

# ROAD RASH

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Chattanooga Area  
Motorcycle Events

July '07

Biker Chick  
**Martina**  
pg. 24

**FREE**

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

**ROAD RASH BIKER BASH**

August 17-19

**MORE INFO: PAGE 17!**

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This is a shot of my grandmother at age 88. Thought you might could inspire the older readers with this shot!  
- Shannon Hatton , Finance Mgr at Mountain Creek..

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## Tom the Bomb... RAMBLINGS From the Top Dawg

July is here, which means the barbeque grills are firing up, the American flags are coming out of storage, and picnic ants are tying tiny napkins around their little necks. It's a time when we are supposed to celebrate our independence as a nation and think about the sacrifices our forefathers made in order to provide us with life, liberty and the pursuit of happiness. Things in the United States could be better, but if you look at the big picture, compared to the rest of the world - we have it pretty good.

I saw a bumper sticker once that said, "If you can read this, thank a teacher. If you are reading it in English, thank a soldier." It's something to think about. Right now, there are Americans here and on foreign soil fighting so that everyone can enjoy the privileges and rights that many of us take for granted. No matter what side of the political debate you may be on - those soldiers and the ones before them deserve respect for their efforts.

Next month is all about the Road Rash Biker Bash. If you have ever been, you know it's a party you don't want to miss. Please tell your friends! If you haven't been - ask someone who has! We have been working

## CONTRIBUTING WRITERS

"Tom the Bomb" Blevins	"The RUB"
Reverend Booger	Harry Stone
Ronnie "Rock" Land	Teri Welborn
Eddie Rahm	"Joe Cool" Wiram

YOUR NAME HERE ?

## CONTRIBUTING PHOTOGRAPHY

"Tom the Bomb" Blevins	Cassy "Frenchie" French
Jimmy "Moleman" Cornett	Ronnie "Rock" Land
	Tony Wicks

on our new venue in New Hope, Tennessee and things are looking GOOD! It's a true old-school biker party with live music, cold adult beverages, motorcycle rodeo games, a bike show, vendors, great people and good times. Come show your support!

I'm always harping on you guys to support those who support you. Most of the time when I say that, I'm talking about doing business with our advertisers and completing the circle of support that makes this magazine possible. But it goes beyond that. You should support all of the local events specifically geared toward motorcyclists. The more people come to events like the Road Rash Biker Bash, Thunder On The Rock, Biker Church, Sundown, Nightfall, Ultimate Fridays, bike nights at The Electric Cowboy, Hooters or Bourbon Street Music Bar, the CMA's Blessing of the Bikes, poker runs, swap meets, toy runs, ABATE and CMT/ABATE meetings and any number of other bike-specific or bike-friendly events around the area – the better off we'll be. The more people attend these events, the more events will be created to attend, and the

more "bike-friendly" the area will become. One person can make a difference. One person DOES make a difference. Be that person! This month, your homework is to try to take some time out to think about what a great country we live in, and how good it feels to be free. Also, remember to support the people who support you. It's a matter of survival.

*Tom  
THE  
Bomb*



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# ROAD RASH STAFF



**"Tom the Bomb" Blevins**  
Publisher/Editor/Top Dawg  
  
TomtheBomb@  
roadrashmag.com  
423-322-0223



**Ronnie "Rock" Land**  
Managing Editor/Partner  
  
Rock@  
roadrashmag.com  
423-400-6419

**Midge Adams**  
North Georgia Sales Rep  
serenityfinder@  
comcast.net  
(423) 488-3368  
(423) 645-4314




**Jimmy "Moleman" Cornett**  
Distribution Mgr/Partner  
  
Moleman@  
roadrashmag.com  
423-400-2635

**GENERAL CONTACT INFORMATION**  
Road Rash Magazine LLP  
3472 Brainerd Road  
Chattanooga, TN 37411  
Info: info@roadrashmag.com

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# SEE 8 STATES

## with Wings In The Wind

by Eddie Rahm (Part 1 of 7)  
Photography by John Martin

Have you ever thought you would like to take a long back roads trip on your bike but because of family or work demands you just couldn't make that leap? What if I told you to get ready because you are about to take a 1375-mile, 8-state, 5-day trip on the back roads and state highways with a group of six members of "Wings in the Wind"? That is exactly what you are going to do over the next five issues of "Road Rash" magazine and then on the sixth month I will wrap it up and also will make some suggestions of how you can plan a trip for your group.

Each successive issue I will take you on another leg of our journey complete with pictures, happenings, historical tidbits, and the route map, but will only give hints of the next leg of the trip. The seed for this trip was planted last year while watching a series of shows ("Feasting on Asphalt") by the widely known chef Alton Brown on the Food Channel. Alton traveled across the country on his BMW with some of his buddies, stopping to visit local cafes while enjoying the back roads and highways. The difficult part in planning a trip like this is the fact that different riders have different preferences. One rider's dream can be another's nightmare. Some folks enjoy the twisties while others like the long straight roads, but most everyone enjoys getting off the interstate when time is not an issue. My idea of a great ride is one in which there is some of all types of riding and roads. It is a ride with lots of stops for fellowship and resting and leaves enough time to visit with local folks along the way. It should be a ride that leaves great memories and calls me back for more of the same. I think this series of ride articles will leave you with that feeling of hitting the road. There will also be a "mystery picture" each month of something on the next month's leg and the first reader to accurately identify the location of the picture will win a nice prize (see "Mystery Picture" box). This month I will introduce you to your riding partners, give you some general info on the trip, and let you know what to bring. We started out with ten commitments for the trip but due to health and family issues we ended up with six riders, which in retrospect was probably the perfect number for a ride of this type. Well, enough of this talking, Let's ride! And remember, "it's the trip that is the goal, not the destination".

### What to expect"

- A time to explore the back roads neglected by our interstate riding generation.
- A time to enjoy common folks of the back roads, small towns, and countryside.
- A relaxing, carefree ride with lots of stops for resting and fellowship with other trip members.
- A ride that each person's needs count and nobody has to justify needing a stop.
- A ride in which we will stretch out our formation when in remote areas so that riders can relax and enjoy the surroundings without fear of colliding with other members.

### What to bring:

- A body in good enough shape physically to ride 300+ mile days on back roads.
- A bike that has good tires and is mechanically ready for a trip.
- Full rain gear.
- Plenty of clothing for a five day trip in all types of weather
- Helmets will be required even in states that don't require them
- A good attitude!

Hint about your first leg of the trip: Bring some warm clothing for the mountains and don't say I didn't warn you if you don't bring your rain gear!



## Let's Ride!



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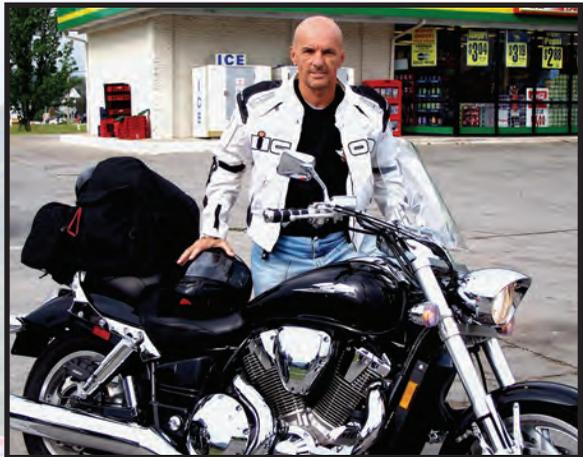
Name: Eddie Rahm  
Occupation: Engineer  
Current bikes owned: Honda Magna & Aprilia Tuono  
Age: 57 Years riding: 30  
Favorite type riding: Semi-curve country roads  
Family: Married to Mary (27 years) with two kids & two grand kids



Name: Jon Arbuckle  
Occupation: Chevy dealership sales manager  
Current bikes owned: Suzuki DL-650 V-Strom  
Age: 56 Years riding: 43  
Favorite type riding: Curve back roads  
Family: Married to Patty (36 years) three sons & five grand kids



Name: Hobert Brabson II  
Occupation: Capital Projects Manager (City of Chatt) and church pastor  
Current bikes owned: Harley Custom Sportster 1200  
Age: 46 Years riding: 19  
Favorite type riding: Touring  
Family: Married to Cheryl (9 years) with two kids



Name: John Martin  
Occupation: Lawn Maintenance and DJ-ing  
Current bikes owned: Honda VTX1800  
Age: 63 Years riding: 50  
Favorite type riding: Cruising  
Family: Divorced with two kids and two grand kids



Name: Randy Carter  
Occupation: Fed Ex Truck Driver  
Current bikes owned: Honda VTX1800  
Age: 45 Years riding: 5  
Favorite type riding: Cruising  
Family: Married to Denise (21 years) with two kids



Name: Wally Hammel  
Occupation: General Manager in the Carpet Industry  
Current bikes owned: Harley Electro Glide Ultra Classic and Suzuki DL-650 V-Strom  
Age: 61 Years riding: 47  
Favorite type riding: All kinds (am becoming appreciative of sport bikes)  
Family: Married to Tommye (39 years) with three kids & six grand-kids



# Rock's Two Cents

Hey Folks,

I've got a lot to cover this month so I'll get right to the controversy at PFC Haslip's funeral. Although I didn't witness the confrontations between the news photographers and bikers personally I was in attendance

at the Heritage Funeral Home, the South Seminole overpass, and the National Cemetery that day (see letter from the Patriot Guard on page 32.) I'll go on record right here and say that I was very moved and proud when I saw the large crowd of bikers assembled that day in the 90+ degree temperatures to honor PFC Haslip's ultimate sacrifice. It was Memorial Day and while most American's were enjoying a day off with their families, these 200+ bikers were standing in the hot sun holding flags around the funeral home.

One caller to Talk Radio 102.3 made a comment that "those bikers will go anywhere to congregate and show off their bikes" as if to discredit the motives of those attending that day. This pis#@! me off greatly, but when I tried to call in, the lines were busy so I couldn't respond. I'll use my forum here to do so.

Firstly, these were not your weekend posers types (not that there's anything wrong with that.) Those gathered on

Memorial Day were members of the CMA, Freedom Riders, Patriot Guard, and the Unwanted Motorcycle Clubs just to name a few. Many were veterans who had already answered the call and served their country in times past. These were patriots that just wanted to pay their respects to a fallen warrior. I saw no "posers" there that day and I can spot one a mile away. The only thing these bikers were showing off were their American flags and patriotism.

Secondly, even if there were a few posers there, at least . . . they were there. Caller . . . where were you that day? You've obviously just been going to Nightfall too long. (not that there's anything wrong with that) You can take your condescending comment and stuff it where the sun don't shine. Whoops, did I just fit a stereotype? And just when I've tried to be more sensitive. Remember my story on the pink scooter lady last month. Oh well, we all are entitled to a relapse occasionally.

As I stood on the overpass at South Seminole with my camera and large flag hanging over the railing, I was uplifted as many of the passing cars blew their horns. Most were just travelers, not knowing that we were awaiting a funeral procession of a fallen soldier. They were blowing their horns simply because it was Memorial Day and there were crowds of people on both bridges with flags. Suddenly, the procession became visible. There was a police escort followed by at least 50 motorcycles with flags. Then came the hearse and family cars followed by another 150 - 200 motorcycles. It made chills run up my spine as they passed. Rest in peace PFC Haslip, and may God comfort your family.

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to try. For the last few weeks Julie and I have been taking Wednesdays off and going for a long mid week ride. This past week we discovered a great new route. This little ride takes about 6 hours and is a great one to do on a really hot day. Since many of the roads are shaded along Guntersville Lake it seems a good 10 degrees cooler. We jumped on I-24 west at Germantown Road and headed to I-59 S. We took the Trenton exit and 136W up Sand Mountain turning left onto 71S. Stay on 71S till you hit 35. Go right (west) down the mountain towards Scottsboro. Right at the bottom of the mountain you take a hard left on 67S. If you cross the bridge you've gone too far. 67S is a shaded state road with many pull offs along the lake for refreshment breaks. Keep going south until you hit Guntersville. Go right at the red light (Chevron across the street on right) and stay on that road until you see 79N. Go right on 79N. Keep your eye out for the Lighthouse Cafe on the left approximately 6 miles north.

The Lighthouse Cafe is owned by Chattanooga native, Wanda Pike. It just so happens that Wanda is a friend of Steve Crane of Thunder Road Cycles fame. It's a small world, because I bought my first Road King (Ole Blue) from Steve. Anyway, Wanda's hospitality and food were the greatest. I had fried chicken, green beans, and okra, while Julie tried the BBQ, fried potatoes, and green beans. We topped it off with Jill's homemade peach cobbler with ice cream. Whoa now! We said our goodbyes, gave the staff some Road Rash helmet stickers, saddled up, and continued north on 79 to Winchester, Tennessee.

At 64 go right, then exit on 41E and up Monteagle. Take 156E across the mountain and down into South Pittsburg. Stay on 156E, over the blue bridge, past the 2007 Biker Bash site and on to either 24E or 41E if you

choose to go along the river to home. This is a great trip, I hope you all enjoy it.

Relax, I'm almost done. Stay with me now. I'm sure you've seen the full page ad (page 21) with Uncle Sam touting our new Free online photo gallery. This new service has proved to be a tremendous hit since it's beginning two months ago. In June, we had over 200,000 pictures viewed. We are encouraging all clubs and events to send us your pictures so we can put them on our web site within 48 hours. Then, your friends can download the original photos for their personal use FREE!

Till next month,  
LTRNTT,  
**Rock**

Send comments to: rock@roadrashmag.com

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# TEARS ON BLACK LEATHER

## Brothers and Sisters Down or Gone

We encourage you all to send in photos of your brothers or sisters that are gone or have been involved in accidents. In addition, please include your comments about your friend. We will be happy to include their photos and your words about them in Tears on Black Leather.

"Bertha" 1%er, a member of the Outlaws MC passed away recently from health problems. He was a great friend who always had a smile and an interesting story. He is probably sitting at a clubhouse bar somewhere swapping stories with Mad Mike or riding the clouds on a new Harley.

Terry Higdon, the owner of Rumors in Chattanooga passed away from an apparent heart attack. He is sorely missed by family, friends, bar patrons and members of the local motorcycle community.

Martin H. "Marty" Clark of Chattanooga died recently when the driver of a 2003 Chevy Trailblazer pulled into the path of his Harley-Davidson on Brainerd Road. The SUV driver has been charged with failure to yield the right of way.

Joshua Alan Nasworthy died from injuries after a motorcycle accident involving a truck at the corner of South Orchard Knob and Bailey Avenue. An investigation into the crash is continuing but charges have not been filed.

Charles Earl Brown Jr., age 50 of LaFayette, GA died after losing control of his 2002 Harley Davidson, crossing over the center line and hitting a concrete median on Cummings Highway close to the new Walmart in Lookout Valley.

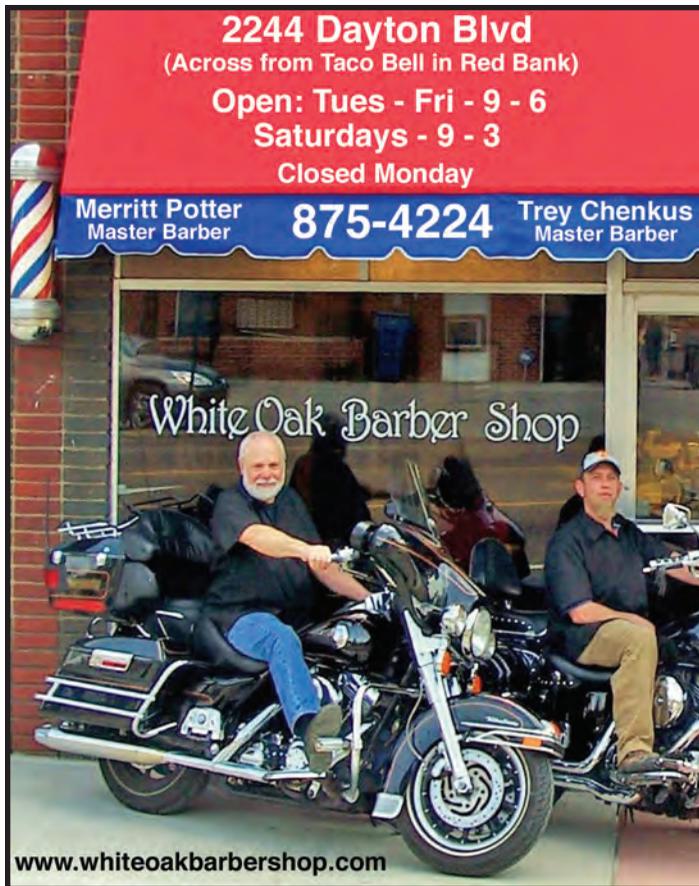
Stephen Young, age 25 passed away due to an accident on Highway 312 in Benton, TN. The Tennessee Highway Patrol say he was riding fast, lost control and struck a concrete pillar.

Our good friend Ron "Duck" Waddell from the Freedom Riders MC suffered a heart attack and underwent angioplasty to correct the problem. He recently returned to work after three weeks of rest.

Chris Knight, another member of the Freedom Riders was riding his 2006 Fatboy down Interstate 24 near Halletown when a doe (a deer, a female deer...) jumped into his path. After nearly severing the animal into two and doing a lot of damage to his bike (the jury is still out as far as whether or not it is totaled), he came out of the ordeal with a hurt ankle, a lot of road rash (the bad kind), and other superficial injuries.

There are many who are suffering negative effects from deaths, health problems, injuries and/or accidents. Please keep them in your thoughts and prayers, and do what you can to help make their burden easier to carry. We all roll the dice everyday. Do what you can to keep your name and the names of those around you off of this page. We need all the friends we can get!

Charlie (Charles Brown Jr.), a good friend of the club, a good man, and a true biker brother was killed Sunday night on his bike. He is at Wilson's Funeral Home in Fort. O. Visitation is all day today the 14 Th. all day, his funeral is tomorrow Fri. June 15 at 2 o'clock. Charlie comes from a long family of bikers, and his Dad said he would like to see as many bikes as possible ride with Charlie one more time, so please if you can, and even if you didn't know the brother, come out and help us show respect for a fellow biker. Thanks, Respectfully, Rod Confederate Brotherhood Motorcycle Club



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Confederate Memorial Day 07  
Photos By Rock



Electric Cowboy Bike Giveaway  
Photos By Tom The Bomb



# Joe Cool's Biker Health



Hello fellow Roadrashers, it's summer time again. Those hot sticky days have returned. It seems that this kind of weather is all anyone will talk about. Usually I will hear someone say "So, is it hot enough for ya?" or "Sure is humid, ain't it?" I will most likely respond by saying, "I don't know about the humidity, but there seems to be a lot of moisture in the air." That usually gets me a warm smile or hot glare. In the south the summer humidity is a big factor in our body's ability to cool it's self in order to maintain healthy temperatures while exposed to the sun's intense heat.

One of the most important body functions is temperature regulation. Our body will maintain a relative core temperature of 98.6 degrees Fahrenheit. It is essential for all of us to have the ability to protect our core from drastic temperature changes. Our core is the vital organs of our body to include the brain. If the core temperature were to increase or decrease by just a few degrees, a serious health problem will occur, so serious that death can occur due to hypothermia (cold exposure) or hyperthermia (heat stroke).

When our bodies are exposed to colder outside temperatures our physical structure will begin to generate heat to keep the core temperature from decreasing.

It will do this by rapid muscle contraction, also know as shivering. As the muscles shiver the blood flowing through them will increase in temperature. The blood flow will stay internalized staying mostly around the vital organs. External tissues will receive less blood flow due to the external coldness. That's why cold skin will look pale and often goes numb. Those of us who have ridden anywhere when the air temperature is 50 degrees or below can testify to the hand numbing experience. Help your body stay warm by dressing appropriately with multiple layers to trap body heat. Any experienced biker knows how to dress for the cold. But how do you protect yourself from heat exposure while on the road?

First and foremost, WATER. You must maintain good hydration. Drink plenty of H2O. It is the release of the fluids from pores in your skin that will keep the core cooled to its healthy temperature. As the external air temp rises, the body will sweat. The warmer air will evaporate the sweat, thus cooling the skin. The blood flow is sent to the surface of the skin to be cooled and moves through the body to keep the rest of the body at a safe temperature. That is why your skin will turn red or flushed when you are over heated. However, we live in the south. We have higher levels of humidity. That creates problems for our cooling system.

The body's cooling system relies on the evaporation of the sweat on the skin. If the humidity is at 100% the air can hold no more water. Thus, no evaporation and the water on the skin remains. The life saving sweat is now a heat conductor causing the blood to rise in temperature. Now you are in danger of heat stroke. Protect yourself by drinking plenty of H2O. At least 60-80 ounces a day. Take time out to find cooler areas to escape the heat. Dry your



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skin with towels and change out of wet shirts with dry light colored cotton shirts. Black t-shirts are not the best color choice for summer riding. I know that black is considered the cool color for bikers. But, in this case, cool doesn't mean cool.

There is one more thing. Fanning yourself with a hand held fanning devise to create a cool breeze across your cheek does nothing but make things hotter. When you wave a fan, a magazine, or anything that can create air flow in front of your face you are creating higher temperatures in your body. The rapid repetitive muscle movement in your wrist and forearm is a form of exercise that generates heat. The blood flow through those muscles will travel to the rest of the body. You may notice you will have to fan faster and faster in an effort to create enough breeze to make up for the increased heat emulating from your body. If you want fanning to be effective, then plug in an electric fan. Or, hand a Road Rash mag to the guy sitting next to you and have him fan you.

Cold temperatures are not usually a problem in the south, but hot humid temperatures will affect all of use who dares to venture out this summer. Keep yourself healthy and cool with water, dry, light colored clothes and find cool places to escape to. Better yet, get on your scooter and create the best cooling breeze you can get. Hit the highway and be the coolest person on the road. Take it from me, Joe"Cool". Be cool, stay cool this summer.

**"Joe Cool" Wiram**

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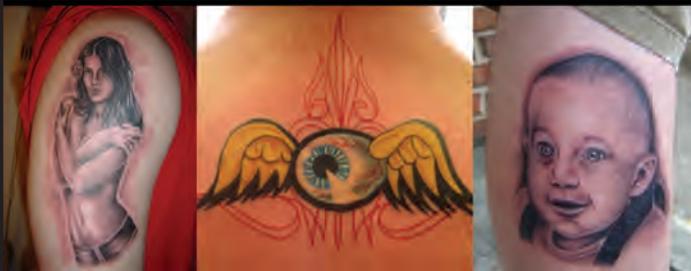
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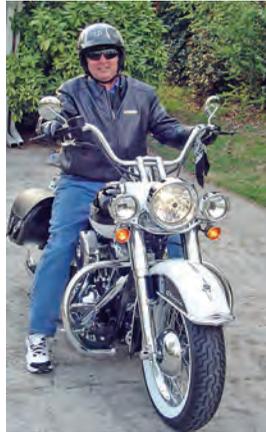


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# HERE'S THE RUB

**"I'll never forget him. He was the Leader of the Pack...vroom, vroom"**  
The Shangri-Las



In my younger days, I rode with a long-time friend who had twisted spokes on his chopper. We would ride for hours side-by-side, almost shoulder-to-shoulder, passing cigarettes, cameras and other paraphernalia from bike to bike. It was mesmerizing to watch the rainbow effect caused by the light sparkling off his front wheel.

Lately, I have been doing a lot of "group" or pack riding. To be honest it can become almost boring, adopting a staggered, military-like formation but it is the much safer way to go! Road Rash is a great name for a magazine, but real road rash and accidents are something to be avoided as much as possible. While the legendary Easyrider image of Billy and Captain America riding "outlaw" style certainly evokes a much cooler image, unless you know how the guy next to you, in front or behind you is going to react in an emergency, it can get you killed!

In the old days, only clubs had Road Captains and I think it would surprise many of today's newer riders to know they also developed rules, techniques and assignments designed

to make riding in a cluster from becoming... well, a cluster you-know-what!

There are so many charity rides today and the familiar helmet sticker that reads "twenty-grand and a tee-shirt does not make you a biker!" aptly applies to those who think forty to fifty bikes is an automatic exception to any laws providing amnesty from traffic laws and a carte blanche excuse to bust red lights and act in a mob-like mentality. It amazes me why when large group rides have become so popular that nobody talks about the need to understand how to act in a group. It would be impossible to discuss all the ins and outs of group riding in a single article, but it might be worthwhile to note the responsibilities of key positions. Please bare in mind this is my general description and any particular group may practice some variation on a theme.

Head Road Captain, Leader, Pace, Point... or whatever the title, the first bike out should be in the left hand lane position and has three main assignments. He should, above all else, know where he is going and the route to get there, he sets the speed for the group as a whole, and he anticipates the need to change lanes. If he doesn't know where he is going the Lead position should be deferred to someone else who does. The Lead should set the pace not at his own riding comfort level but at the least experienced of the rider in the pack. He must think of the group as train, tethered together and do his best to keep the group functioning as a single body. (I am using the masculine pronoun "He" generically and do not mean to infer a woman could not be Lead, so please no cards or letters next month on my chauvinistic choice of wording or need to point out why a woman can read a map better than a man)."

Shotgun, Wingman... or Slack, the number two motorcycle position is not the highly coveted automobile do-nothing window position that we "called" as youths. The term shotgun

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comes from the stagecoach days when the driver had the reins and the shotgun position had the responsibility of fending off Indians and Bandits. The Lead bike can get what aviators refer to a "target fixation" and the number two position needs to be cognizant of the need to remind the Lead of the need to break on order to eat or allow the Sportsters to fuel. Shotgun position may also establish the intervals between bikes and the need to ride staggered (advisable whenever possible) or single file (best for curvy road, single lanes.) Position between bikes is important. Too loose encourages cars to enter the formation and adds to the rubber band effect. Like the sign on the back of 18-wheelers reads, "if you can't see my mirrors I can't see you," You should be able to see the face of the person you are following in their mirror. In the stagger position, the bike two positions up and directly in front of you is at a twelve o'clock position but if you are in the left hand lane the bike to your right in front of you is at the one o'clock or two o'clock position and the one on to your rear in the four or five o'clock range.

Tailgunner, Sweeper, Blocker, Rear Road Captain or Drag...final bike in the procession should also occupy the left hand lane position and communications between Lead bike and the rear are passed along via hand and turn signals from the front to the rear of the possession. The "blocker" should be the first to move and "secure" a lane of traffic for the pack. Done properly the group changes position almost like a dance, although it takes a group that practices such synchronizing to really achieve such a movement. Done properly it is a thing of beauty. Done haphazardously it is like a knife fight in a phone booth. It helps if the rear bike is the only motorcycle in the group to use their Brights or passing lamps. This enables the Lead to distinguish the true rear from any bikes that unofficially join up on a ride.

Rocking Horse...basically everyone else between slack

and the sweeper. It is important however for everyone to understand the other assignments as a red light can cause the unit to break down and anyone can suddenly find himself or herself in a temporary Lead or Tailgunner position. The trick is to maintain a distance as if there was a string attached to the bike in front and to the rear, being careful not to let the string get too taut or too loose. If the group speeds up and suddenly slows down the dreaded "rubber band effect" occurs, episodes of high speeds and subsequent brake lights. This can get old really fast. It is why I have taken to a different position on rides like the Trail of Tears...that of Scout. I ride out a few days before the organized ride and that is me you see waving to you headed in the opposite direction of the flock on such big events.

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# REVERAND BOOGER'S TWO-WHEELED PULPIT

Well hello. It looks like summer has hit and hit hard. You know a drought is bad when I start wanting rain. I did manage to find some on my way back from Kentucky last weekend. It was pretty neat. I hit rain on Highway 111, ended up under an overpass with a nice bunch of people coming back from a Southern Cruisers convention. Hey, if you happen to be reading this, I hope you got home safe. Now let's get into my monthly ranting that I like to call a sermon. In May's issue I went off on a tangent about posers that was inspired by Rock's comments on the movie "Wild Hogs".

Shortly after that issue came out I was contacted by my arch-nemesis, favorite pick on person, and all around best friend Papa Harley. As always, he was tickled pink to be included in my article, and since I was somewhat perplexed on the topic of posers he offered to help. He wrote out 10 "you might be a poser if" statements for me to share with my readers. If anyone would know a poser, it would be Papa Harley... so without any further ado here is Papa Harley's writing debut

**You might be a poser if:**

- 10.** You won't even consider riding if chance of rain is greater than 10 percent.
- 9.** Your biggest concern about getting caught in rain is getting your bike dirty or your leather pants wet.



- 8.** Your riding outfit matches your bike head to toe, wheel to wheel.
- 7.** If at each gas stop on a ride you change outfits (this one is true, I have seen him do it).
- 6.** You consider a good ride going to your local Harley boutique, just to sit out front so everyone can see you and your bike.
- 5.** You look straight ahead because you are convinced everyone is looking at you.
- 4.** You hesitate to carry female passengers because it will

- distract people from looking at you and your bike.
- 3.** You wear leather jeans so tight you can't swing your leg over your bike.
- 2.** When stopping, you pull your comb out before you get your helmet off.
- 1.** You never see what's behind you because you have both mirrors pointed at yourself.

There, I hope you enjoyed those and maybe it helped someone identify a poser in their life. If anyone has any to add to this please feel free to send them to my email address listed at the end of this article.

As I mentioned at the beginning of my article, I recently got up one Saturday morning and decided to head to Kentucky. It's not as far as you would think and for those who are into it, once you get there you can shuck off your helmet and enjoy some "hair in the air" time.

After getting across the state line, I proceeded to get lost and ended up on Highway 27, which wasn't the highway I wanted. I got my handy Booger Global Positioning System

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(an atlas) out and found a road that would take me back to where I wanted to be. I ended up crossing through the bottom of the Big South Fork River National Recreation area. I was more than impressed. If you ever get a chance to ride up to this place, take it, you will not be sorry. Okay that's about it for this month. I have a ride planned this evening and a bunch waiting on me to show up.

Till next month,

Ya'll ride safe, ride smart, ride often

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## JUNE 30

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

Blairsville, GA  
**SUMMER CONCERT SERIES**  
(featuring Keith Anderson and Cross Plains)  
Copperhead Lodge - 4 p.m.  
Sandra Stephens 404-414-8283

## JULY 4

Blairsville, GA  
**4TH OF JULY CELEBRATION - BATTLE OF THE BANDS**  
Copperhead Lodge - 12 p.m.  
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## JULY 6-8

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**CHATTANOOGA TATTOO ARTS FESTIVAL**  
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## JULY 15

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## JULY 20

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## JULY 27

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**SUMMER CONCERT SERIES**  
(featuring Chris Young)  
Copperhead Lodge - 4 p.m.  
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## JULY 29

Villa Rica, GA  
**BIKERS FOR BOOBS ~ A POKER RUN TO FIGHT BREAST CANCER**  
**Shucker's Oyster Bar - noon**  
Lisa Herman: 678-378-5653,  
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## AUGUST 3

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## AUGUST 4-5

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**JULY '07 Road Rash Biker Chick**

# Martina

## THE LOW DOWN:

**Make/Model: 2007 Big Dog K-9**

**Engine: 117 cubic inch V-twin**

**Paint: Factory Black**

**Owner: Ralph Paty - Chattanooga**

**Photos: Bill Carson - Chattanooga**



You know what they say, "If you can't run with the big dogs, stay on the porch." Well, Ralph Paty must have taken that to heart when he purchased this Big Dog K-9 chopper and started adding his personal touch with the pictured odds and ends. The 117 cubic inch powerplant supplies plenty of "umph" to the wide back tire. The raked chrome front end and stretched gas tank contribute their part - making this bike look fast even sitting still. Who wouldn't like a bike like this? The open exhaust pipes growl to life with a touch of a button, the hidden shock absorber keeps your ride soft and your look hard... plus the seat height frustrates suicide-driven low-flying insects.

Our featured model for July is the lovely Martina. She is our very first "Biker Czech." In other words, she grew up in the Czech Republic, found her way to the states, and now lives in Anderson, South Carolina. With July overflowing with patriotism, we thought we'd point out what a great country we live in. What else would attract beautiful women like Martina from across the globe? When she is not being a professional model, "Maty" studies English as a second language. If you'd like to find out more about her, you can check out her Web site, [www.martinaurbancova.com](http://www.martinaurbancova.com).

Our featured photographer this month is Bill Carson. Carson is practically a household name in the Chattanooga area because of his long-standing Web site ([CarsonPhotos.net](http://CarsonPhotos.net)) where you can view everything from local car wrecks and house fires to beautiful models and scenic photography. Luckily, we convinced him to step away from the scanner long enough to take these beautiful photos for our perusal.

*Special thanks goes to Ralph Paty, who provided the cover bike and studio space, "Rough Ridin' Rebecca" Lee for coordination and photo styling, and to our model Martina who was kind enough to drive to downtown Chattanooga for this shoot.*



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### **E.J.'s Bar - pg 15**

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### **Heartland Grill - pg 8**

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### **Hefner's Furniture Sales - pg 10**

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# From Behind The Handlebars



Many of you know I am involved with marshalling and escorting a number of bicycle races and Triathalons throughout the year.

Over the last six years I have enjoyed spending a great number of days riding alongside athletes as they ride their way to the thrill of victory or the agony of defeat. Recently, my wife Pam and I were invited to escort the National Collegiate Triathlon Championships in Tuscaloosa, Alabama on the roads in and around the University of Alabama. This was a first for me as most all of the other races I had been involved with were both amateur or pro racers and not college athletes. Wow, what a great race! Over 1,000 college students from 73 universities took part in the event and we had over 15 motorcycles from Christian Motorcycle Association come to help with the event.

As Sunday morning came and we were staged and ready to roll at 6:30 a.m. We were able to meet the Virginia Tech team who decided to come to the race less than one week after the horrible tragedy that took place there. I was so amazed that they didn't want any special attention or treatment but told us they were just "there to race" and it was good to be away from the campus for a few days. We gave out the assignments for the motorcycles and we all went about the tasks at hand of keeping the riders safe, transporting the race referees, and taking camera people

out on the course. The pace of the race was fast as the young men and women took off in a flash riding the 24 mile bike course in under an hour. What always amazes me about the folks is after the race they "cool down" by riding around on their bicycles and I want to do is lay down in the grass after riding the same distance on a motorcycle. Who won the race? I usually never know. We aren't there for the winners or losers but there to be of service to all the racers whether they are first or last. I did look up the winner of this year's race

and it was Kevin Collington from the University of Florida who finished a 1.5k swim, 24 miles on a bicycle and THEN ran six miles in a time of 1:52:07. Congratulations Kevin!

The Chattanooga Triathlon is coming up very soon and we always need help with it. If you would like to come and be a part of the largest "Tri" in the southeast, drop me a line or give me a call. It takes place downtown on the waterfront on July 15 at 7 a.m. You get a really cool shirt and you can impress your friends by telling them you finished the race. They don't have to know you did it on a motorcycle.

If you still need your bike blessed, you will be able to find the CMA at lots of motorcycle events this year including Sundown and Nightfall every Friday. Our meetings are at Ryan's Steakhouse on Hixson Pike at 6 p.m. the first Monday of every month. We hope to see you there!

See you on the streets!

**Harry T. Stone**

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## A Letter from the Patriot Guard

To Road Rash Staff and Readers,

Thanks to each and everyone who came out for three very hot days to pay tribute to PFC Travis Haslip. Your sincere respect to this soldier comforted the family, and they have expressed their gratitude and support towards all the motorcycle participants. Understand this, the family loves you for standing for PFC Haslip.

I am with the Patriot Guard Riders serving as Assistant State Captain. I would like to take this opportunity to address the news media incident that occurred during the memorial service of PFC Haslip. We, as leaders of the Patriot Guard Riders in the Chattanooga area, realize that mistakes were made. We are looking at what happened and how we can make sure that this type of incident never happens again. Throwing words at anyone or any group will not resolve anything. Everyone that acted or reacted did what they believed was the right thing to do. The press was there to do their job. The Patriot Guard Riders and all that participated were doing what they believed was the right thing to do.

As to the information that was given out just before we left the funeral home: a member of the family, unbeknownst to the mother and father, or the funeral director, approached us right before the funeral procession and conveyed that the family did not want the media in their face. When the funeral director spoke to us later, he said the family (mother and father) did not direct this person to convey this. They also said they regret that it happened (this explains why the funeral director, cemetery director and police did not have the same info). Since it was a family member, we did not question it even though we should have confirmed with the funeral director. This is where it went wrong.

The news media in the Chattanooga area for the most part have always respected the families and used discretion in how they approach the services and family. We asked that the family be shielded to afford them the peace they deserved. Yes some people did block and try to block coverage when the media got close to the family. Was this wrong? Was the media wrong in being too close? Questions that we need to get answers to! We do not deny what you were told, we regret passing along misinformation. The time of mourning for a family that has lost a loved one, especially in war, is a sacred time. Veterans know that all too well. We all had good intentions toward the family.

In the future there will not be any briefings or communications of any kind from the Patriot Guard Riders to block or in any way interfere with the news media. We may convey to the media the family's wishes only after verifying the source of information, but we will take no measures to enforce these wishes. That will be up to law enforcement, the funeral director and/or the director of the cemetery. We, as guests, have no right (by law) to enforce anyone's wishes. Discussions are going on right now with the national representatives of the Patriot Guard Riders as to how to address this issue nationwide.

We are there as invited guests to show honor and show respect to the family and community and that is what we will do. Disruptions of any kind are not what we or anyone showing honor and respect to the fallen and their families should be about.

To anyone who participated in the services for PFC Haslip, we thank you. To give of your time and expense to honor a fallen soldier is a most honorable thing to do.

To anyone who felt disrespected, it is not, nor ever has been our wish that anyone feel disrespected.

To anyone in the news media that was interfered with, please accept our apology and rest assured it will never happen again due to any of our direction.

The community seems split on what happened and why. I ask that we all learn from this, and in the future not make any repeated mistakes. I don't want to cast blame on the news media for doing their job or the individuals who did what they did to protect the family from intrusion. We as guests, media or spectators should be respectful of the family's need to honor their loved ones and pay their last respects.

The Patriot Guard Riders has been the most uplifting organization that I have ever been associated with. To stand in rain, shine and subfreezing temperatures alongside others who want to show love for our military and what they do daily for us is very emotional. Sometimes these emotions get us carried away. Those who have served in combat situations know this all too well. Take this how you want to, but this is the way it happened and the way it WAS. Directives will be forthcoming to all national and state leaders of the PGR to address this situation.

Thank you for taking the time to read this and I hope that this issue will be brought to an end and the family may remember their son and his service and grieve their loss in peace. For all the good that the Patriot Guard has done across the nation and in this community for the families I don't want this incident to be the defining moment of our service. I pray that we never have to lay to rest another

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soldier, but if we do, I hope the community remembers the good honorable service we all have done in the past and builds on what the Patriot Guard has given and continues to give across our great nation.

The story is and should be: PFC Travis F. Haslip sacrificed his comfortable civilian way of life to serve his country in the armed forces. In doing so he knowingly went to serve in harms way and paid the ultimate price for his family, fellowman and country. May God bless his soul and may we all be found worthy of the price he has paid.

**Mike Barbree**

Assistant State Captain, Patriot Guard Riders

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# Blowing Smoke



We've all heard of the infamous Bermuda Triangle, you know, the area in the Atlantic known for confusing navigation instruments and causing vessels to veer off course or become "lost." Did you know that a similar triangle exists on land and lies a little over 100 miles from Chattanooga? This route is called the Devil's Triangle and consists of TN62, TN330, and TN116 near Oliver Springs, TN. I'd heard rumors about this 44 mile section of road and read a little about it on the Internet, but with my interest piquing I decided to find out for myself how this road got it's name. And let me tell you, this route is VERY DESERVING of its title.

I took off up 27 North and if you go this way, watch out for all the road construction especially around Spring City. Once I reached Oliver Springs I turned up 330 heading around the triangle in a counter clockwise direction. Pretty uneventful in the beginning until I came to the 116 intersection, I looked at my map and both directions looked north to me so I went North - Wrong. After passing several retaining walls made of old tires I ended up in Briceville. I quickly turned around and headed back in the right direction, what was that about confusing instruments and

getting lost?

Right after I passed the 330 turn the road got interesting to say the least. Luckily, the pavement going my way was pretty good, but as for the road design - CRAZY! It's curve after curve after curve with the steepest triple switchback I've ever seen. If you're a newbie I'd suggest going the route clockwise due to these switchbacks. You have to really work your clutch, throttle and brakes in these switchbacks to keep from stalling. Also, as I was going around this area I ran into some serious road debris, rocks the size of softballs scattered throughout one of

the curves. Not a good surprise! Shortly after this all I could think was when does this road calm down, is there a straighter section ever.

Luckily, the road did straighten some right after it made an abrupt turn from northwest to southwest, this forms the triangle that gives the road its name. In the following section of road you'll see more retaining walls of old tires, a few small businesses, huge energy generating windmills and many driveways. The pavement here isn't the greatest and you'll need to watch out for vehicles entering and leaving the roadway, slower traffic, Windrock ATVers, and locals who are used to traveling quickly on the road sometimes taking up both lanes.

From here the road begins twisting and turning all over again. However these curves take you up some 600 feet in a little over a mile and bring you back down

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around 700 feet in the same distance. This side contains a variety of twisties along with several switchbacks. The pavement here is really good, but there are some dangers to watch out for including guard rails, concrete barriers, steep drop offs, and 3-5 ft. drainage ditches on the high side of the roadway. At the end of the twisties lies Brushy Mountain State Prison, which is famous for housing James Earl Ray, who was convicted of shooting Martin Luther King. From here you'll travel back to Oliver Springs via TN 62 to end your fight inside the Devil's Triangle.

The Dragon boasts 318 curves in 11 miles, but let me tell you the Dragon's got nothing on the Devil. The Triangle will challenge even the most experienced rider, it's not for the inexperienced or faint of heart. There are many unique curves that I've yet to see anywhere else. Some of them will sneak up on you so take your time. Being that I've not met anyone who has ridden the Triangle, I hope some of you try it out and let me know what you think.

On another note I'd like to say "Congrats" to all the Dragon Slayer's that I rode with on Memorial Day, especially to you ladies, who conquered it for the first time! Personally, I love riding the Dragon's Tail. Each time I go, the route gets a little easier and a little more fun, hopefully, the Devil's Triangle will grow on me in the same way. Gotta get ready for my trip out west, so until next time, keep those knees in the breeze!

**Teri Welborn**

RT Cycle Suzuki Yamaha, Inc.  
 teri@rtcycles.netteri@rtcycles.net  
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Enclosed is a picture taken of us at Key West, FL. From left to right, Dennis Blake, Pete Griswald, and Tony Hobbs. We partied at the bike giveaway at the Electric Cowboy on

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Thursday night, then on to Thunder Rock for a weekend of festivities, leaving from there Sunday morning straight for Daytona Beach, a one night stop in Miami, then to Key West, leaving there, back to Daytona for 3 more nights, then back for a Sunday night return to East Ridge with a total of 2,269 miles. Blake and Hobbs both ride Road Kiings with Griswald riding a V-Star Yamaha. He had never ridden more than 75 miles from home before making this trip with us. He made it with grace and style. Every stop we made people bought drinks for us and in Daytona we had a couple of local nurses show us some great Florida hospitality. This trip showed the true meaning of Brotherhood. I hope this will be of interest to your mag as this trip will be forever etched in our lives.

Thanks,  
 Tony Hobbs

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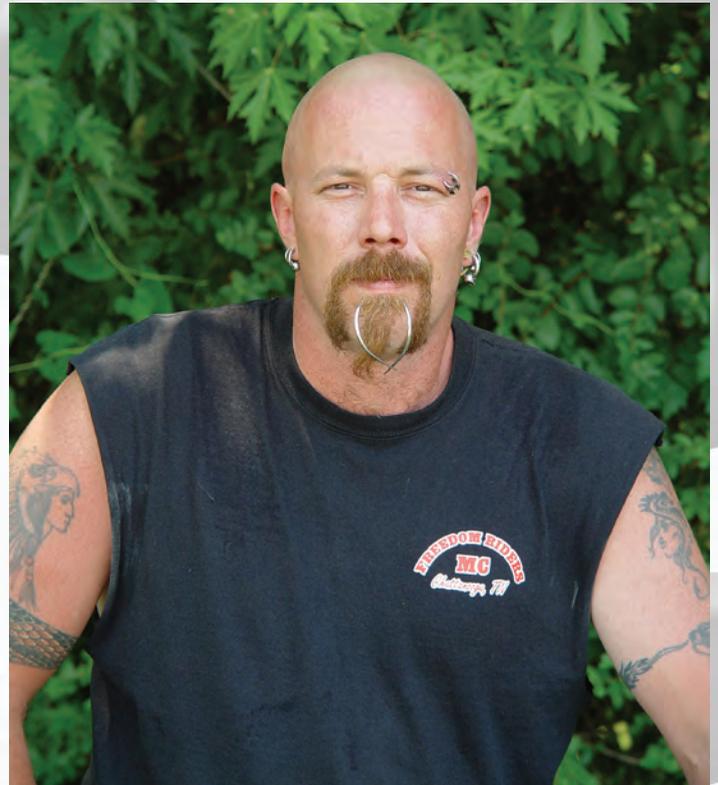
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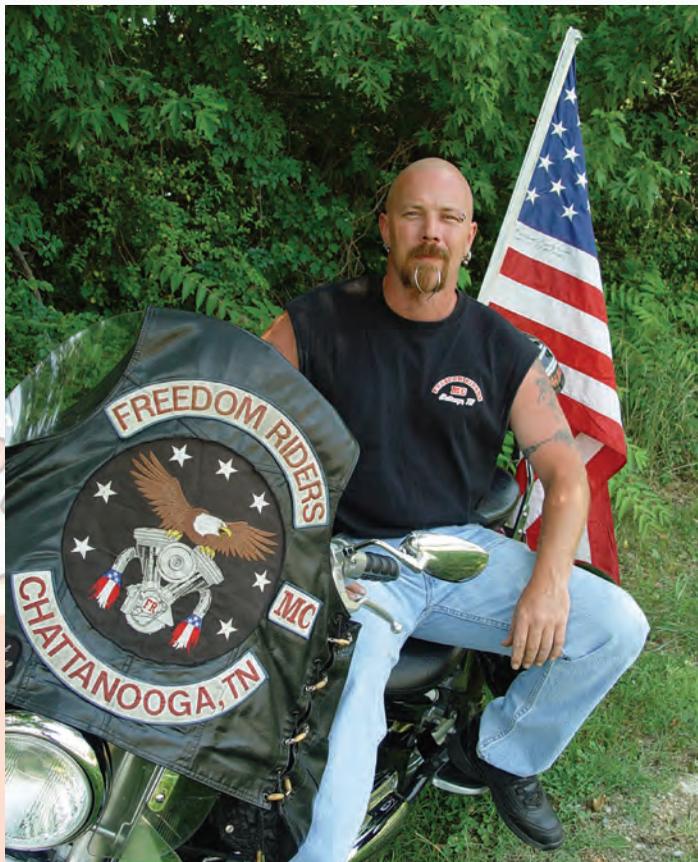




This month, we caught up with Erik Reagan and strapped him into our infamous Hot Seat. Erik is what most people would call a “unique individual,” and that suits us just fine. He’s 34 years old, a officer in the Freedom Riders Motorcycle Club (Road Captain), which he’s been involved with for about two years. He’s a father of two girls and a boy. Some civilians may be put off when they notice he has ten tattoos and 14 body piercings, but those with enough sense to see past his tough exterior will see and an all-around good guy with a heart of gold. Erik works a full time job, spends quality time with his kids, wrenches on his own ride, participates



in his club’s functions and always supports local charitable poker runs, rides and benefits. Always cheerful and ready with a helping hand, he’s a good friend to have. Let’s see how Poncho does under pressure... Here are the Hot Seat questions:



**1) Do you have any nicknames, and if so, how did you get them?**  
My friends call me Poncho. It was given to me as a joke 10 years ago.

**2) When did you first start riding motorcycles, and what was your first bike?**  
I rode minis and dike bikes all my life. My first street bike was a 1977 Honda 550 4K.

**3) What was your longest road trip on a bike, and did anything interesting happen?**  
I went to Panama City, Florida once and ran out of gas in “Alligator Alley” about 2 a.m. That was fun.

**4) Do any other members of your family participate in motorcycling?**  
My father did before he passed away. My kids ride with me on many rides.

**5) Have you ever had any serious wrecks?**  
No, none real serious but I have had a few minor ones. A car stopped one time, and I dodged. But the car still ran over my bike!

**6) Have you ever been discriminated against because you ride a motorcycle?**  
Yes. Several local bars do not like “colors.”

**7) Have you enjoyed special benefits because you ride a motorcycle?**  
I’ve been riding most of my life, so I don’t really know what to compare it to, but I get better parking and I can participate in



**8)** What is your favorite type of riding and what is your favorite local route (within 100 miles)?  
 Night riding (SPARKING)! I like to ride from Chattanooga to Tiftonia, then to Trenton, Georgia, up Lookout Mountain, and then back to Chattanooga.

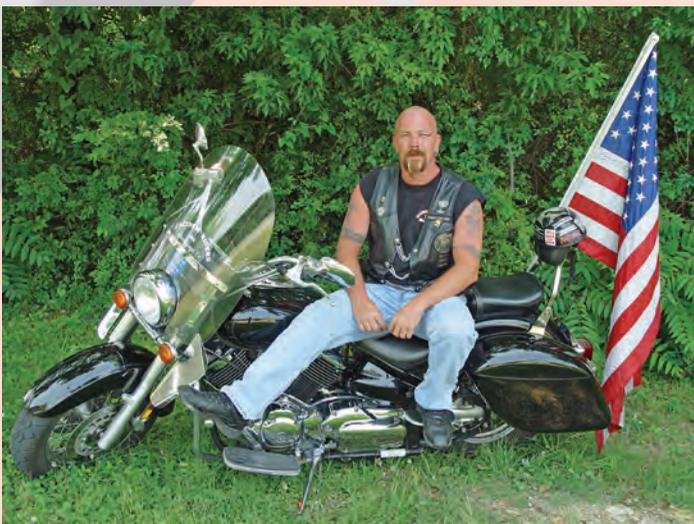
**9)** On average, how many miles do you ride each year?  
 I normally ride between 17,000 and 20,000 miles a year.

**10)** If you could change one thing about the motorcycling community, what would it be?  
 I would like to change the general public's perception about motorcyclists. A lot of people are still scared of the motorcycling community. They are starting to come around more, but we're still not where I think we should be.

I'm sure by now you've noticed the large American flag on the back of Poncho's bike. He flies that flag in honor of his friend and club brother Kenley, who is overseas in the military. Kenley, a.k.a. "Kerosene" or "the world's largest leprechaun" autographed it at his going away party. Poncho says he will fly it (or one like it) until his return.

If you happen to see Erik riding around town, ask him to sign your copy of Road Rash Magazine and tell him "thanks" for letting us grill him like a hot dog!

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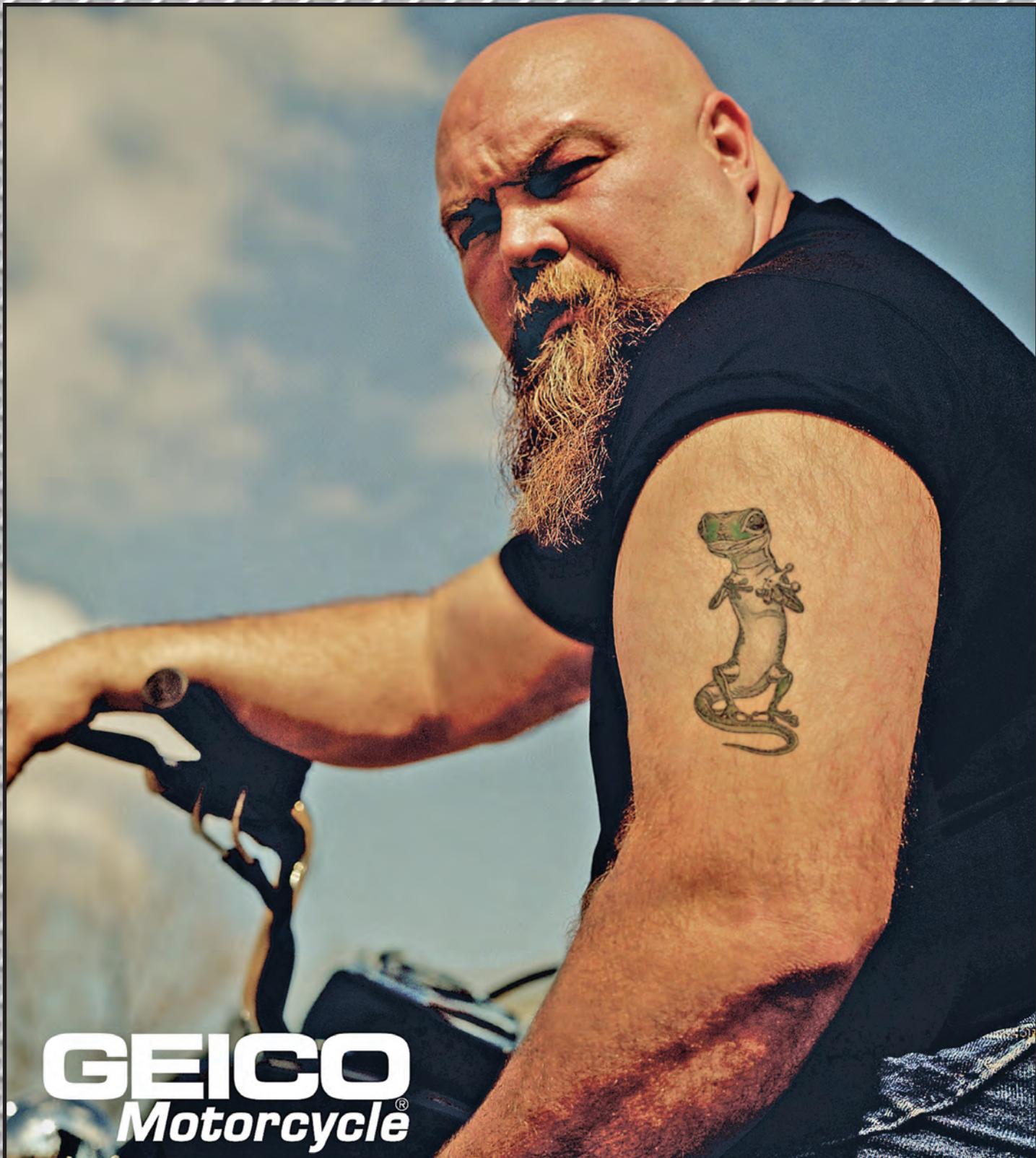
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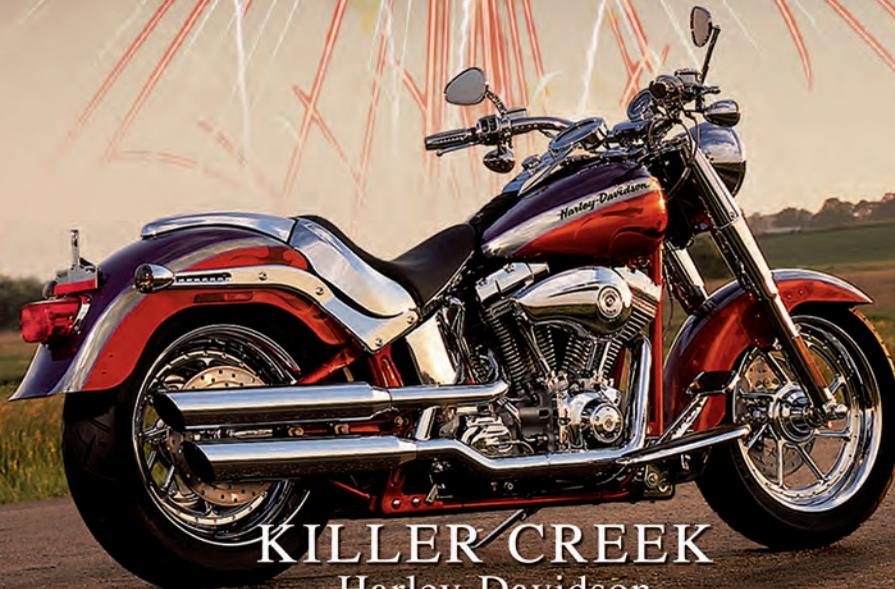
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