TINA

Big D's Cycles - 10 a.m.
Ghost: 256-679-4965, Sassy: 256-679-4964, ghostwarriorsofarab@
yahoo.com or www.ghostwarriorsarab.com

Monteagle, TN

MUSIC ON THE MOUNTAIN FEATURING ROBERT BURGEIS

Jim Oliver's Smoke House - 7:30 p.m.
Jessica Geary: jgeary@thesmokehouse.com or www.
thesmokehouse.com

Chatsworth, GA

US MILITARY VETS MC ANNUAL PARTY

3797 Cagle Road - 4 p.m.
Smiles: 706-913-7788, Fuzzy: 706-263-0852 or
awimberley@windstream.net

OCTOBER 15-17

Eton, GA

PLEASANT VALLEY BIKE RALLY

CCC (Camp Rd.) - noon
706-517-7477, 706-847-9160 or two_luvbyrds@yahoo.com

Mentone, AL

ALABAMA THUNDER BIKERS FESTIVAL AND CONCERT

2232 County Rd. - 12 p.m.
Luke Christian: 256-997-6090, scoutout34@gmail.com or www.
pic3records.com

OCTOBER 16

Pikeville, TN

RICKY BROWN MEMORIAL RIDE

Bledsoe County Fairgrounds - 10 a.m.
simmonsjesse12@yahoo.com

East Ridge, TN

CHRISTMAS RIDE FOR TEENAGERS

Camp Jordan - 11 a.m.
Michael Williams: 423-867-7100 or er806fire@aol.com

Monteagle, TN

MUSIC ON THE MOUNTAIN FEATURING NOLAN NEIL AND ERNIE MCCOY

Jim Oliver's Smoke House - 7:30 p.m.
Jessica Geary: jgeary@thesmokehouse.com or www.
thesmokehouse.com

Dunlap, TN

CHRISTMAS IN THE FALL

Blue Orchid Bistro - 10 a.m. CST
Randy Slomian: 423-774-0736, blueberk58@yahoo.com or www.
theblueorchidbistro.com

OCTOBER 21

Dalton, GA

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OCTOBER 23

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OCTOBER 28-31

Forkland, AL

BAMA BIKE FEST FALL PARTY

16971 Hwy. 43
334-654-0858, 334-289-5213 or www.bamabikefest.com

OCTOBER 30

Chickamauga, GA

CONCERT AT THE COVE MOTORCYCLE RALLY & CAR SHOW

Mountain Cove Farm - 9 a.m.- 6 p.m.
Larry Hester: 423-364-7909, info@6thcavalrymuseum.com or www.
concertatthecove.org

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OCTOBER 31

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Sat., Oct. 23 - 7:30

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MC Parts - 2 - 6**

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PUB 41

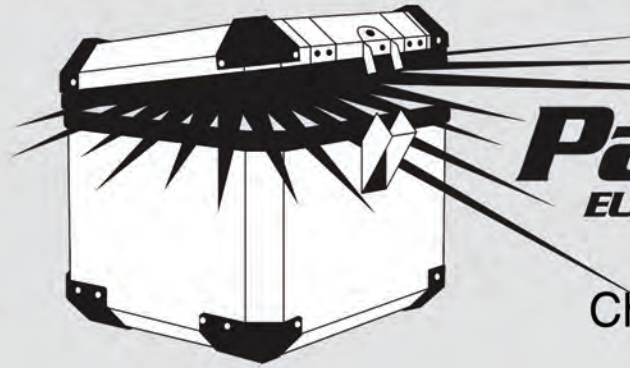
6726 Ringgold Rd.
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Exit #1 off I-75
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www.ChasiLynn.com



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Joe Cool's Biker Health



Greetings faithful readers of Road Rash Magazine. Last month I shared with you the recent changes within my life. The educational and intellectual challenges I will face in the next couple of years will prove to be a positive experience that will enhance my personal well-being. I hope to gain improved intellectual, educational and occupational wellness.

While riding your scooter down the highway of life, there are certain roads that may guide you on the journey toward a more balanced lifestyle. There are several aspects of wellness that are your key to harmonizing all the major life areas that work together to create a whole and complete life. All the aspects are tightly woven in our tapestry of life.

Occupational Wellness is something we all deal with. Even if you're in school or a stay-at-home mom, you have an occupation. Discovering Occupational Wellness means exploring our true purpose and calling in life, learning to cope with work stress, working toward our goals, and finding a career that lines up with our ultimate dreams. Your occupation is what you'll spend most of your time

doing, so you want it to feel meaningful. This requires taking directed steps to get in touch with who you are and what you want from your chosen career.

Social Wellness is about relationships. Friendships, family, romance, and how you treat the cashier at the grocery store are all aspects of your Social Wellness. Social Wellness involves your ability to foster intimacy in relationships while maintaining supportive boundaries; respecting the needs of others, as well as balancing a social life with personal responsibilities. When your Social Wellness is in order, you feel both supportive and supported. Social Wellness is about the give and take that occurs in healthy relationships so that everyone feels nurtured and loved.

Last month I introduced you to the aspect of intellectual wellness, which can lead to improved occupational and social happiness. Remember, health and wellness is not only achieved through diet and exercise, but finding personal balance on all aspects of life. Aspects of Wellness are your key to harmonizing all the major life areas that work together to create a whole and complete life. Encompass every square inch of your life, and practicing positive habits in each aspect of your life and it will help you find total wellness. Be well.

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Itsy Bitsy Spider

Never... until this year have I mocked and doubted those colorful, beautiful spiders that appear out front of my house between the poles under the overhang. For years, for as long as I have lived in this house I have had these creatures (and before you question the psychological possibilities or a strong flashback of Charlotte's Web) show up either in August or early September.

When they first appeared some years back, I would relocate them. The next season they returned, and then again. I am sometimes slow but I do get there. I began recalling the information from my brain's own cobwebs and then began wondering and watching. These little guys became my sign and have been as accurate as anything I ever heard my great-granny Warren tell me.

Some weeks back I came out of the house and to my left there was one of these guys in the midst of his framework. I stopped and looked at him and recalled the past days of triple digit temperatures. I informed him that this year he was way off in showing up. There was no way a hint of Autumn was anywhere to be found. I garnished myself in the "have-toss," turned the key, pushed the button and with sweat already on my face, I took off for the wind.



As life has taught me over and over (and over and over...), if you bet against a man that has had nine straight wins with a full house, you can bet that tenth hand will be a full house - cheating or not.

It was less than three weeks later, the humidity began to drop, the evening temperatures eased downward, the nights were gorgeous and even the day had a smell about it. I

recognized that smell from my boyhood. It was the first breath of Autumn: that first Saturday where it didn't creep above 78 degrees and still had mild nights.

Yes, it did warm back up but the humidity stayed low. The distances between the poles are becoming more occupied by the spiders and their webs will soon be as double sewing thread.

Autumn, my favorite season, is seemingly the shortest of the other three. One filled with distinct smells, color, tastes, and events all woven together.

As for me, and perhaps many of you other dedicated riders, it becomes a magical time. The snap of the air hitting your face as it heightens your senses. The skies giving you a hue of darkened blue throughout the day, making things seem almost surreal. It's bittersweet if nothing else.

My heart and soul will again be hovering in mystique as I see shadows creeping on the highways, and I hear the rumble of my Harley's engine echoing off mountain sides, landmarks and the places where I have stopped.

You know that feeling as you and I have been there many times... that high no one can experience in a cage, nor on a crotch rocket weaving in and out of traffic at 80 mph. I haven't even bothered to put a Speedo on my FXR and at this point in time, I really see no need. I'm not a highway racer; I simply stretch out, gear up, gear down and enjoy the creator's handiwork of Autumn.

Due to a personal situation, I missed the Sundown the weekend of Sept. 10. I missed the faces, the voices and laughter, but I will see y'all soon.

Rocky Sisemore

rockyisemore@hotmail.com

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Cannonball Motorcycle Challenge.

David Uhl and Michael Lichter To Collaborate To Offer Awards To Winners
 Published by Cyril Huze September 4th, 2010 in Builders, Editorial and Events.



Thanks God! The coast to coast to coast Cannonball Endurance Run is not about money. The challenges faced by riders of pre-1916 motorcycles is about machine's performance, gas availability and physical strength. And to reward them for having the courage of their motorcyclist ancestors, winners will receive pieces of art, a gorgeous Bronze Statue by Jeff Decker (will specifically report on this one and show it to you in a couple of days), paintings by David Uhl and photographer Michael Lichter will share his full Challenge photographic coverage.

While Jeff Decker will participate after just completing the Run Bronze Trophy, David and Michael will be scanning the entire event in Kitty Hawk for a photographic report that depicts the excitement and spirit surrounding the start of the rally.



Once the photographs are complete, they will split up. Lichter will travel the entire ride shooting from the back of a 1953 rigid Harley-Davidson Panhead (facing backwards), and David will return to his Golden, CO studio to commence his own personal race against time. He will be painting an original oil on canvas based on Lichter's photographs, finish the painting before the end of the ride, and then fly to California to present the painting to the winner of Class 2.

For the winner of class 3 (the multi cylinder/multi speed class), David has already completed a historically relevant work featuring the ride's namesake, E.G. Baker aka Cannonball Baker. Uhl will also present this original painting. No money, no gold, just art. As the Art Of Motorcycling.

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THE VIEW FROM THE WING

Watch for Motorcycles

This will be my worst column ever. You will probably read this column on page 46 of a 42 page magazine. Road Rash will disavow any knowledge of me and the column will probably self-destruct in 60 seconds. In other words this is mission impossible.

I hate the campaign that tells motorists that motorcycles are everywhere and they need to watch out for them. I hate the bumper stickers. I hate the yard signs. I hate that the month of May is Motorcycle awareness month.

And this from a guy who loves motorcycles. I have talked many of my friends into buying motorcycles. I have given lots of people their very first rides. Young people like my grandchildren and older people in their 70's and 80's. There is nothing that rivals the schoolgirl like squeals of delight from a 79-year-old lady getting her first motorcycle ride. It was her birthday. It took three of her grandchildren to help her get on the bike but it was worth it. Of course, Rock should not try to do this as he is too quick to take off and leave his passenger behind.

So why would a guy who loves bikes and loves the people who ride them hate this seemingly, wonderful, campaign? Is there something wrong with trying to bring motorcycle awareness to other motorists? Do I want to just see more motorcycle accidents? Yeah, that's it! The problem is that it just simply does not work. The emphasis is on the wrong syllable. Motorcyclists need to be aware of cars, and the people who drive them.



A couple of years ago on May 1, a local television station was highlighting motorcycle awareness month and showed the aftermath of a motorcycle/car encounter. They said all of the right things about the increase in the number of motorcyclists and how with the warm summer months more of them would be on the road. The drivers of the cars were being admonished to watch for motorcycles. The problem was that the motorcycle had clearly rear-ended the car. How was the driver of the car supposed to watch for that?

We need to watch out for ourselves. We need to stop being stupid. I watch people everyday ride their bikes around this city. I ride fast and I ride hard but I usually do it out in the country, away from other traffic. I do not ride my bike as if the world needs to get out of my way because I am a tough guy with a patch on the back of my vest. I swear to you that you may be the toughest guy in the world but you are not tougher than a Honda Civic, a Ford Focus or a Mack truck. You lose. Every single time, you lose. But hey, you did look tough as you were going down. Most people won't even know that you messed yourself. And you will have all of that wonderful road rash to show your buddies how tough you were.

Or you could ride that sport bike as fast as you can in town. The guy trying to turn left in front of you can barely see you coming, but at triple digits in a 40 mph zone you can imprint yourself in the side of his pick-up truck. It will of course be his fault and he will get the ticket. As for you, you get eternity. I will have prayed that you had placed your trust in Jesus, but that choice is also up to you. And you can hold your lane while bimbo behind the wheel continues to text. "OMG I just ran over a biker. LOL." But again you held your lane and showed her who was right. Your friends will comment at your funeral that she should have been looking out for bikers. The problem is that

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it is at your funeral. Not hers. She pays a fine, picks up trash, and complains about how unfair it is. But she's texting within the week.

In the past couple of years, there have been several high-profile accidents of bikers getting killed by drunk drivers or being drunk themselves. In fact, alcohol played a major factor either with the operator of the car or the operator of the bike being legally drunk in most motorcycle fatalities. As I write this, there is a family in Ohio grieving the loss of a couple who rode down here to visit relatives in Cleveland TN. The guy who killed them had a prior D.U.I. Whether he was drunk this time has not been proven yet. But we have had several habitual drunk drivers take out our friends and fellow riders.

The problem is that drunk drivers don't give a crap about anyone but themselves. If you drink and drive and this offends you, good. You offend me and all of the others who want to get home alive. Drunk drivers are not going to watch for motorcycles. There is not much you can do. You can wear florescent underwear but it will only highlight what really happened when that vehicle came your way.

As for texting Barbie and Ken? It's the same deal. You just cannot text and watch for motorcycles at the same time. One of them has to be sacrificed and my fellow bikers, it is us. So again, these people will not watch for motorcycles. Maybe if you were to text them and let them know you are coming?

How about the soccer mom trying to get her kids where they have to go. And what about the shopaholic who needs to get over three lanes for that sale item? The business guy on the cell phone who just missed his exit, oh no he can make it if he cuts you off just did. He even had one of the bumper stickers. What is that?

The problem is that everybody wants to be aware of motorcycles. No one wants to hit us or kill us. It's not that they love us or really care about anyone else, it's an insurance nightmare and all that paperwork is just a big hassle. But they

have other priorities. It's called life. It's called the doctor just gave you bad news. It's called your kids are waiting because someone else dropped the ball. It's called running hard because your job depends on it and you depend on your job. It's called an accident: an unplanned event resulting in property damage or personal injury. The only sure way to avoid it is to park your bike. But there are better ideas.

Don't drink. Get your bike all lit up, not you. If you have a small bike get yourself a florescent coat or jacket or vest and a florescent helmet and florescent gloves and ride with your bright lights on in the daytime. With the florescent gloves, when someone does something stupid, they will know exactly how many fingers you are waving with. You will be amazed at how people will see you if you do these few simple things. If you are on a big touring rig or cruiser with lots of headlights or turning lights you are already well seen. Get the florescent jacket or helmet if you must, but you are just a fashion statement at that point.

Expect the unexpected. People will make mistakes and do dumb things. We all do. Just ask Julie. Rock left without her on the bike. Now she knows to get on fast or stand clear. You have got to be prepared to avoid and evade trouble all of the time while riding your bike. So, slow down. Especially when you are riding in congested areas. Riding fast is lots of fun and if you want to really go fast, see Justin Prann at Pandora's European Motorsports on Hwy. 58 and take advantage of one of their many track days. Just don't ever expect cars to look for bikers. No matter how many signs we put out.

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LEGISLATIVE RAMBLINGS

Last month I briefly touched on reciprocity. I would again like to continue a short report on the same subject. Reciprocity in its basic format according to Webster is: "A mutual exchange of privileges: a recognition by one of two countries or institutions of the validity of licenses or privileges granted by the other."

So if I have only one license plate in Tennessee, and then drive in Wisconsin can I get a ticket? Wisconsin law states that you must have two plates on your vehicle, the second one being on the front bumper. Will I then get a ticket? Probably not, but can I? Yes. Can I fight this ticket in court? Yes. And I will win? A driver of a vehicle is not required to adhere to these types of laws for every state. But here comes the big kicker...

I spoke with an attorney on this issue. Basically I was told that reciprocity holds true as long as it's not considered a safety issue. That really narrows it down, don't you think? What constitutes safety, when involved with reciprocity? Does wearing a motorcycle helmet constitute safety? Yes it does. That is why I'm required to wear a motorcycle helmet in the state of Tennessee no matter what state I hold a valid drivers license in.

That's also the reason I'm allowed to choose if I want to wear a helmet when riding in states like Florida or South Carolina. It doesn't make a difference what state I hold a driver license from.

Take Two: What about child safety seats? The answer is yes. When driving a vehicle and carrying a child, I must conform to that particular state's law. So be forewarned, when going on vacation you are supposed to check with each state you travel through and conform to that state's particular child safety law. So, say I drive from Tennessee to Florida. I must know what Tennessee, Georgia, and Florida require when it comes to child safety seats. Do most people do this? I would say no.

So, I ask, where do we draw the line when it comes to reciprocity? Are we going to become like an Eastern Europe country and you have to clear the customs at each border? This is America where we don't have to go through a checkpoint on

each state line... But be careful, there already exists an invisible checkpoint. You pass it when you see the sign that usually reads, "Welcome to the Great State of *****." Most bikers are already aware of this invisible checkpoint. When we cross into a certain state we decide whether to wear or not to wear a helmet while riding (if, of course it's allowed in that state).

So we can all get involved and do something about this invisible checkpoint, or we can carry on as usual. Of course, one day you might have to go through a checkpoint to cross into, say Florida. If we ever get that far, then I say the government (whether federal or state) has gone too far. But do you need to wait until it gets to that point? My point is that everyone needs to get involved now. Get involved with informed voting and keeping in touch with your elected officials on all levels.

I received word today from my county clerk that there were 10,043 motorcycle registrations in this county for the year of 2009 (Hamilton County, Chattanooga, Tennessee). Think what 10,043 bikers could do for most voting races if they banded together for a common cause. These registrations were on the road motorcycles that required a motorcycle tag. This doesn't even include the off-road motorcycles. If the NRA can get things done when their members want to, why can't we do the same? So, you need to belong to an ABATE organization and get involved if you aren't already. Then, and only then, can we become a group that the politicians will have no choice but to listen to.

So, remember, I can't do it by myself. It takes everyone to get involved... or you can watch your rights fade away.

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Our featured local motorcycling personality this month is Chase Hamilton. He is often found riding around on his custom motorcycle and hanging around various local bike-related events and bike-friendly places with his lovely fiancée Jess. Let's see how he does answering our ten infamous Hot Seat Questions:

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

I got the name "Skratch" from an old friend of mine one night when we were playing pool. I've got mad skills!

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

I first started riding bikes about seven years ago. My first bike was a Honda CBR 600R, but I've grown up around Harleys my whole life.

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

Well (laughs), I'm not really "allowed" to leave the state, but I ride every day... rain, sleet, snow, tornados, etc.

4) Do any other members of your family



participate in motorcycling?

My Dad, Marty "Hambon" Hamilton rides, and we ride together every chance we get. That's the real form of father-and-son bonding!

5) Have you ever had any serious wrecks?

Oh yes! My Fiancée and I had a bad wreck about two years ago on my Harley. A young girl pulled out in front of us. She didn't even look, and we were right on top of her. Lesson for the day: Stay off your f#\$king phone when you drive!

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

Between my motorcycle, my attitude and my tattoos, I get discriminated against every day!

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

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

I love riding the back roads of my hometown. There ain't nothing like the old country roads in North Georgia!

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

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

There needs to be more respect!

It looks like Chase had no problem coming up with his answers. If you should happen to see him out and about or at a bike or hot rod event, ask him to sign your copy of Road Rash Magazine. If you're a judgmental kind of person, just try to overlook his attitude and tattoos... You'd meet a super cool guy if you did!



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pics by Rock



Ride founder & leader, Bill Cason points to us as he passes the Smokehouse on Montague



Riders on Montague, Mountain preparing to join the ride.



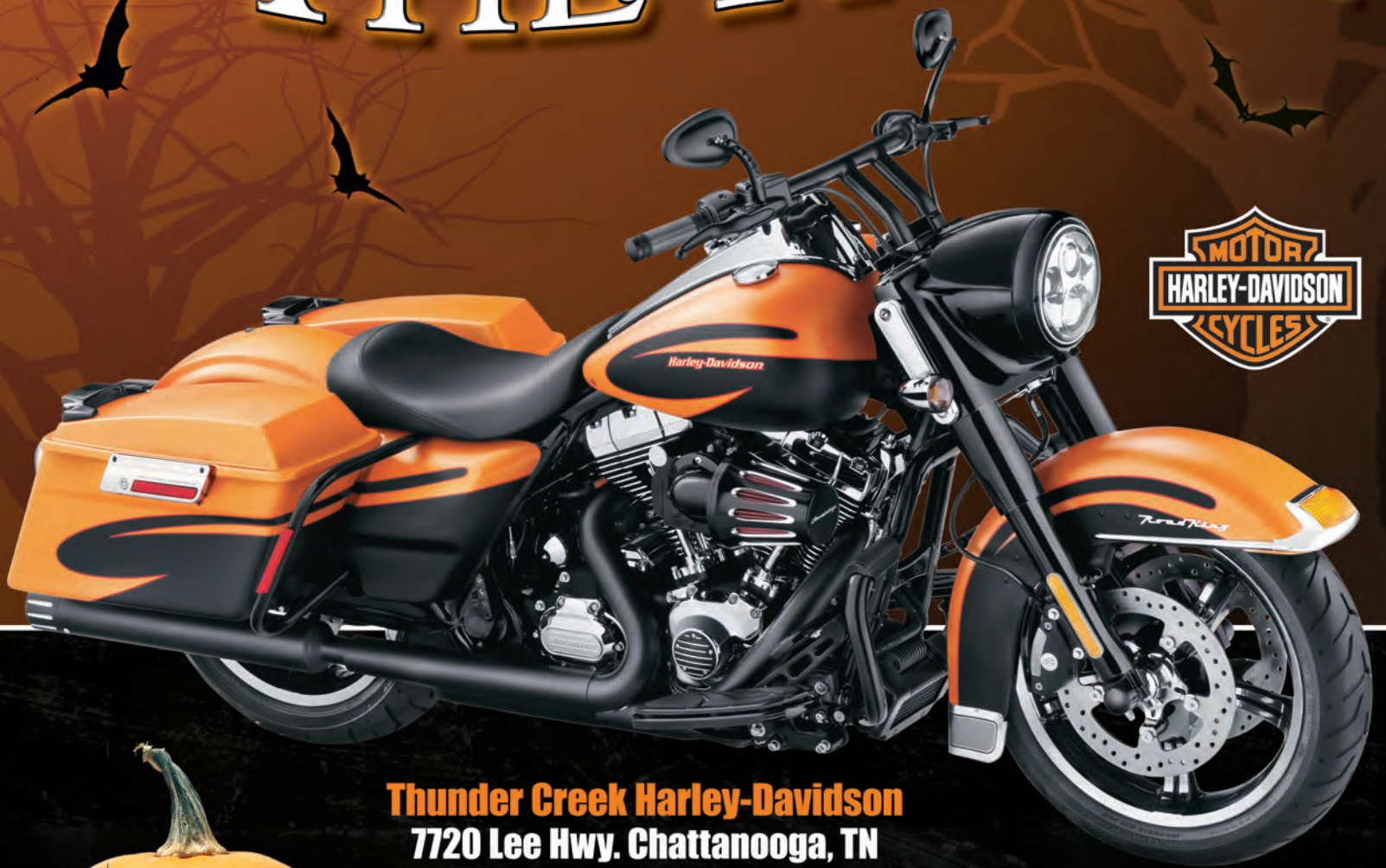


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