

ROAD RASH

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December '06

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FREE

Biker Chick

Joy

pg. 24



Biker Dude
Hal
pg. 42



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ROAD RASH MAGAZINE

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Tom the Bomb... RAMBLINGS From the Top Dawg

I'm not sure how many of you out there would agree with me on this point, but I still don't believe it really gets "too cold" to ride a motorcycle in the Southeast... or at least if it does, it doesn't last very long. However, in case the climate suddenly changes or if you miss a turn and end up too far North, I thought I'd include some ways you can tell when the weather is getting a little too cold:

If you have to blink continuously to shake off eyelash icicles, it might be a little cold. If your shifting foot gets frozen to the peg/floorboard... it might be a little cold. If your tires shatter after rolling over a speed bump, or if your handlebars snap off when you try to take a turn... you guessed it - it might be a little cold. When it takes longer to fish your keys out of your pocket than it did for you to finish the SAT test, or if after arriving home with a take-out hamburger, you break a tooth on it... it might be a little cold. If you give an inattentive cage driver "the finger," then have

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to pull over and look for it on the side of the road – it might be a little too cold to ride.

For obvious reasons, I wouldn't suggest riding in icy weather, but don't forget - God's creations are there for your enjoyment all year. Although Christmas is just around the corner and the toy runs are already in full swing, there are still a lot of great riding days left this year. Don't waste them!

Your friendly Road Rash staff is looking around for a long-term home for our annual Road Rash Biker Bash, somewhere with plenty of room to grow where the local residents and government agencies would welcome us (warts and all). If anyone knows of a suitable piece of property that would meet the criteria, please call or email us with the details! Hopefully, next year we'll not miss a step and continue growing this popular event.

Please continue to support the toy runs and all of the local motorcycle-related events you can,

as well as the various motorcycle rights organizations. And please don't forget to support your local Road Rash advertisers when Christmas shopping this year. These things not only unite us as like-minded individuals but they also multiply our strength and influence, which can help us make positive changes in our environment. In short, if you support those who support you – eventually their numbers will grow.

I hope everyone has a safe and happy holiday season, and remembers to share their good will with those less fortunate. Hopefully, I'll see you out on the road. Until then, keep it shiny side up!

Tom
THE
Bomb

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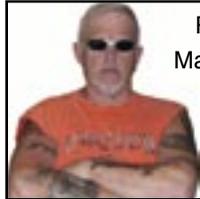
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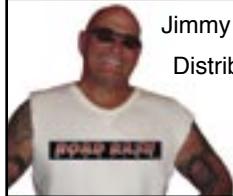
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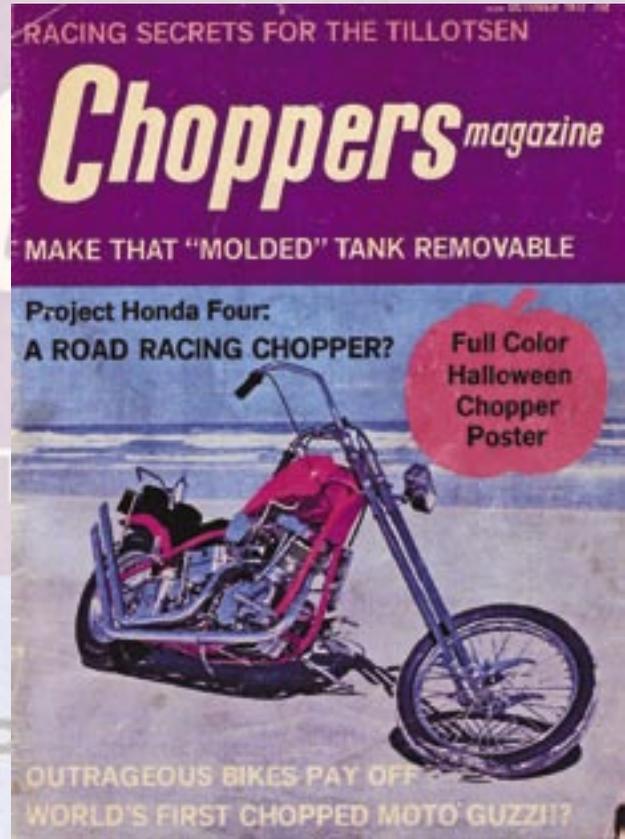
ONE OF OUR OWN

Legend Series



Tommy Cass

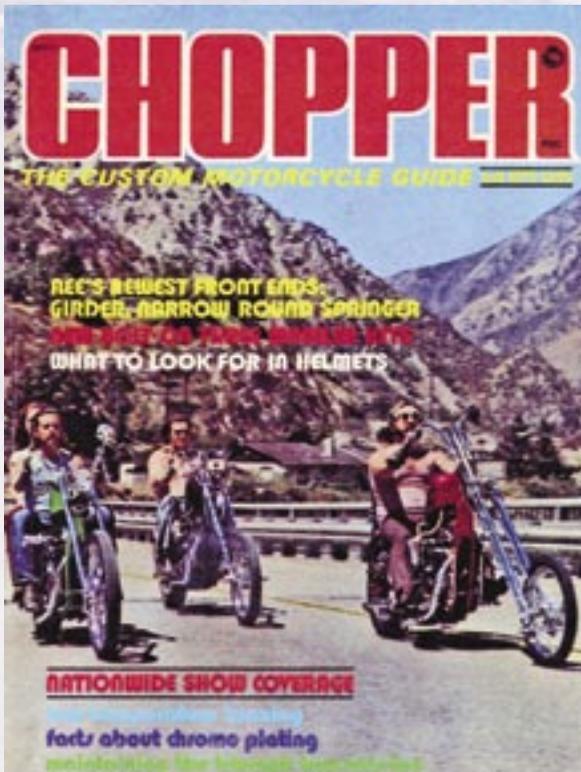
It was a chance meeting, one that took me completely by surprise. My wife Julie and I were heading to one of our favorite restaurants, the New York Grill in McMinnville, TN. We took Corridor J, headed up 111 past Dunlap and then took Hwy 8 toward McMinnville. As we were cruising, enjoying the scenery I noticed a new metal building on the left that was some kind of motorcycle shop. After we passed it I decided that I should turn around and leave a stack of Road Rash Magazines. You never know when you might sneak in an ad sale during a leisurely riding day. As you all must know by now, the Road Rash Crew is always working, mostly out of our tour packs on the back of our mobile offices. I pulled in the asked the

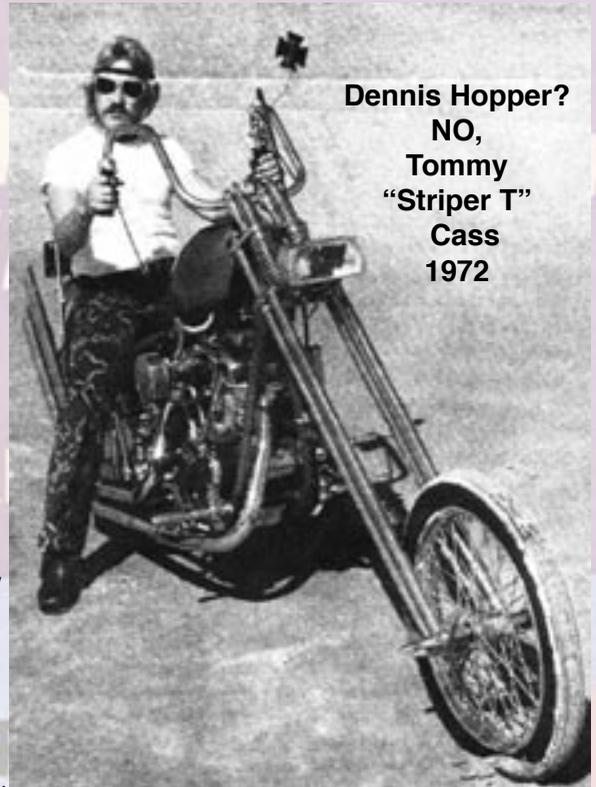


guy if could I leave him some magazines. He looked kind of familiar under that baseball cap, and I asked "have you ever heard of Road Rash Magazine?" "Yeah, and I know you, he said" I was caught off guard as I tried to put the face, the area, and his voice together. Then he said "Ronnie, Tommy Cass" as he took his hat off. Suddenly it all started making sense to me. As I starting looking around, I saw the garage full of Ural motorcycles and the name on the building, Cyclorama. And I thought he had retired!

If you've ridden motorcycles over the last 35 plus years around Chattanooga you know the name Tommy Cass and Cyclorama. Now Tommy would never say this himself, but he is a monumental figure in the history of Chattanooga motorcycling. Tommy's bikes have appeared on the pages of more than one national chopper magazine and his shop Cyclorama has sold parts and accessories to thousands of bikers throughout the years.

Tommy started riding motorcycles in 1964 after purchasing a 1961 Triumph TR6. He purchased his first new motorcycle, a BSA Lightning, in 1966. At the time Tommy was a successful graphic artist working for Channel 9 then Vandsco Posters. In the late 60's Tommy started doing custom pin striping on the side for Pate's Harley-Davidson and other motorcycle shops. In 1971 he quit his job and opened The Chop Shop with Terry "Super Weird" Rutherford at the intersection of Ashland Terrace and Hixson Pike. From that day forward, Tommy's life was motorcycles. It was during this period that Tommy built the "Tennessee Red Hog" from a mint 1967 Harley-Davidson FLH that he bought from the original owner for \$1,500. Later when the owner found out that his mint FLH had been chopped to pieces he freaked out and told Tommy that he would have never sold it to him if he knew he was going to cut it apart. Too late! A few months later Tommy was riding the "Red Hog" on the beach at Daytona Bike Week when a photographer from Choppers magazine spied the radical ride





Dennis Hopper?
NO,
Tommy
"Striper T"
Cass
1972

and asked if he could photograph it for the magazine. Little did Tommy know that the "Hog" would appear on the cover of Choppers Magazine in October of 1972.

Later that year The Chop Shop moved to Highway 153 behind Sport Cycle Center next to the final location of Pate's Harley-Davidson. In 1973 Tommy and Terry went their separate ways and Tommy opened Choparama on Hixson Pike. He operated at that location until 1977 when he moved to his final location on Hixson Pike at Lupton Drive. It was at this time that he changed the name to Cyclorama. Cyclorama sold parts and accessories and Tommy did minor repair work. In 2000 Tommy decided to become an authorized dealer for the Russian made Ural motorcycles. He helped finance this move by selling his last Harley-Davidson, a 1995 Bad Boy. This ended his 29 years as a HD owner.

After losing his wife to cancer, Tommy pulled up roots and moved to his present location on Cagle Mountain in 2005. His intention was to become a hermit and play motorcycles in the county. Tommy plays his way. He opens when he wants and closes when he wants. No strict schedule, no stress. Since there are only 50 Ural dealerships in the continental United States people find him through the Ural website (www.imz-ural.com) or locally through his ad in Road Rash Magazine. Tommy feels that as the baby boomers get older there will be more and more demand for trikes and motors with sidecars. People that have ridden all their lives won't give up riding just because their legs cannot hold up a large motorcycle any more. They will try to keep their face in the wind any way they can. Since you can buy a Ural between \$9,000 - \$11,000, it puts them within most people's budgets. Tommy told me that riding a motorcycle with a sidecar is much different than a solo scooter, but it's not hard to master. The sidecar is a cozy ride for a passenger or a great place to carry most anything including your dog. Now 65, Tommy continues to do what he □

Tommy Cass a friend. - Rock

The **One of Our Own - Legend Series** is a new feature that will highlight those in our motorcycle community that have been involved in motorcycles for 30 plus years. With so many new riders over the last 10 - 15 years, most are not aware of the pioneers that have come before them. This series is a tribute to those people. Stay tuned next month for my article on Joe Pate of Pate's Harley-Davidson, Chattanooga's first Harley-Davidson dealership.



Rock's Road

Hi Readers,
 December . . . the Christmas season . . . bad traffic . . . ice . . . snow . . . wet leaves . . . fewer miles ridden. . . fewer weekend trips bah humbug. It's always a little depressing when the warm riding weather is over. Sleeveless shirts have been replaced with sweatshirts and insulated coveralls. I've put the covers on my front engine guards to block the wind and I've stocked my bags with all kinds of warm clothes. Fleece hood, heated jacket liner, heated gloves, face mask, they're all there. I once had a guy make fun of my heated jacket liner. "I thought you were tough, he chirped." This coming from a guy whose bike has been on life support (trickle charger) for weeks is laughable. He doesn't ride at all in incimate weather, but he makes fun of me for having enough common sense to stay warm. Go figure. My mileage will drop dramatically over the next three months. My '06 Glide is now eight months old and sporting a respectable 20K. That won't change much till March. I'll probably get by with one oil change. Even though the winter lessens my riding I keep my spirits up by getting out my maps and start planning next year's rides. It takes a lot of time and effort to map



out good routes.
 As most of my regular readers know, Savannah is Julie's and my home away from home. There's no place like it. For years we have taken the interstate which was easy but not entirely pleasurable. Interstate 75 and 16 at 85 plus mph for six hours. Not exactly a relaxing, leisurely trip. In October '05, I just happened to find myself in Savannah three out of four weekends. On each trip I tried variations of a new route from Savannah to Chattanooga with not one mile of interstate. After the third trip I finally nailed down my favorite of the three. Instead of six hours by freeway, this two lane route takes about eight to nine hours which includes gas stops and one nice food break. No Atlanta, no gridlock, just nice cruising roads, dotted with a bunch of small towns. The "No Stress Express" to Savannah. The first three hours takes you through the north Georgia mountains. Once you cross I-85 the roads straighten out. The roads through middle and south Georgia are flat with long forgiving curves. The tree lines are far enough back from the road to allow you to watch for crossing deer. Deer are prevalent along this route so keep your eyes open or they can ruin your day. I won't bore you with the details of the route. If any of you are interested, email me and I'll send you the directions and give you some hot tips about Savannah.

Mapping routes requires a good map or maps. Every year I get a new road atlas from HOG. It has the name, address, and phone number of every HD dealership in the country. This information is a MUST for any road dog on a long trip.

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Unfortunately, their maps are crap. They don't have half the roads that a good ole Rand McNally folding map shows. They do show all the interstates. I guess this makes perfect sense when you think about it. These days most motorcycles ride in trailers which mainly travel on interstates. So . . . the HOG atlas serves its members needs. To get from rally A to rally B in the shortest time possible. I do want to take this opportunity to thank all you TJs out there. A couple of years ago Harley-Davidson extended its customary one year, 12,000 mile warranty. The new warranty is two years with unlimited mileage. Here is my theory. Because of the rampant trailering, Harley-Davidson motorcycles are getting fewer and fewer actual riding miles. Fewer riding miles = less warranty claims. Fewer warranty claims = the ability to extend the length of time and offer unlimited mileage. In reality, what percentage of HD owners will actually need or use this new warranty? Most

don't put 12,000 miles on their bike in three or four years. Thanks boys, keep 'em on those trailers, Maybe I'll end up with a five year warranty someday. It won't be long til I'll be ready for my '07 model. I've been waiting for over 30 years for Willie G and company to offer a six speed transmission and now it's come to pass. The bigger motor is an added bonus. I'm hoping that Paul and Hal at Thunder Creek are going to keep me buying local again this year. They matched the long standing deal I had with Boswells in Nashville and brought me home for the last two years. Let's go ahead and get it on order for a May delivery. My usual, a black ElectraGlide Classic with blackwall tires. Call me and I'll give you my credit card number for the deposit.
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TEARS ON BLACK LEATHER

Brothers and Sisters Down or Gone

(We would like to apologize because the following was supposed to appear in last month's issue, but was overlooked for one reason or another)

On Saturday, September 30, Rick Carr was involved in a serious wreck on his bike. Rick had ridden into Chickamauga to the hardware store and was on his way back. He was only a mile or two away from home when a lady decided to back out of her driveway in front of him. To avoid "t-boning" her, Rick laid the bike down. I am not exactly sure just what happened next. What I do know is that Rick ended up in Erlanger Hospital with a broken back. He was put into a full body cast and has gone home to recover.

Among the motorcycling community, Rick and his wife Angela are well-known and well-liked. Rick's recovery will undoubtedly be a long one and they both will need our support. I am sure that they would welcome a visit, but call first and see how things are. Your prayers are always in order.

Oh yes – the little old lady said, "I didn't see him." Sound familiar? Be careful out there. There are a lot of idiots in cars who have no business driving.

Dick Dengler

Our friend and Unwanted MC member Chad Yates was involved in a pretty serious motorcycle accident recently. Word is that if he weren't in such good physical shape (and tough as a pine knot), his injuries would be much greater. He is at home now recovering and has even resumed singing with his band

at various venues around town. Also, while Steve "Big Ugly" Graham is recovering from triple-bypass surgery, Jim Crutz is recovering from back surgery.

I was talking with a good friend of mine about some of our "more mature" friends with health issues when he told me that it wasn't necessarily the year model, but might have something to do with the mileage. I'm not sure what I think about that... But (as our friend Joe Cool has told us before), being in good physical shape before an accident can make a large difference not only in recovery time but the severity of injuries in the first place... not to mention it could also prevent a plethora of other health concerns. This month, be sure to watch out for the environment, the elements, and the actions of others, (as well as your own actions) or you might end up in an accident yourself. All it takes is an inconveniently placed pile of leaves (especially wet leaves) in the middle of a curve or some stray puddle of "black ice" to put anyone's riding and recovery skills to the ultimate test. Beware (be aware), and be careful (full of care), or you could be sorry.

Please keep the people listed above (as well as the others not mentioned) who are doing their best to overcome health and injury hurdles. Keep them in your thoughts and prayers, and do your best to help them when you can. Do your best to keep yourself out of harms way and to be as well prepared for it if and when it comes. They say there are two kinds of "bikers," those who have been down, and those who are going to go down.

Tom the Bomb

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Joe Cool's Biker Health



In the September 2002 issue of Road Rash Magazine (sexy Hippy Chick is on the cover). I wrote an article that described the techniques of basic life saving established by the American Heart Association. Since then the Heart Association and other emergency service agencies have revised the techniques of life saving skills. These revisions will greatly increase the survival rate of those unfortunates who need your life saving action.

Cardiopulmonary resuscitation (CPR), is a combination of chest compressions and mouth-to-mouth rescue breathing used during cardiac and respiratory arrest to keep oxygenated blood circulating to the brain and other vital organs until advanced medical personnel arrives. Performing CPR will increase the chances of survival for a victim of cardiac arrest.

Prior to the recent changes the ratio of chest compressions to rescue breathing for an adult was 15:2. For a child (1 to 8 yrs) and infant (less than 1 yr) was 5:1. Now the compression and breathing rate is 30:2 for all ages. It is believed a victim's survival chances increase with the increase of compressions. More compressions mean more oxygen to the brain.

Chest compressions should be performed with two hands on the adult, one hand on the child, and two fingers on the infant. Hand or finger placement is on the upper part of the sternum between the nipples. The compressions should be performed at a speed of 100 compressions per minute, with minimal time passing between compressions for rescue breathing.

Remember, an open and clear air-way is essential to get oxygenated blood to the body. If you can not get air into the lungs then a million compressions can't save a life. Open a victim's airway by tilting the head back using the head tilt, chin lift technique. Attempt two quick rescue breathes to establish an open airway. If you see the chest rise and fall with your breathes the airway is clear. If it does not, then re-tilt the head and try two more breathes. If the chest still does not rise then you have an obstructed air way.

A foreign body obstruction of the airway can end a life with in moments. Without oxygen to the brain irreversible brain damage or death will occur with in 5-10 minutes. My father-in-law died due to a piece of meat lodged in his throat. His wife did not know how to clear his airway. By the time the EMS arrived he had died.

Clearing the airway of a conscious choking victim is described in detail using the "Heimlich maneuver" in the September 2002 issue. However, my father in law was unconscious by the time my mother in law found her husband on the floor. She called 911 and waited, thinking it was a heart attack. If you suspect a clogged airway, start 30 chest compressions, do not give rescue breathes but look for a foreign object and sweep it out, only if you actually see something.

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I recommend that you and our family get a basic life saving instruction from the American Heart Association or Red Cross. It will prepare you for possible emergencies that may occur. I hope you never have to perform CPR on anyone. Mostly, I hope you never have to have CPR performed on you. See you on the road.

Be cool. Stay cool,

Joe "Cool" Wiram

Exercise Physiologist
Healthwise1@aol

Greetings fellow riders,
I hope this finds you all doing well. My family is great, and I am pleased to announce the birth of my Granddaughter, Sheana Michelle, who was born on September 3rd.



I wanted to let you guys know that I have moved from Polaris, Victory and Triumph. I am now working at our other store, Southern Honda!! We have a brand new store....and boy is it HUGE!! We are just off of Rossville Blvd., on Workman Rd., if you are not familiar with the street...it's just behind Walter A Wood Supply. We not only carry the largest selection of motorcycles, atv's and dirt bikes, we also have one of the biggest selection of riding gear that I have ever seen!! We have quality Joe Rocket, Power Trip, Icon, Alpinestar and affordable Nitro gear. We have a large variety of gloves from the same manufacturers as well as Olympia gloves, which is what I wear. It doesn't matter what kind of bike you ride....we have some great stuff for you!! We also carry Fox for you dirt riders, and all of our Thor gear is now 20% off!! So, if you are Christmas shopping for a motorcycle enthusiast of any kind....let us help you with find something special for him or her. I look forward to seeing you soon, until next time....see ya with your knees in the breeze.....

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HERE'S THE RUB

In order to start this column out correctly, let me make it perfectly clear that I have the greatest wife in the world!!! I have owned eight Harleys in the past twenty-five years and built a chopper in my basement long before the Discovery channel ever discovered them! The world's greatest wife, but possibly the world worst passenger!

She does that "helmet kiss" thing every time we stop! You know, that annoying habit where shifting inertia causes someone to bang the front of their helmet into the rear of your own? For thirty-five years now, I have been saying, "look over my shoulder" but to no avail. She calls it a "helmet kiss." I call it something else (under my breath, of course!)

She also waits until we are stopped at a light to fix her hair in the mirror. I try to explain that while in motion, I have centrifugal force working to my advantage, but at rest I am holding up our combined weight and that her leaning out in outrigger fashion to look into the handlebar's mirror shifts the center of balance well beyond my comfort zone! (Discussing weight or laws of physics with a wife is not a road you want to go down!)

Lately, I have started taking my beagle, Shelby with me when I ride. I don't know why I have not thought of this earlier! A dog is the perfect companion and rider. She never says, "You are going too fast!" In fact, the faster I go, the more she seems to like her long ears flapping in the breeze. I have yet to hear her ask, "Why are you going this way?" or say that we need to stop so she can pee. At stoplights, kids holler out and people smile and point at us. I swear when we pull up next to cars with other dogs in them, the other mutts seem to look at us as if to say, "Hey, why does that dog get to ride a motorcycle?" I am thinking of getting my dog that shirt that says, "I'm the bitch that keeps falling off!" It would be more appropriate for a dog to wear it anyway. Most importantly, Shelby never does that helmet kiss thing!

Perhaps the ultimate answer is to convince my wife to get her own bike! I see a lot of that lately. Women no longer riding as passengers but piloting their own rides.



You know me, I love to accessorize my motorcycle and I have always maintained that any Harley looks that much better with a female on board! They are the ultimate accessories!

You know what I really like, is that women are not all riding Sportsters! You see them on Dynas, Softails, even Road Kings and Dressers! To me, the Sportster, with its lowered stance and reduced arm-reach has always suffered with the reputation of being "a girls bike." With its power to weight ratio, the Sportster has always been one of The Factory's meanest street fighters! Getting my wife a bike of her own would also give me an additional motorcycle to accessorize! I have always had a bike, but never during our marriage have I ever pulled off the trick of owning two simultaneously!

I may have to wait to get her a bike however, as last month I bought her a sailboat! She loves to sail but has never taught me the art of sailing against the wind. Conceptually, I understand the principle of tacking back-and-forth, in a Z pattern, but every time I attempt it, I only accomplish the "sidewise N," progressively ending up even further downwind. She says it is the "feel" I need to develop. Like music or art, it may be a gift or talent a person is inherently born with and cannot be taught! I will forever maintain however that the same cannot be said to be true of that helmet kiss thing! Just look over my shoulder!

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Man oh man, whip out the heated gloves! Yes, I admit it... I'm a wuss. I break out my trusty Gerbing heated gloves at the slightest hint of cold, as well as my unflattering bib coveralls (as opposed to the flattering aspects of chaps) and ride the entire winter. I hope you too are staying warm out there. It's been a busy fall season and riding in the cold is all part of the thrill. At least I like to think so.

Logan's Roadhouse Bike Show & Benefit For Firefighters:

I started out early and chilly! I arrived to a parking lot full of shiny chrome, flashing lights, and familiar faces. Among the faces, a blast from the past (KZ-106's) Rich Randall, who is now doing a local online magazine (clevelandthisweek.com). Among the vast array of bikes, the "Peacemaker" made quite an impression on me. It was built and donated by Lynncocustomcycles just for The Mattie Fund (peacemakerbike.com). It is a sweet ride for a sweet purpose. I met Dennis Carroll who gave me a little insight into the Lynncocustomcycles there and the Lynn Jones mission to help others. All I can say is wow! Go to lynncocustomcycles.com and you'll see what I'm talking about. All in all, Logan's Roadhouse did an excellent job! Live music, great food, fast servers, and bike friendly. It doesn't get much better than that!

Phantom Tire Lost In Blueridge:

Blue Moon Cycle (in Norcross, Ga.) had its annual swap meet November 4. My dad "Hey-U," my uncle "Birdman," cousins, crew, and I headed down for the sweeping deals. Blue Moon's owner, John Landstom, served up some yummy kraut and wurst and flaunted the "new" Phantom Tire (PT), which he planned on hiding the next day on his Vintage Ride. (Find the Phantom Tire and win a \$100 gift certificate to Blue Moon Cycle! Go to www.BlueMoonCycle.com for info.) The former PT is still out there somewhere in Blueridge where John said he hid it so well he forgot where it is. However, he is still honoring the "old" PT, so keep your eyes open! Inside Blue Moon we found new and old BMWs. Blue Moon is famous for an awesome collection of vintage motorcycles from Harleys to Zundapps. Be sure to keep your eyes open for an upcoming article on Blue Moon's vintage museum.

Chilly Events:

It's been a busy month for events such as the Pumpkin Ride, St. Jude Children's Research Hospital ride, and toy runs galore. I hope to see you out there bundled and ridin' in the wind. Maybe we'll cross paths at the Catoosa County Toy Run, or any of the many upcoming toy runs. In the mean time keep your knees in the breeze and a smile on your face!

Peace,
HippyChickKim

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REVEREND BOOGER'S TWO-WHEELED PULPIT

the organizer just asked you to show up, ride and donate. Then there are rides that have a set amount you pay for the privilege to ride with the group. I like the first kind. In fact a week or so ago, I

Well hello people, Looks like we are into the cold weather months even though it's not officially winter. The only days I have missed have been the rainy days; still ride most the cold days. I have found in the past that I can deal with rain and with cold but cold and rain together is a little bit more than I want to purposely set out riding my motorcycle in. To be honest with you I was going to write my year in review article, but something in last month's issue got me fired up about one of my pet peeves. Valdez Hitt wrote in with a nice letter about the cost of biker events now days. As a poker run organizer and a rider of several events during the course of a year, this letter hit home for me. I agree with the writer for the most part. I have been preaching for years that poker runs need to be five dollars a hand, three hands for 10 dollars. I work real hard keeping the ones I work on at this price. Now there was one that was 10 dollars a hand, three for 20 but we gave you a shirt if you bought three hands. Now Mr. Hitt may have not been talking about poker runs, so I am going to go through each kind of motorcycle charity event I know of and give my opinion of each from a rider stand point.

Poker Runs

These are my favorite to ride, I get to ride, I get a chance to win, and I get to use my direction solving skills trying to figure out where the @#!* I am going. I rode one a while back that had us turn off a main road and dead-end into the Tn. River. We all turned around and figured out the problem and continued to our stop. I personally like this kind of stuff. I will tell you that I always look into who I am riding for. Another time a while back there was a local poker run that was held to raise money for a persons motorcycle. I was not able to ride due to work, but I probably would have. I bring this up because after the fact ,I heard rumbling and grumbling because people didn't know what they were riding for. If you ride or attend any biker event and do not know what the money is going, that is not the organizers fault that is your fault. Now if the organizers tell you it is going to a charity and then you find out later otherwise, then the organizer is a crook. But on this particular run everything was up front from the beginning.

Toy Runs

These are a close second to my favorite charity rides. It's not a big secret that I am pretty much a child with adult responsibilities. Toys are the coolest thing in the world to me. Toy runs give me a chance to not only go and buy toys, but I get to strap them all over my bike in cool ways. When I get to the run I can see all the other cool toys everyone has brought. Last year I was invited to help out with the distribution of toys for Walker County. This was very rewarding and I hope to be able to do it every year. As far as the cost of a toy run, I don't see how anyone could complain because all you need is a toy. Plus for the most part you get some kind of refreshment or food at the end. Even though the rides are short due t o the weather I would have to declare toy runs the best bargain of all the charity events I ride

Organized Rides

I know of two types of organized rides. I have seen rides that

rode one for the CMA that was very nice and I enjoyed every minute of it. The 2nd kind are not one of my favorite rides. I guess I don't see why they just don't make it a poker run and let everyone ride at their own pace. A couple of months ago I was looking into something to do for a weekend ride and I stumbled across an event in Nashville. It was 100 dollars a bike just to ride with a group on a predetermined route. The big draw was that you got to be lead by three certain celebrity bike builders from New York. Needless to say I kept my 100 dollars and went elsewhere that weekend. That seemed kind of steep just to ride with a group and I am not a big fan of the Orange County arguers. I am real curious on whether the so called master builders donated their time or they charged an appearance fee. I would be willing to bet that since it was 100 dollars to ride, that a fee was paid. In the Reverend's book that just isn't right.

I guess my point in all this is, if you are going to attend an event you need to research what you're riding for, what kind of event it is, and what are you getting for your money. Well I have run way over my limit, I better stop. Plus I am getting ready to go ride on a toy run this afternoon. Hope I see a bunch of ya'll out there. Have a very happy holiday. Ride safe, Ride smart, and Ride often

Reverend Booger

Blowing Smoke

I decided to change gears a little this month and write about a subject that is near and dear to my heart – Women and Motorcycling. Since I've been on two wheels I've noticed that there are a lot of women out there enjoying the freedom that motorcycles bring, so I decided to do a little digging into the subject and over the next couple of months I'll share my findings with you.

According to the Motorcycle Industry Council approximately 4.3 million women know how to operate a motorcycle and one in ten new motorcycle purchases are made by a woman. While men still account for the majority of motorcyclists, we, women are making our presence known, Congrats Ladies! Oh, one more thing to be proud of approximately one-third of all attendees to the Motorcycle Safety Foundation classes are women which means that not only are we riding but we are riding safe and informed.

Now, being a woman motorcyclist comes with certain inherent struggles, but one I'd like to address this month is the difficulty in finding women's only apparel and magazines. Well, I'm here to tell you that there are great sites on the internet where you can find some really cool gear. And, guys you may want to check these out to get your favorite lady rider a Christmas gift, what better way to show your support of her riding or that you enjoy having her as a passenger. So, here goes.

She-Moto – (www.she-moto.com) Are you tired of buying men's jackets in smaller sizes? Then, designer Tiina Perttu is the answer. She decided to design her own jackets that are designed to fit a woman's curves. She has several to choose from but my favorite is the moto-cause, a jacket with a ribbon design that you can purchase a different color for your favorite cause – breast cancer (pink), HIV awareness (red), or domestic violence prevention (purple). \$20 from each purchase is donated to the chosen cause. These jackets are a little pricey but they are unique and fully equipped for the road with amour, vents, pockets, and a zip out liner.

Motorcycle Girl Wear - (www.mcgwear.com) Are you a biker chick with a little attitude? This site has shirts, tanks, and hoodies with saying such as "Does My Bike Make My Butt Look Fast?" and "Yeah, You Just Got Passed By A Girl" printed on the back.

Gixxer Girl – (www.gixxergirl.com) Not only does Gixxer Girl have clothing for GSXR riders, but also Yamaha R1 and Kawasaki Ninja riders. Even if you're not a sport bike rider check this one out, you won't be disappointed.

Helmet Hair Magazine (www.helmethairmagazine.com) "The Magazine that Informs and Inspires the Female Motorcycle Fan" is published online quarterly. I spoke with the Editor, Becky Shimek, about the magazine and the increase of women riders. When the magazine began in April 2005 there were 200 subscribers and now a year and a half later there are more than 2,000 and that is with no advertising. She believes that the increase is due to women being more independent and when seeing other females they think "Hey, I can do that, too," and you know once we put our minds to something there is nothing stopping us! Also, there is a small marketing effort geared toward women that has begun and hopefully will continue. As far as the magazine, I just love it. Some of my favorite sections are: "The Road Goddess Guide," which features a section on mind, body, and soul, and



I also like the "Top Ten" which in October featured the first compiled list of the Top Ten Women Bike Builders! On their MOTO-Library page the editors have compiled a list of great women's sites. Helmet Hair also features a whole section on women riders in the media, which is fun to check out now and then. I invite you to support this magazine by subscribing because it is truly a unique site full of some great information for and about women riders and according to Becky, their goal is to empower women through the magazine, always a worthy cause!

Over the coming weeks I am going to begin setting up a women's section here at my dealership, RT Cycle Suzuki Yamaha Inc. in Ft. Oglethorpe, Georgia. Not only do I plan on carrying items from the sites listed above but also a few others that I really like. So, ladies please contact me and let me know what kind of merchandise you'd like to see, because this is my gift to you and I want to make sure I stock things you want. Until next time, be sure to take advantage of as many pretty days as possible and keep warm. See ya out there!

Teri Welborn

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From Behind The Handlebars

Wow what a year! We were quite busy at CMA all year and we had a great time doing it! We have seen the formation of a new CMA chapter in Lafayette, Georgia and that chapter will continue to grow and do the work we are lead to do.

As the year draws to a close and we get ready for our New Years Day Ride we want to let you know we appreciate the opportunities to serve at rides and events. I will be returning in 2007 as president of the Chattanooga chapter and some new faces as chapter officers will join me. Ken Henson will be the new vice-president; Gary Scruggs becomes our Road Captain and Deb Henson steps up for the office of Treasurer. Pam Stone and Al Kaschimer return as secretary and Chaplain respectively. Our vice-president and Road Captain for the past two years, Eddie Wilson, has left the Chattanooga chapter to be a part of the new Lafayette, Georgia chapter. Donna "Donna Debbie" Gibson our current treasurer and all around worker will remain in the chapter. Thank you all for your hard work and willingness to serve.

Many of you have asked us about CMA, becoming a member, so please join us at one of our next meetings, and discover what CMA is all about. We meet at the Ryan's Family Steak House 5104 Hixson Pike on the first Monday of the month at 6:00 pm. Just tell the cashier you are there for the CMA meeting and they will take you to meeting room.

Blessing of the Bikes is set for April 7, 2007 at the Hamilton County River Park. Mark your calendars for this annual event.

Our New Years Day ride will be at noon on Monday January 1, 2007 at the Sportsman's Warehouse store parking lot. We will have a fun ride planned and hope to see everyone there. We had a great turnout in 2006 and we will stop somewhere for lunch. For those of you who rode last year, 150 bikers coming in their store all at once blew the girls at the Texaco station in Rock Springs away. They hope we come back this year! We have been blessed with great weather the last several years and pray the Lord will bless us with fine riding weather once again.

See you on the streets,

Harry T. Stone
info@cmachattanooga.com
423-313-1663



Adam Biggs Ride

On Saturday October 21 the friends and Family of Marine Sgt Adam Biggs held a benefit ride for him. I was blessed with the honor of leading the ride and had nearly 100 bikes and 125 people join us as we went for a 118 miles escorted ride along the east Tennessee and northwest Georgia roads. The chilly morning turned into a great day to ride as we ran through Lookout Valley and into Dade County, Georgia. The ride up the back of Monteagle was

awesome as the leaves were beautiful and we rolled down Hwy 156. After a short stop on Monteagle we dropped back off the mountain and through Monteagle, Tracy City, Jasper, and Powell's Crossroads. We ended up back at the new "White Oak Park" in Red Bank where we were met by more of our CMA members with food and refreshments for us. Sgt Biggs was able to join us at the park and great everyone as they arrived. He was thrilled to see so many bikers come out to support him and was quite thankful for the money we helped raise for him. We were able to raise nearly \$1,200. Many thanks to all the area Police and Sheriff Departments who helped escort us through and many thanks to the Chattanooga Police Department and the Red Bank Police Department Motor Squads for helping us start and end the ride with a motorcycle escort.

Sgt. Biggs is at home recovering and we hope to see him walking very soon. Thanks to all of you who rode and were able to help out! See you on the streets,

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The benefit for Sid Beavers was held on Saturday, October 28 at Thunder Creek Harley-Davidson. It was a cool, brisk autumn day, but the large turnout showed just how many friends Sid has in the Chattanooga area. The faces in attendance were a who's who of the Chattanooga motorcycle community, past and present. This event was closer to a family reunion than your typical benefit.

Sid was paralyzed in a freak fall at his home this summer. As you can see by one of the photos, Sid is now able to stand and even use a walker. He is continuing with daily physical therapy and all of us are believing that he will make a full recovery.

Tim and Reece provided the music and Tim doubled as auctioneer. There was a walking poker run, auction, 50/50 raffle and plenty of food and drink. A total of \$9,000 was raised to help defray Sid's medical bills.

Sid and his family asked me to thank all of his friends that donated their time and money to help him. - Rock



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Owner: Kenny McCollum



Perched atop this customized Kawasaki, Joy is the cherry on top of the black & white checkerboard motif with a little bit of flare from the colorful flames. Also making this bike unique are the multiple brackets & covers and the Harley-Davidson fenders. This joint effort of the paint job on this bike inspired the owner, Kenny, and painter Toby to collaborate in creating South Side Choppers, a full service establishment in Dalton, GA.

Joy to Chattanooga!! This California Girl has given us a delightful decade of her presence here in the Scenic City. This chick lives to ride—and spends her spare time burning up the streets on her 883 Sportie. When she's not riding or balancing the maternal load, Joy "works for a living" doing installations for DIRECTV.

To see more of Joy or this cycle, visit www.roadrashmag.com.

Thanks to Mike & Darlene for letting us use their spread in Toonerville.

Photos by: HippyChicKim & J.L. White







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Recently Mayor Ron Littlefield assisted "Wings in the Wind" with it's service to the homeless men at the Union Gospel Mission by cooking and washing pots and pans. Eddie Rahm says "Ron's not a biker yet, but we're working on it".



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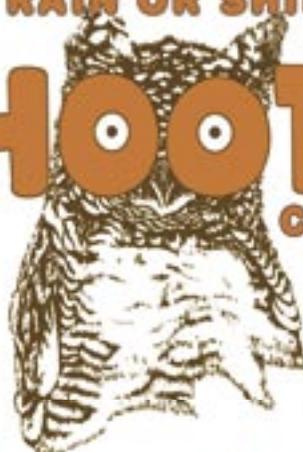
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www.freedomseekersmc.org

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www.toysfortotschatt.org/index.php

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JANUARY 5 - 6, 2007

Knoxville, TN
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615-847-2874
www.kccsmg.com

JANUARY 27, 2007

Charlotte, North Carolina
EASYSRIDERS V-TWIN BIKE SHOW
Charlotte Convention Center, 501 S College St.
10 a.m.
(800) 962-9857
easyridersevents.com

FEBRUARY 3, 2007

Memphis, Tennessee
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Memphis Cook Convention Center, 255 North Main St.
10 a.m.
(800) 962-9857
www.easyridersevents.com

FEBRUARY 9 - 11, 2007

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www.worldofwheels.com

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www.officialbikeweek.com

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843-767-4258
www.bikeweekcharleston.com

APRIL 14-21, 2007

Charleston, SC
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www.heritagemilliondollarbikebuildoff.com

APRIL 28, 2007

Chattanooga, TN
2 WHEEL EXPO
More info coming soon!

MAY 11 - 20, 2007

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www.myrtlebeachbikeweek.com

MAY 31 - JUNE 2, 2007

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www.fontanavillage.com
www.hellbender28.com
www.smokymountainbikeweek.com

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www.lynchburgtinchoppers.com

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For me, the 2006 Trail Of Tears ride was nothing like I planned it to be. As a matter of fact, I had almost planned to skip the ride altogether. After a cooler than normal ride in 2004, where my wife and I left Chattanooga snugly stuffed on a 100th Anniversary Sportster, and comfortably returned on a 2002 Heritage Softail, the 2005 ride seemed normal. That was the year my wife and I, along with my mother and father-in-law, made the ride to Huntsville where we broke off from the ride and toured the Space and Rocket Center.

As the date for this year's ride came closer, I was wavering, "Do I want to ride?" This year it would be just me. My wife's job had gotten very busy, and she was going to have to work that weekend. My buddy Rick was still getting back into the groove of things after taking an extended break from riding, and was not sure about being in such a large group. That pretty much left me solo, and that's just not fun. I was not feeling so sure about being in a large pack of riders myself, I had seen too many questionable riders the two previous years, so I had pretty much decided to skip the ride this year.

On Tuesday before the ride, I asked Rick if he was going to ride, and he was still not sure. I wanted to ride, somewhere, anywhere as cold weather was just around the corner, and we would soon be in midst of winter. Then I had an idea, "ding ding ding" I said to Rick, "we can go down to South Pittsburg, and jump in there if you want, stay out of the big group to be safe." That evolved into a plan to meet and ride to Kimball, TN for breakfast. It was a beautiful plan: good food and good riding.

The morning of the ride we met just west of Chattanooga, in Wildwood, GA and made the twenty or so minute ride to

Kimball. When we got to Kimball, Rick was holding his hand over his mouth and nose; he had gotten a nose bleed on the way there. After twenty minutes in the rest room, and us going back outside for a few minutes, the bleeding stopped and we had breakfast and coffee.

At around a quarter till nine the first riders started going by and we headed out to the bikes to get ready. I'm not sure how many bikers participated in this year's ride, but I counted fifty-five to sixty a minute for about three minutes. And we sat, waiting for over twenty minutes or more for the group to pass. We got out and headed west on Highway 72 with the back of the pack.

It was glorious; beautiful skies, mountains in the back drop, the temperature had risen enough for me to take off the hooded sweat shirt I had on earlier and just wear my short sleeved t-shirt. About thirty minutes into the ride, around Stevenson, AL I looked back in the mirror and saw Rick closing the gap fast. Now, like I said Rick was still getting back into the swing of things, and did charge hard, but this time he was coming on strong. It was his nose again. Now I'm a little worried; once is one thing, but twice? These were not just trickles, but some fairly heavy bleeding. We pulled over and talked about it for a few minutes. I was for going back with him, making sure he was okay. But he would have none of that. He thought it was the drier air combined with the colder air on the first leg of the ride. But, he was going to turn back and take it to the house, and I was going on, end of discussion.

After starting out at the end of the pack in Kimball, we had made some big gains in catching the main body of the group; passing dozens of bikes that had stopped in Bridgeport and Stevenson. Now with our second stop I was at the back again, this time behind the official chase vehicle. After about fifteen minutes of fast riding, I had caught the main body again, this

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time because of small crash in Scottsboro, AL. So I'm finally cozy in my position, enjoying the day and contemplating a day of riding alone. Rick and I had planned on going to the Harley shop in Huntsville, and I always like looking at new scooters, even alone, so I kept that plan. We were going to take a different route home, Rick was going to lead the way on that leg of the trip so not being familiar with the route I nixed that idea and would return home back up highway 72.

Then, as I often do when riding alone, I began thinking about life and my perspective on things. I don't have one of those bikes with all the bells and whistles. Oh, I have thought about getting one; CD player, am/fm radio, but then I ride out on my Heritage. And it's just me and the wind; the world around me, and God. Don't get me wrong, I'm not knocking the bells and whistles, they're just not for me. For me, riding is about what I'm experiencing at that moment.

The Trail Of Tears is a big event in the biking community. Riders come from all over the country and in some cases other countries to commemorate that sad event in American history. It occurred to me that my first two times riding the event had been caught up on the side activities of the ride; buying a bike the first year, and going to see rockets and space memorabilia the second year. The further I rode, the more I realized how little I knew about the trail of tears and what it was. I knew it was a forced removal, and relocation of the Cherokee tribe of Native American Indians. But I did not know the year was 1838, and that four other tribes had been involved during the 1830's. And that about 4,000 Cherokees died on the march. I did not know that their lands were taken and were given away in lotteries to white settlers.

I began to put this into perspective with my modern day life. Here I am; I can ride almost 300 miles on this day. I get to go back to my home the life my wife and I have built. I can

enjoy freedom to go and come as I please, get food and water at any store along the way. The Cherokee could not go and come as they pleased; the life they had built for themselves was torn apart. They were forced to drink stagnated water, go hungry, and watch as their family members, friends and loved ones died of disease. I know that 175 years later cannot be compared in terms of the way of life each respective generation lived. But the feelings of man; his essence of being has not changed dramatically. We have fears, loves, hopes and dreams just as they did. The Cherokee were civilized, as were the Creek, Choctaw, Chickasaw, and Seminole. Above all, they were human beings; human beings who were treated worse than cattle.

I know our history as a nation is littered with similar acts. This does not make us horrible as a nation. We made mistakes and hopefully we learned and go forward to not repeat them again. I saw several flags of the tribe that day, so I know that many understood why we were riding this trail. But I could not help wondering how many of the riders were similar to the way I had been on my first two rides; so preoccupied with the things I wanted so as to overlook the real meaning of the event.

As I said before, I ride to experience the moment. I now understand why I wound up alone on the trail. The pleasure of riding has many, many joys, twists and turns; and sometimes revelations. This day, I believe God wanted me to see things the way he saw them then, and the way he sees them now. To get outside of myself and try to feel the feelings of the people that experienced it. I came away understanding more than I ever have on other rides. I gained a new understanding and a new perspective that only riding alone that day could give me.

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Most of us "Road Rash" readers grew up in what I call the "neighborhood generation". We played ball in our backyards, walked or rode bicycles to a school which was close to our house, played on the playgrounds with our neighborhood buddies, walked to the store to get a loaf of bread for mom, etc. And when one of us got in trouble for smoking in our neighborhood woods hideout we all got in trouble, because we had a neighborhood "brotherhood". Today, sports are organized at some recreation park and the participants only see each other at the games, most neighbors don't have much contact with each other, and we no longer walk anywhere. Things have gotten less simple and personal in a society that has lost it's sense of the closeness or community spirit. The "brotherhood" of motorcycle riders goes against the current trend of individualism. This brotherhood is one of the things that makes motorcycle ownership appealing and a big part of why so many new bikers are added each year. It is a community made up of folks from all walks of life and all neighborhoods accepting each other for who they are.

This summer my family visited my son-in-law's relatives in Puebla Mexico (100 miles south of Mexico City), staying in the neighborhood where they live and daily interacting with the locals.



Initially, it appeared that the motorcycle riders just seemed to be a bunch of individual mo-

torcycle riders using the bikes for transportation with no apparent display of brotherhood. The bike engines were only 300cc's or smaller, no matter how large the cycle appeared, and even the police cycles were smaller bikes (see pic). While there, we decided to take an all day trip to the town of Tecolutla on the Gulf of Mexico for a of couple days at the beach. Our route required traversing a couple of high mountains, reaching altitudes much greater than what we see in the eastern USA. The road crossing one mountain was similar to "Deals Gap" but twice as long and just as curvy with banana trees as far as you could see in every direction. Near the top of this mountain we stopped for lunch at a rather modern looking mall in the city of

Teziutlan. While eating lunch in the food court I spotted a young man wearing a Harley t-shirt, something I had never seen in Mexico (Harley shirt or a Harley). I approached him and found out he spoke English. Through our discussion, I learned he owned an older Honda sport bike and a newer Harley Sportster, which I later was told only the wealthy own in Mexico.

My new cycle brother was Thomas Zamitiz and Thomas had a small group who formed their own small biker brotherhood, which revealed to me the fact that even



Mexico has pockets of motorcycle brothers.

During our time in Mexico we also visited relatives in a somewhat simple town of Tepetetla and I was introduced to a group of Christians starting a new church there. As I was introduced as an "American Christian" they all spontaneously clapped and came over to greet me in brotherly love. I was made to feel special by those folks, experiencing the true brotherhood only Christians can know (the Bible says "believers in Christ are closer than a brother"). Christians need the fellowship and encouragement of other believers in order to remain strong in their faith. If you claim to be a Christian and seek the brotherhood of other Christian bikers, I would strongly suggest visiting one of the Christian biker groups. They would love to include you in their "special brotherhood" and certainly all visitors are welcome. If you have a group of Christians that you currently ride/fellowship with and would like to start your own group (great idea!) send me an email and I will be glad to help you get started.

Have a great winter riding and be sure to participate in a toy run or two this season.

"Under His Wings"

Eddie Rahm

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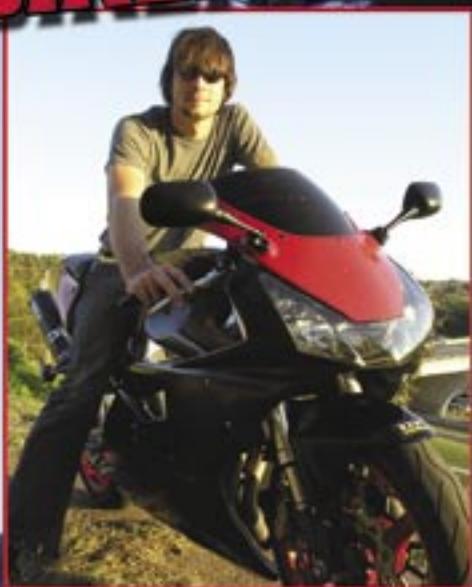
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ROAD RASH BIKER DUDE HAL



VITAL STATS:

Originally From: Cohutta, GA

Type of Bike: 2002 Honda CBR 954 RR

Status: Single

DOB: 4/3/79

Occupation: Prebul Volvo Technician

Will he be reprimanded and teased for Being

RoadRash Mag's Biker Dude? "Oh, yeah. I already

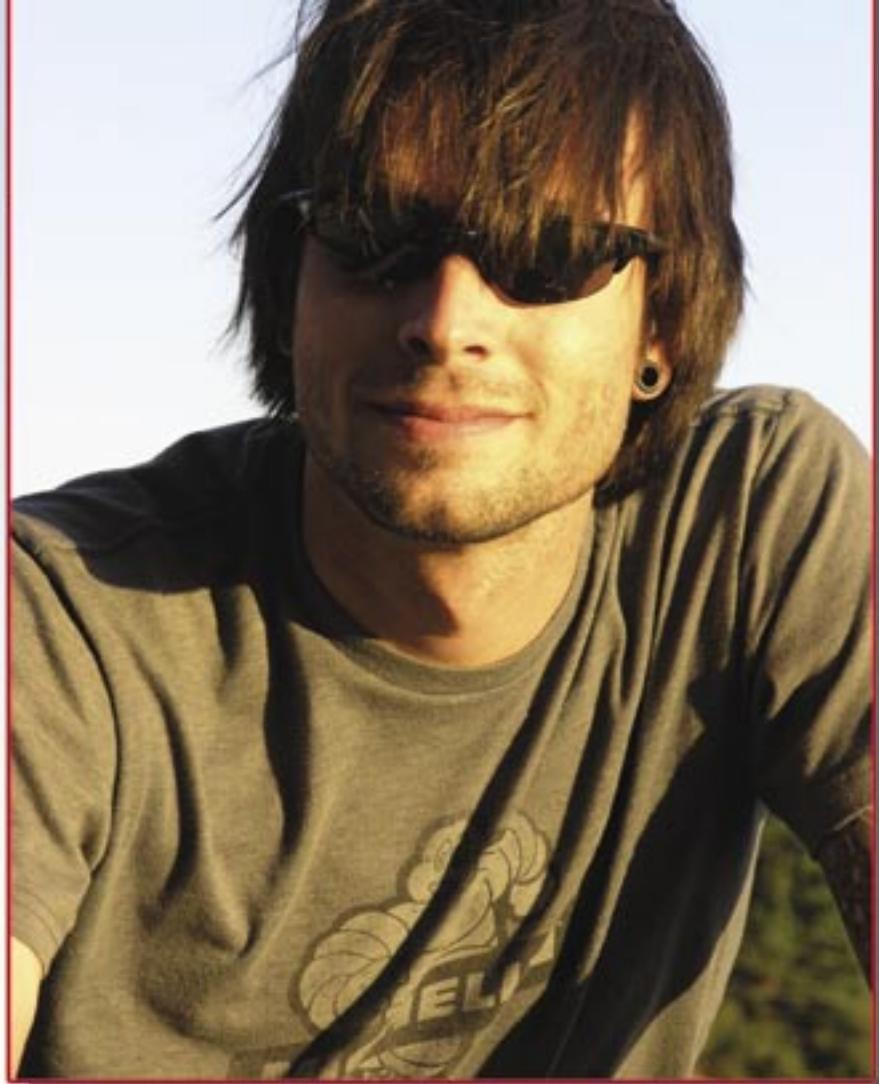
had one of [his friends] tell me he'd never let me live it down."

Thank you, Santa, for letting this guy roll up into our sight. December's Biker Dude, Hal Everett, was recruited back in the summer one Tuesday evening at Hooters' Bike Night, and he's been on our minds ever since.

Hal, a native Georgian, actually grew up on a horse farm, and despite his cutting edge appearance, he's a country boy at heart. An automobile technician by trade, Hal also builds custom fuel maps for fuel injected bikes (FIBs). Starting out on dirt bikes and 4-wheelers, his love of bikes came honestly, as his father rode a Honda as well.

"Why not a cruiser?" HippyChicKim asks. "Oh, I'll have one...my brother rides a Harley. I test drove one when I went to buy a bike, and I liked them, but this bike just seemed to 'fit me' more at the time," Hal responds.

Okay, Santa, now where's that mistletoe we requested?? To see more photographs of HAL, past Biker Dudes, or to nominate a BIKER DUDE of your own, go to www.randomfox.com and click on ROAD RASH MAGAZINE BIKER DUDE, in addition to www.myspace.com/roadrashmagbikerdude.



photos by J.L. White & HippyChickKim

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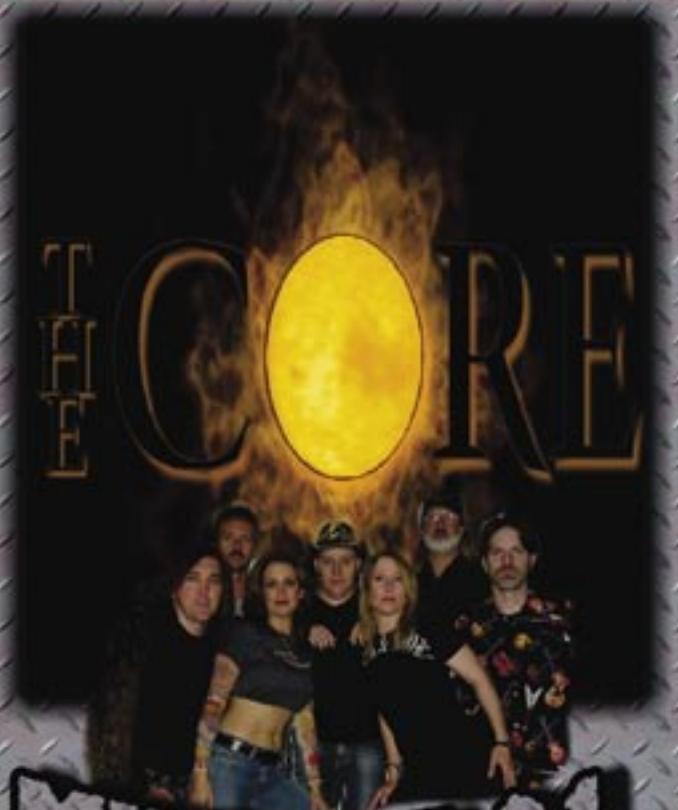
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