

ROAD RASH

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Biker Chick

April

pg. 24

Chattanooga Area Motorcycle Events

**Check Out
Who's In The
Hot Seat:**

pg. 42

April '07

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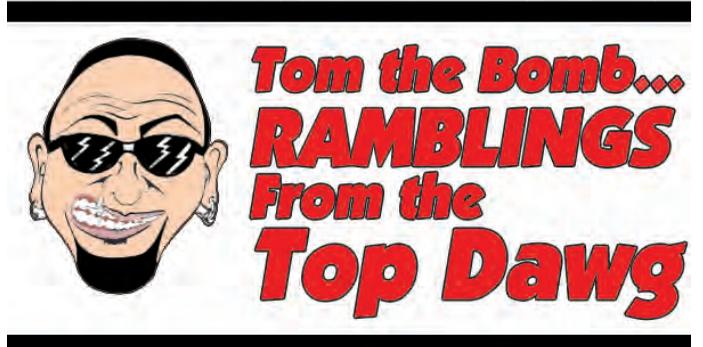
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Well, it's April... I guess that means many of you will be dusting off your bikes and putting them back on the road again. If that adequately describes you – don't forget to go through an extensive checklist to make sure your bike made it through it's hibernation and has remained roadworthy. You also may want to refresh your riding skills if you haven't been "on two" in a while. An ounce of prevention could save a pound of cure.

I've noticed a dramatic increase in local two-wheeled traffic this winter. Astronomical gas prices have probably contributed to that, and I would like to think that Chattanooga and the surrounding area has grown more bike friendly and bike aware in the process. We have a large motorcycling community here and more and more area businesses and government agencies are realizing that we constitute a great customer base and deserve more respect and consideration than we've been afforded in the past. I remember the time when specialized bike parking spaces were non-existent. Now they can be found all over the place.

With the success of motorcycle related social events like Sundown at Thunder Creek Harley-Davidson, Nightfall in downtown Chattanooga, Bikefest in Dalton, and Bike Night in Chatsworth, Georgia as well as the growing popularity of poker runs, toy runs, rides, rallies, parties, concerts and benefits - this area is virtually booming with motorcycles and motorcyclists. The growing number of "bikers" comes with a growing number of "newbies." There isn't anything wrong with

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being a newbie... we were all there at one time or another. People get irritated with newbies because they sometimes learn lessons the hard way. That can be dangerous for themselves and everyone around them. Please be patient with the newer members of our brotherhood/sisterhood and try to help them grow and learn whenever the opportunity arises. If you see someone who looks like they are struggling – show them the way. You might even suggest the motorcycle rider's course offered at Chattanooga State.

Although we focus the magazine's efforts toward Chattanooga and the surrounding area – we've realized there are other areas that have just as much or even more motorcycle participation. The difference is – those areas don't have a Road Rash Magazine... But that is something we want to change. Rather than spread ourselves thin, we've decided that the time is right to start other local Road Rash Magazines in different coverage areas. We're convinced our local format has more to offer readers and advertisers than the state wide, regional, or national choices already out there. We are looking for individuals who have the personality, ambition and drive required to start a Road Rash Magazine in their own area. If you would like to see your name on the staff page of Atlanta's Road Rash Magazine, Birmingham's Road Rash Magazine, Nashville's Road Rash Magazine or a Road Rash in any other area with the advertising base and

a large enough local "subculture," now is the time to step forward and help "spread the Rash." It's a great job if you like riding motorcycles, making your own hours, meeting hundreds of people, having a great time and helping worthy causes. It's also a job where your income is dependant on your effort. If you know of anyone who would fit the bill – have them contact Rock, Moleman, or myself and we'll sit down and talk business. It's a great opportunity for the right person.

Alright boys and girls, here's your homework... Check out our Event Listings and help support our local events, check out our Bike Friendly Business Listings and show your support to the Road Rash advertisers (who make this publication possible). And lastly, for those Internet savvy readers out there - don't forget to visit our Web site (www.roadrashmag.com) and MySpace profile for the most complete and up to date information.

I hope you enjoy this month's Road Rash Magazine. Feel free to let us know your opinion on how we're doing and give us your suggestions for future editions.

Keep it twisted!

Tom
THE
Bomb

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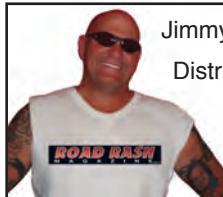


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ONE OF OUR OWN

Legend Series by Rock
Terrell Welborn



Terrell & Mary Alice in RT's current showroom

Terrell Welborn, of RT Cycles, was born in 1944 and raised in Chattanooga's East Lake neighborhood. He was not raised around motorcycles, but in the early '70s, he discovered dirt bikes and motocross. Little did he know that this love of motocross would consume and influence the rest of his life. Terrell purchased a used Honda XL250 in 1971 and he was off and jumping. He and his brother Ronnie started riding at all the local tracks around the area. They raced in all the local races and got to know the other riders personally. Being entrepreneurs at heart, they soon noticed that the riders were needing parts for their bikes that were not readily available at the local shops. They decided to tap into this growing market and start buying and selling dirt bike parts. The brothers each borrowed a thousand dollars and invested it in levers, tubes, filters, and any other parts that riders might need at the tracks. Each weekend they loaded the parts on their truck and brought them to the tracks to sell. The parts now came to the riders instead of the riders having to lose valuable riding time having to go shop for them. A novel concept that immediately took off. If they didn't have the parts that someone needed, they would order them on Monday and deliver them to the customer at the track the next weekend. Terrell worked his "real job" at Combustiion



Mary Alice inside the original showroom.

Engineering during the week and was in the motorcycle parts business on the weekends. In 1973 they acquired the Hodaka motorcycle brand and added them to their business. They had rented a not yet completed building and used Terrell's house as temporary storage until the building was ready. Before I go any further, it should be noted, that Terrell's wife, Mary Alice was involved with this business from the outset and continues to this day. She has supported and worked alongside her husband from the outset. This weekend parts business was the humble beginnings of RT Cycles of Fort Oglethorpe, Georgia.

RT Cycles first retail location was at 213 Lafayette Road in Fort Oglethorpe. The small building had a 14' x 20' showroom with a small room in the back for service. A few months after moving into their new building Terrell purchased his brother's half of the business and continued on with the help of his wife. It wasn't long before Terrell quit his job at Combustion and devoted all of his time to RT Cycles. The business grew and in 1974 they purchased the land and a 2000 square foot building at 1931 Lafayette Road (their current location). In 1975 they acquired the Bultaco and KTM lines. RT Cycles was starting to become a real player in the local motorcycle game. Always thinking expansion, Terrell called Suzuki Motorcycles in 1976 hoping to become a dealer for them. Suzuki obviously liked what they saw and by the summer of 1976 the place was loaded with shiny new Suzuki motorcycles. The Japanese motorcycle craze was full blown in the U.S. during the 1970's and Suzuki was a major brand. The Suzuki motorcycles were so popular that Terrell decided to sell his Hodaka, Bultaco, and KTM lines and concentrate his efforts on Suzuki.

In 1980, Terrell just couldn't resist buying out a failing



The first location of RT Cycles on Lafayette Rd



RT Cycles today.



Terrell riding (with traditional sucker in his mouth)

Yamaha dealership and adding Yamaha to his stable. RT Cycles now had two of the biggest motorcycle brands in the world. By 1985 his building had grown to a whopping 7000 square feet. and business was booming. By 1990, they had purchased the two adjoining lots and built a 2 story storage building. Terrell has built his business from the ground up with the pay as you go business plan. Never acquire debt if you can help it. In 1995, using his pay as you go philosophy, he started building the current RT Cycles building. It took until March of 2001, but when RT Cycles moved into their current building it was debt free. How many businesses can say that? Another philosophy that Terrell lives by is customer satisfaction. He insists that his staff display a friendly attitude when they are dealing with their customers. RT Cycles is actually a Mom and Pop motorcycle shop on steroids. You get the friendly, personal service of a Mom and Pop, but with the competitive prices of a large corporate dealership. They are extremely proud that they are a family owned business since 1972. Today,

RT Cycles employs 15 people and has scores of loyal customers. Terrell and Mary Alice continue to operate RT Cycles with the help of their son Anthony and daughter, Teri. Road



Rash Magazine is fortunate to have Teri Welborn as one of our monthly staff writers (see her column on page 35). RT Cycles has won dozens of dealership awards and Terrell and Mary Alice have won trips to Japan, China, Australia, and all over Europe. While in Japan, they were the guest of Suzuki and got to tour their plant.

On the personal side, somehow Terrell has still managed to travel and ride motocross while building his business. He has ridden coast to coast four times and competed in more motocross events than there is space to list them all. He

now has over 500 trophies from his riding career. He competed at Loretta Lynn's Amateur Nationals 50+ from 1994 to 2001 placing in the top ten each year. Terrell was known to always ride with a sucker (preferably a Dum Dum) in his mouth. You can see the stick in the above picture sticking out of his mouth. "Aren't you worried about swallowing that?" was always the question of the day. If he ever had to have one surgically removed he didn't admit it to me. Terrell stopped racing (except for a few events per year) in 1991, due to an ankle injury. He



1945 HD Flathead - 1969

does, however, still hit the off road four wheeler areas with his family and friends at least once a month. Let's just say the man loves mud, the deeper the better, and he loves to sling it every chance he gets.

As if all of this wasn't enough, he also has a love for restoring old cars, having a '57 Thunderbird, a '34 Pontiac, and a few others. Terrell Welborn is truly multi faceted and is the epitome of a self made man. Road Rash Magazine is honored to be able to tell his story.

Rock



Terrell & Mary Alice on the beach in younger years.



Rock's Two Cents

Hi Folks,

The Wild Hogs, The Wild Hogs, The Wild Hogs, The Wild Hogs, the ads have been everywhere. It sported a long list of good actors including John Travolta, Tim Allen, Martin Lawrence, and William Macy. So, Julie and I took it for a spin. If you

haven't seen the movie but are planning to go, stop reading now so I don't ruin it for you. Hopefully, you will return and read my review at some time in the future. Or... just keep on reading.

The movie starts out with four short bio scenes introducing you to the four main characters. There's Bobby, a #@*%whipped plumber played by Martin Lawrence, Dudley (William Macy), the computer geek, Doug (Tim Allen) the dentist, and Woody (John Travolta) the hippest and most experienced rider of the group. The boys are all middle-aged and Woody convinces them to take a once in a lifetime road trip with him. None of the group are hardened riders, but they all have HD garage ornaments to dust off and ride on the trip.

The guys have all the clothes, the leather, the boots, the whole nine yards. Is any of this sounding familiar? At least they were actually going to ride instead of pulling them.

The movie is actually quite funny, not very realistic, but funny nonetheless. The foursome begin the trip all loaded

down with their camping gear and heading west to California. As I watched, I felt that familiar twinge of joy and anticipation I still get in my stomach as I begin a new road trip. It's as exciting to me today as it was on my first trip some 37 years ago. The "hogs" are all sporting Wild Hogs patches on the backs of their jackets. Now, the Wild Hogs thing got started when

Doug's wife gave him a patch as a joke. The others quickly followed suit and they suddenly became "The Wild Hogs." Now I'm sure the Hog's had hit a bike night at the local bars every now and then, but they didn't have a clue about "the road" and "the real world." They were about to get a real taste of both.

It wasn't long until they all realized why most intelligent long distance riders have windshields, when they passed through a swarm of large locusts. The posers then made one bad mistake. They stopped at a rough looking biker bar somewhere in the New Mexico desert to have a beer and mingle with the locals. Well, the bar just happened to be the hangout for the Del Fuegos (an imaginary 1%er club). Let's just say that they weren't well received and the brother's didn't care to mingle. However, they did decide to take Dudley's bike in trade for an old wrecked Panhead. The Del Fuegos were gracious enough to rig up a wreck of a sidecar so Woody could let Dudley ride with him. A quarter mile down the road they stopped and Woody told his crew that he would go back and get the bike back one way or the other. He snuck back while all the DF's were drinking inside and cut each of their bike's fuel lines. Now this is something that I wouldn't recommend. if you want to stay alive and in good health. He then jumped on the 1200 Sporty and took off to meet the boys and high tail it out of reach. When the DF's ran to their bikes one of them dropped a cigarette and... whoosh - everything

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was on fire, the ground and the bikes. Then the clubhouse/bar exploded and burned to the ground. This is where the realism stopped and Hollywood took over.

The rest of the movie followed the Hogs to a small New Mexico town during their annual Chili Festival. Of course the townsfolk were all afraid of the DFs, having been terrorized by them in the past. The Del Fuegos finally tracked the Hogs down and guess what happened? Were they all four killed, the town burned down, and their bodies buried in the desert? Was the blood so deep in the street that you had to wear high water waders? Did the Highway Patrol send in the helicopters and SWAT team? I ain't gonna tell you. Load up the old lady and take her out for the evening. She deserves it and I can guarantee you that you both will have a good time. The movie is just long enough to go through a large popcorn, soft drink, and a pack of candy. Then after the show take her for a nice ride in the country. You might even get lucky later in the evening. I give this movie a "two birds up" which is my highest rating (and extremely hard to do on a moving motorcycle).

We are excited about our plans to offer franchises of Road Rash Magazine to cities around the southeast. We believe our local format best serves the needs of local riders. In addition, we are the best choice when an advertiser wants to attract customers from our concentrated 50 mile radius. We are in negotiations with 2 potential prospects in Atlanta and will then move to other cities throughout the southeast. The best news is that someone can start a Road Rash Magazine in their city for less than half of what other publications are charging for their franchises. Our motto: We're a Local Thang! If I have to explain, you wouldn't understand. Road Rash Magazine. Until next month.

LTRNTT,
Rock

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Joe Cool's Biker Health



Spring is in the air and so are many other tiny irritants that can ruin a much anticipated motorcycle ride. Spring is such a beautiful time of year for motoring down the highway. But, for many riders, the presence of spring pollens can make a wonderful day into a miserable day. Pollen, however, is not the entire problem. Our own body's defense mechanisms can make life on the road miserable.

The human body will protect itself from foreign objects no matter how small the irritant may be. Our bodies will release histamines to ward off foreign invaders that enter our bodies through the nose, mouth, eyes, and skin. This is the natural defense mechanism that the immune system is designed to do. This release of histamines is what causes the unwanted effect of Hay Fever. For many people, spring allergies are a miserable reality.

The immune system, the body's self defense system, reacts to invading foreign objects. Producing histamine is one of its many, many reactions. This chemical acts to bring more blood and lymph fluid to the site of invasion, which acts to bring more immune cells there to help fight the infection and more blood flow to help carry away poisons. In some people, but not all, the immune system is hyperactive, and over-reacts to certain foreign things. This is called an allergy when it is mild, or "anaphylactic shock" when it is so severe that it can kill you, as in extreme reactions to things like bee stings. This overreaction is why histamines get released when pollen enters. The swelling and

fluid caused by blood and lymph vessel swelling results in the symptoms of a stuffy nose and watery eyes. What to do? Take an anti-histamine of course. Make sure your anti-histamine is the non-drowsy kind. You do not want to fall asleep at the wheel or handle bars.

Pollens are not the only foreign air born invaders on the road. Dusts, dirt, exhaust fumes and bugs can ruin any motorcycle ride. So, take precautions to limit the contact with the air pollutants. Wear protective eye wear, face shields or masks, and cover exposed skin. Watch local forecasts for pollen advisories and do not ride when the pollen count is high. Ride in the less traveled areas. The rural roads have less dust and fumes generated by four wheeled vehicles.

If you are a regular spring time allergy sufferer, then seek your doctor's assistance for allergy treatments. Regular injections and prescribed medicines will help your quest for a more enjoyable ride this spring. Protect yourself, because, if you won't, who will?

For this spring Kat, my beautiful wife and I have talked about organizing a couple's riding group. This would be couples who each have their own motorcycle and enjoy riding in and around our area on beautiful sunny days. We can ride together as a couples group, as well as plan for husbands or wives only rides. Giving the couples chances to enjoy the pleasures of riding together and apart. We have no specific plans as yet, but we would like to hear from other biker couples that ride. All makes, models, sizes, and colors are welcome and any type of motorcycle is accepted too. Call me at 423-227-3860 or e-mail at healthwize1@aol.com. Lets get together this Spring and ride.

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HERE'S THE RUB

A clean bike is a happy bike!

In a recent column, I made a crack about the obsessive-compulsive habit of adding that 52nd coat of wax to your ride. I said, "Motorcycles are supposed to provide a therapy not a complex." Several people have since pointed out to me that cleaning your bike can be therapeutic and also how they have never seen my bike dirty!

Okay, I'll cop to being to being somewhat of a clean extremist myself. Everyone who rides knows someone else in their circle of friends that they think is the ablutomaniac (An obsessional, pre-occupation with cleanliness, or washing, often accompanied by compulsive rituals.)

In my defense, when I picked up the brand new Deluxe from Earl Small's in Atlanta last year, it was threatening a downpour and the salesman asked, "Do you have a trailer or are you going to wait it out?" I replied, "It will get wet sooner or later; I am going to ride it!" Holding the speed down for the break-in period was no problem as I rode Highway 41 back to Dalton in a deluge. I spent the next three days cleaning it from one end to the other. I don't care what anyone says, there is a "New Bike Smell" and I like to savor it as long as I can.

One of my riding buddies, Ken managed to make it a whole eight months without drops of rain ever touching his Sportster. He said he was determined to maintain a claim that his motorcycle had never been rained on. A ride home from the Cherohala Skyway in The Perfect Storm brought that silly notion to an end. Afterwards, he questioned why everyone's bike was so dirty and mine still maintained a luster. "It was that 52nd coat of wax," I confessed. The truth is, rain and dirt does slide off a coat of wax and a spray of WD-40 on a cool bike (never on a hot one) provides an invisible protective layer against future bugs, tar, sap and other road grime (but keep away from those brakes.)

I have over the years, went through a myriad of cleaning products, some of which worked and others that didn't. Here are a few that I endorse: S100 pre-cleaning foam. Most people don't clean the undercarriage of their bike or inside of the fenders, but when you reach this neurotic stage of fanaticism, you will find this product to be a Godsend. I also like the S100 wax as it does not leave that white powder residue on black powder coating, which if you own a Nightrain, can be a nightmare. I am not crazy over the S100 engine-brightener, as it is basically the same as the previously mentioned WD-40 and I don't know who they are kidding with that small tube that is supposed to direct spray to a minute location. It always reminds me of being a kid and turning the wrapping paper of a straw into a missile aimed at your friends. I once rode in a parade behind a bike adorn with balloons. The balloon decorations came loose at some point and I was amused to hear them popping as they floated by, later to discover multi-colored gummy stains marring my exhaust pipes. Many people swear by Easyoff Ovenbake to get melted



rubber off your exhaust, but I am not in that camp. I have found that if you wait until the bike is cool and use Windex, that some chemical in the window-cleaner actually "cuts" rubber adhesive and by dragging (not rubbing) a fine piece of steel wool across the surface you will be mark free from melted boot-heels, tennis shoes, or balloons and without scratching the finish. I especially like the Mr. Clean Autodry system, which true to its hype does in fact drip-dry leaving your bike without water spots on the chrome or glass. Apparently, it is chemicals in the water, not the water itself that leave those annoying stains. Use this product and you will have more time to spend riding rather than polishing. You will be able to find it in the store as it sports that trademark image of the famous "Mr. Clean" on it (who bears a remarkable resemblance to our illustrious Distributor, Moleman.) I am too impatient to actually wait for something to drip dry and so I use the leaf blower as a gigantic hairdryer to blow water from the engine parts and many crevices.

There is one other very important benefit to detailing your bike on a regular basis besides looking good. A Honda Wingnut riding buddy of mine wears a tee-shirt that reads, "If Harley made an airplane would you fly in it?" Yes I would, thank you, but I would also subject it to a methodical inspection of every nut and bolt, looking for any loose or worn part before every takeoff. Harleys are much more mechanically sound today than they were in the AMF "Adios My Friend" days, but they are still machines and subject to failure. When I was a flight medic in Vietnam, one of my responsibilities was to take a huge wrench and routinely check the "Jesus Nut" that holds that big blade on the helicopter. The Main Rotor Retaining Nut, to use the correct nomenclature from the military maintenance manual turns counter-clockwise opposite the rotation of the turbine and rarely ever comes loose. The "Jesus Nut" nickname however derives from the fact that when it does, that will be the first thing everyone on board screams! Any single component of a system whose failure would cause catastrophic failure when traveling in the air at 120 mph is worth checking on a regular basis! I have maintained the preflight inspection ritual in civilian life. When I clean my bike I have often found missing, loose or worn parts. "Chrome Won't Get You Home," they say, but I say if it prevents a wheel from going left when I am turning right, it is worth the time and investment!



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Parkway, and the Natchez Trace. I guess the best answer is that I go as far as I can with the time I have.

5. Anything interesting happen in all those trips?

Well somewhere in southern Ohio, I repaired my shifter with a coke can. I hit some of the coldest weather I have ever ridden in on Blue Ridge in the middle of summer. Just your

Well hello,

After a cold snap warm weather is back on us. Now I know winter is not over but it makes me proud to live in an area that is moderate (weather wise). I apologize for the picture of my sportster not being in last months issue. Hopefully it is in this one. Am not going to waste a lot of time, am going to get right back into my "fast lane" interview with myself.

1. Welcome back to "Fast Lane." Let's get back into the interview. Have you ever had any serious wrecks?

Yes, had a drunk turn left in front of me back in 1999. That left me with a lacerated left leg, broken jaw, broken right ankle and a broken finger. It was a blast. (Put that in for Rock).

2. Now, how can a severe motorcycle wreck be a "blast?"

Well, the way I look at it, the word "blast" does not just mean that an event in your life was entertaining. It can also mean it was educational, interesting or life changing. Even though the wreck was ruled not my fault, I learned a lot from what happened. I also got a new bike out of it.

3. Oh ok, so what does your family think about your riding?

For the most part they understand, but to be honest with you I think they talk behind my back about it. That may just be my paranoia.

4. What is the longest single trip you have made?

Heck, I don't know. I've been to Cleveland, Ohio and back, all over Florida several times, rode most of Blue Ridge

usual "it's not the destination it's the journey" stuff.

6. Rumor has it you used to trailer your bike to Daytona, any truth to that?

Yes, it is true. I did trailer my bike several years, but three or four years ago I was asked to ride with a buddy and his girlfriend and that hooked me. I haven't trailered since. In fact, I am leaving out in three days heading in that direction. I try my best not to talk bad about people trailering (I'll leave that to Rock). At least these people are getting their bikes out of the garage and doing something with them.

7. I am glad you mentioned garage. Explain to me your disgust with what you call "garage ornaments?"

Well it's like this, in my opinion motorcycles were made to ride and unless it's an antique or a custom "show only" bike, it needs to be taken out and ridden every chance you get. You don't have to have a destination or route, just get it out and ride.

8. What is your favorite type of riding?

Haven't found a type of riding I didn't enjoy but if you forced me, my absolute favorite would be solo with no schedule, route, or agenda. A close second would be charity rides, especially poker runs.

9. Have you ever been discriminated against because you ride?

Not out and out discriminated against, but there was this one time at a breakfast buffet that the crowd of tourists parted like the Red Sea when I went after more food.

10. In closing what would you like to see happen in the local motorcycling community?

As I have mentioned before, I would like to see this area promoted heavily as a motorcycle destination. As I see it, lots of money has been spent to attract every tourist dollar that the "powers that be" can think of except the motorcyclist. An ad in a national magazine couldn't be all that expensive. This area has so much to offer any type of motorcyclist out there and most of it is discovered either by word of mouth or private business. If anyone out there has contact with anyone that can get this ball rolling I sure would appreciate it.

Well folks I think that just about covers everything. Till next month ya'll ride safe, ride smart, and ride often

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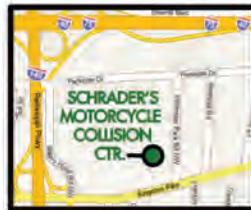
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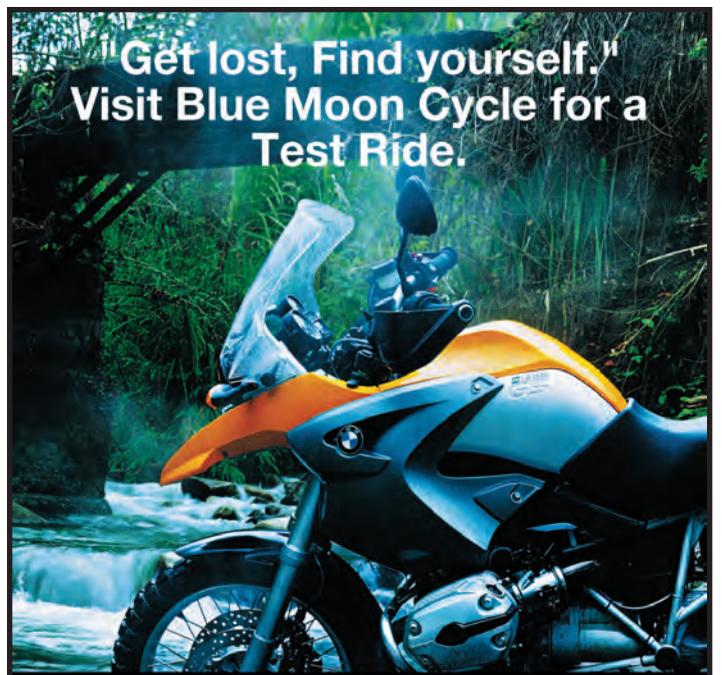
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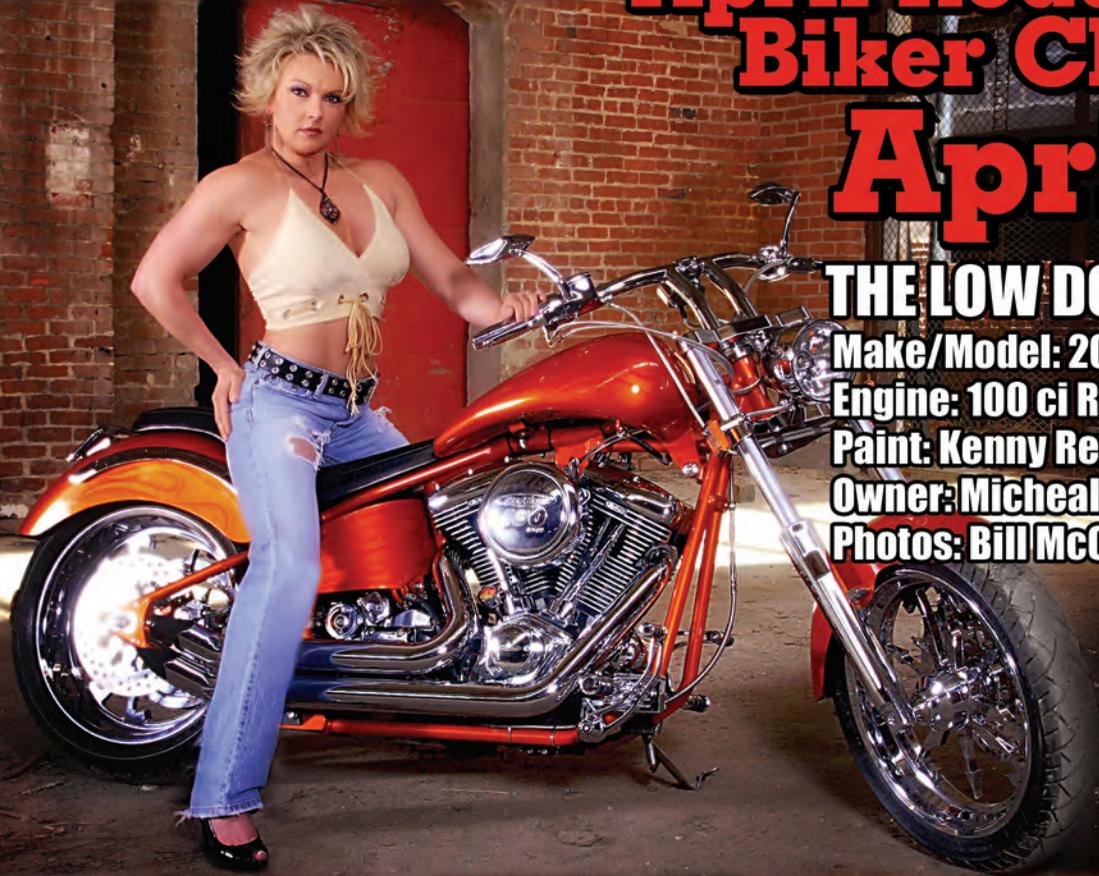
Make/Model: 2006 Custom Cycles

Engine: 100 ci Revtech

Paint: Kenny Reynolds - Chatt. TN

Owner: Micheal Jackson - Chatt, TN

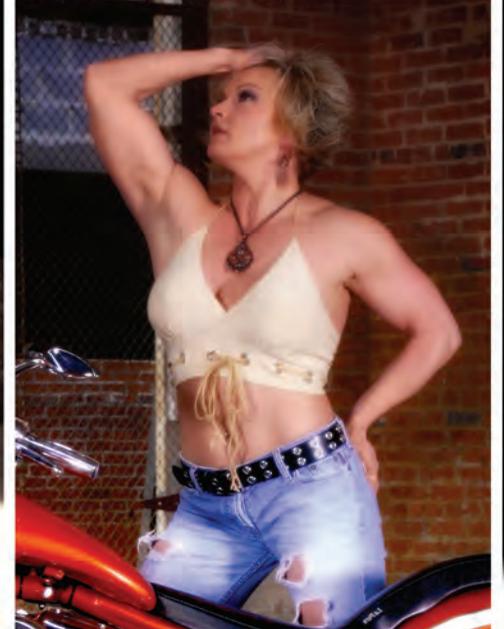
Photos: Bill McCord - Cleveland, TN



Our featured bike this month is another great custom-built motorcycle from Custom Cycles Of Chattanooga. Micheal Jackson (no relation to the "king of pop") is now the proud owner of this fireball and rides it with pride. With a 100 cubic inch Revtech engine a wide back tire, that "don't mess with me" stance and a cool custom Kenny Reynolds paint job, it's obvious Rick and Joe are continuing the Custom Cycles tradition of great-looking bikes with bullet-proof performance. There are too many impressive aspects of this bike to list, but if you look close enough – you'll see it's got everything you'd want and then some. Go see the guys at CCOC and check out what else they have on the menu – oh, and tell 'em Road Rash sent ya!

You've more than likely caught a glimpse or two of our model April before. Not only does she ride her own Harley-Davidson Fatboy, but she has competed in several bikini contests (including Resaca Beach), and graced the cover of our local Accelerator magazine more than once... not to mention the calendars and billboards where she has been found. April is also a nurse and a fitness instructor – proving she has beauty, brains and brawn. You can check out the other submitted pictures of April on our Web site, roadrashmag.com, or check out her modeling portfolio at onemodelplace.com.

Special thanks goes out to Bill McCord for sharing his excellent skills behind the camera and going above and beyond to bring our readers these quality images. Located in Cleveland, Tennessee, Bill's work has been featured in art shows and galleries. His client list includes models and modeling agencies, musicians, developers, consumer electronics stores, clothing and lingerie shops and manufacturing facilities. He's a member of the Professional Photographers Association (PPA) and is an active member of an international consortium of professional wedding and portrait photographers. You can see more of Bill's work at billmccord.com. If you want your photos to turn out right – put Bill behind the camera.



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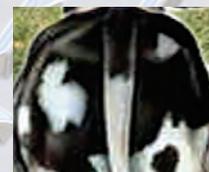
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From Behind The Handlebars



"I used to ride a motorcycle," the old man said to me at the gas pump. "I rode an old Indian I got in the late 30s and rode it until I left for WWII in early 42 and I haven't ridden since." He smiled at me and looked at my big purple ride. Throughout our conversation about the old Indian and how his wife's parents thought he was a "Hoodlum" for riding a motorcycle he kept looking at the big purple monster. He looked, smiled, and said, "I wish I had kept the Indian or bought another motorcycle." He asked a ton of questions about modern bikes. I got off and asked him if he wanted to sit on the seat and feel the difference from a 30's bike to a 21st century ride. He hesitated but with some help, got his leg over the seat and he wrapped his hands around the grips. His feet on the pegs and he smiled a huge smile. He asked lots of questions about features, buttons, and performance and was telling me about how he used to pick up his girlfriend (now his wife) in a pick up truck and then they would go and ride the motorcycle so her parents wouldn't know. He said he never told them during the over 60 years of marriage to their daughter that he had ridden her on his bike.

A woman came out of the store; she looked to be about 55 or so and rolled her eyes when she saw the old man saddled up on my bike. "Dad, what are you doing? Get

off there, that man doesn't have time to hear your stories about 1939."

He looked at me and introduced his daughter saying he and his wife had her instead of buying a replacement motorcycle after the war.

The three of us stood and talked for a few minutes longer and when he got off the motorcycle seat to leave, he shook my hand and said, "You've made an old man's day." They got in their car and off they went.

I filled my tank and smiled to myself thinking about that old man and the huge grin he was wearing when he left.

Does your motorcycle make you smile? Mine certainly does every time I throw my leg over the seat. It's time to ride - spring is just a few days away! Get your motorcycle serviced now. If you can't do it yourself, there are a number of great shops in the area who will be happy to take care of your two wheel smile maker.

We hope to see many of you on April 7 at "Blessing of the Bikes:" we will be at the Tennessee River Park on Amnicola Highway starting at 10 a.m. BBQ chicken lunch for bikers and we hope you will come and spend some time with us. Every bike/biker blessed will receive a 2007 blessing packet. If you are coming with a large group (20 or more) please let us know so we can be better prepared to serve you!

You are welcome to join us at a CMA meeting; the Chattanooga chapter meets the first Monday of the month at the Hixson Pike Ryan's at 6 p.m.

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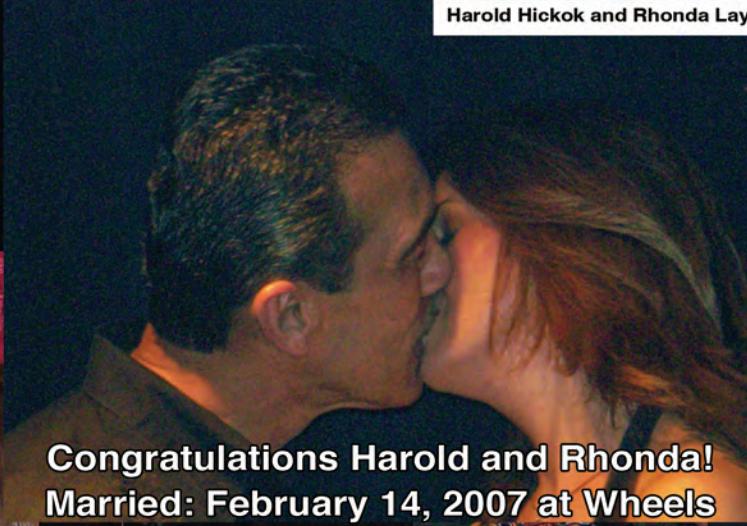
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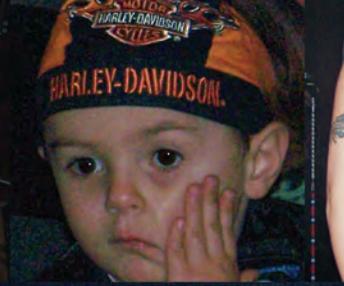
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Congratulations Harold and Rhonda!
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Blowing Smoke

Custom Motorcycles have gained increased popularity in the last several years. It seems we all want to have our bikes as individual and unique as we are. Shows such as American Chopper and Biker Build Off have brought motorcycle building and customizing into America's living room. Generally the builders are always men, but occasionally a woman will get her moment to shine on the show.



During August 2006 "Chickie" of Vagabond Choppers, Katie Putnam from Mitch Bergeron's, Jamie Gray of Huntington Beach Hogs and Choppers, Sarah Lyons, and Joanne Bortles of Crazy Horse Custom Painting all joined together to build a custom chopper for Breast Cancer Awareness. This was



the first all woman bike build in history and was completed in 6 hours and 50 minutes. The "Chopper Chick Crew" was invited by The International Master Bike Builders Association and The Daytona International Speedway to build another chopper on Builders Row during Daytona Bike Week 2007. This build called the "Pink Ribbon Chopper" will benefit the National Breast Cancer Foundation. Both Bikes will be raffled off with all proceeds benefitting the respective (www.chopperchickcrew.com).

Christine Vaughn of Wicked Women Choppers in Herrin, IL got tired of being uncomfortable on all the bikes she tried out. They were too tall and the controls were too far out for her to be able to reach without sliding forward. She decided to start over from the ground up. She got her federal manufacturing approval and set to work building choppers that better fit a woman's body. Her motto being "Well Behaved Women Seldom Make History." When looking at her bikes, they look just like the rest in terms of size, but her bikes feature narrower handlebars and a lower frame that makes the bike more comfortable for a woman. Wicked Women Choppers production bikes are "Shady Lady," "Gunslinger," and "Vixen" and each comes with its own Vehicle Identification Number. Watch for "Iron Angel" in your TV programming to see Christine at work building her choppers. (www.wickedwomenchoppers.com)



Siren Custom Cycles is the brain child of Terri Lynn Link. After watching the bike build shows on TV, Terri Lynn and her friend Al sat out on a mission - to build one of a kind custom bikes for women. Their



first bike, "Pirate's Booty," debuted at the 2004 Sturgis Rally. The bike is unlike any other I've seen, it has two crossing swords for handlebars, a skull and crossbones kick stand, and one wild paint job. It has won numerous awards including second in Best of Show at the EasyRiders convention. Terri

now has a storefront full of gear and a 30,000 square foot manufacturing facility where she and her siren crew can trick out any cruiser or sport bike or build a truly custom bike from the ground up. The Sandy, Oregon based shop currently has two concept bikes in the works - "Shaken not Stirred" which features a pop up mirror in the gas tank and an awesome paint job that starts with a purple haze fades to an apple martini color and ends with a lemon drop. "Jewelry Box" comes with a designer heated seat, fenders with real sparkling diamonds, and a hand tooled chrome necklace around the tank. Each bike Siren builds will come with its own one of kind set of handlebars. I'm telling you

this girl has some creativity and some real innovative ideas. Terri hopes that through her bikes she can help empower women from the "bitch that fell off" to the "tempting seductress who knows who she is, loves to ride, and will from now on be known as a SIREN" (www.sirencustomcycles.com).



Sarah Lyon had worked as a part time motorcycle mechanic in a few Kentucky shops before she took off on an 8,900 mile trip alone on her 1978 Yamaha XS750. During her travels her bike needed some repairs and some shop owners were glad to lend her space to work. Never once during her 80 day trip did she encounter another female mechanic. Being a professional photographer she began thinking more on the subject and through phone calls, word of mouth, and much research, she found 14 female mechanics and traveled 6,000 more miles to interview and photograph each one. She has compiled her work into a calendar which can be purchased for \$20 on her website www.sarahlyon.com/calendar.

Sara Liberte is another woman who is known for her photography as well as a custom builder. She co-owns RT's North Hills Cycle in Pittsburgh, PA where she manages parts and service, works on bikes, designs custom paint schemes, and custom builds. Sara, along with some of her builds, have been featured in Iron Works as well as Hot Bike. "Women and Machine" and "Builder and Machine" are the titles to the current series of original prints available for purchase. The "Women and Machine" line fuses a woman's body together with motorcycle parts (think of the shape of a woman's back being similar to the shape of a V-twin motor) while the "Builder" line combines the builder's image together with his work. On top of being a custom bike shop owner and a gifted photographer, Sarah is also an author. Her latest book is entitled "How to repair and maintain American V-twin Motorcycles" (www.northhillscycle.com or www.saraliberte.com).



I encourage you to check out these ladies who are making huge strides in the custom motorcycle world. In the meantime, I hope everyone is enjoying this beautiful weather that we have been having lately. Spring is approaching and we all know what that means - lots of great riding days ahead!

Teri Welborn

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They left port in the euphoria of cheering crowds, blaring bands, and dignitary salutes but would spend the next 30-45 days in miserable conditions knowing their chance of returning to the cheering crowds may not be good. The rough seas made even the most hardy sailor sea-sick, since the compact boats spent the majority of their time bobbing on the rough ocean surface while on diesel power (as opposed to slower battery powered speeds underwater). They lived in cramped quarters,



ate molded food, breathed air contaminated with battery fumes and sea-sickness smells, slept in shifts in tiny bunks not much larger than a baby bed, and experienced the terror of depth charge attacks

that could end their life with one click of a detonator. They were the German U-boat sailors in World War II, many only teenagers, and they held the key to the eventual winner of the "Battle of the Atlantic" and most likely the war. The "Battle of the Atlantic" was not about the most powerful navy or battles between mighty battleships and submarines but was the long drawn-out battle between the German U-boats and the British Merchant Marine. Without the critical armament, food, and medical supplies shipped from the United States the Allied forces would be doomed in short time, and the German high command knew it. Their plan was to use the U-boats to eliminate the cargo vessel convoys and therefore sever the supply line to the allied forces, and it almost worked. Winston Churchill made the statement after the war "the only thing that ever frightened me during the war was the U-boat terror". Eventually, with the advent of better submarine detection devices (radar and sonar), more capable long-range aircraft, and captured code information, the U-boats went from the "feared hunter" to "easy prey". By the end of the war the U-boats had sent 2,900 enemy or neutral ships and their crews to the ocean floor, or a line of ships if touching end to end would be about the distance from Chattanooga to Knoxville. But by actual U-boat sailor accounts their ship kills were always a bitter-sweet moment. The jubilation of the ship kill was always tempered by the sadness that their fellow sailors had gone down with their ship, and it did trouble many of the U-boat sailors deeply. Throughout history there has always been a strong brotherhood among sea-going sailors, no matter which flag they sailed under. They have been able to

separate the intent of the enemy ship from the humanity of the men who operated them.

There are folks from all walks of life, riding all kinds of bikes, and involved in all kinds of clubs in the community of biking. Some of the bikes may be to your liking, just as some of the clubs and their purposes may not meet your approval. But, just as the U-boat sailors were able to see the enemy as a "fellow brother" so we should accept our fellow cycle rider as a "fellow brother", no matter what his bike or label. And what better way to express your respect for him than a friendly wave when passing or stopping to help if he is stranded on the side of the road.

Separating "the sin from the sinner" is a problem a lot of us have in our lives. Christ commands us to "love the sinner while hating the sin" and as Christians we are commanded to practice that policy.



The Bible says "for all have sinned and come short of the glory of God" and we are to gently help those back who have fallen because "it may be us who fall the next time".

By the end of the war over 800 U-boats had been sent to their final resting place at the bottom of the ocean and 30,000 of the 39,000 U-boat sailors never returned to the festive crowds that cheered them as they departed port (the highest casualty rate of any branch of service in modern war time). It is my prayer they were prepared to meet their Creator. Are you?

"Under His Wings"

Eddie Rahm

edtennga@bellsouth.net

April Safety Tip: When in heavy traffic, with limited visibility, you may want to consider riding in one of the car tire tracks rather than the center of the lane. You will normally find dangerous obstacles such as recaps and dropped parts between lanes or in the center of a lane after the cars kick them around a little. The tire tracks normally get cleared pretty quickly.

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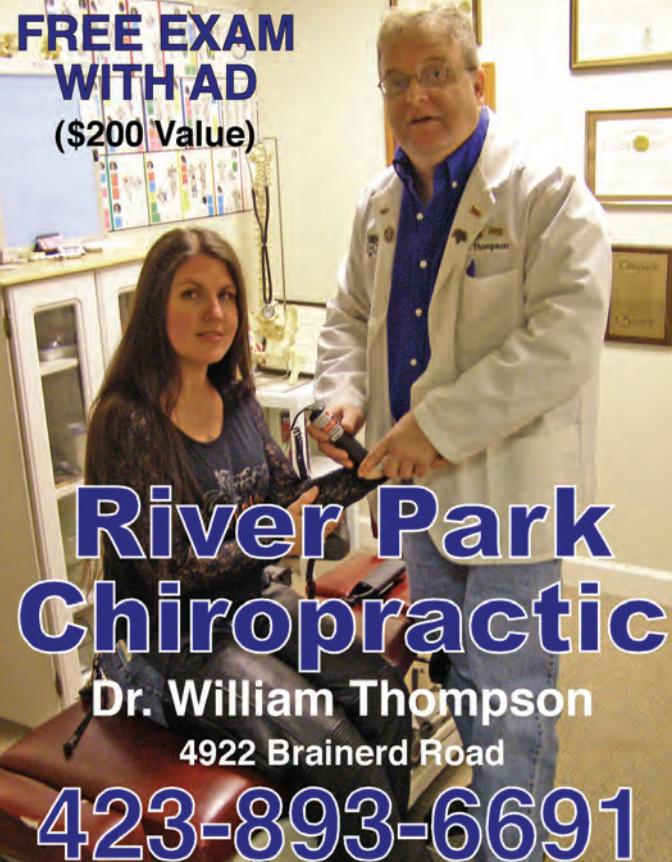


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This month's **Hot Seat** victim is Alan Kelly of Mountain City Landscape. Moleman and I dropped by the headquarters of Mountain City Landscape on South Creek Road to conduct the interview and take the pics. The Mountain City garage is packed full of motors. From John Deere tractors and mowers to motorcycles. Included are Al's two bikes plus his two brother's motorcycles. If Al wants to get there extremely fast and smooth he takes the 2006 Honda ST 1300. If he feels like cruising, he takes his favorite, the black 2007 Harley-Davidson Electra Glide Ultra Classic. Al was even nice enough to let Moleman take his Honda ST 1300 out for a neck jerking spin. Mole came back in one piece, but I had my doubts when he pulled out on that rocket ship. Because Al lives in Bledsoe County he has the opportunity to get in a nice long ride just commuting to and from work. Depending on his mood he chooses his ride. Ready or not here we go!

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

I don't have a nickname, though I always wanted one... How about "T-Bone," or maybe "The Bull".



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

As a kid growing up, I was not allowed to have a motorcycle, so I rode whatever and whenever someone would allow me to borrow theirs. Since my Dad was against two-wheelers, I think that is why I want to have a garage full of them today. When I was 17, I bought an '80 or '81 Yamaha T.T. Enduro and hid it in my friend's barn. I got away with it for about a year, and when Dad finally found out, instead of being mad he was just impressed that I had managed to save enough money and actually buy a bike. I was allowed to bring it home and my prayer was answered!

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

My riding buddy, Charles Keith and I rode from South of Savannah, GA north along the coast, hit Myrtle Beach Bike Week, and then another 300 miles home. Every motorcycle enthusiast needs to go to Bike Week at least once...

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

My two brothers also ride, so this makes the parents and wives nervous when we all take off on a weekend trip together.

5) Have you ever had any serious wrecks?

After 22 years (knock on wood) I have had many close calls, but no road rash. Don't want any, either.

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

Actually, no, I have found the opposite. Non-riders generally seem very interested. They are always friendly wherever I stop, and they always like to check out the bike and ask questions. Most people say, "Man, one of these days I'm going to get me one."

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

Yes, I can usually find great parking at hotels and restaurants.

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

I enjoy my cruiser the most, and my favorite route is Hwy. 127 through the Sequatchie Valley to Pikeville, West on 30, stop at Fall Creek Falls for lunch, then 30 West through the "mini dragon tail" up to Spencer.

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

I try to ride year round. Last year I rode about 25,000 miles.

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

I guess this sounds corny, but I enjoy all aspects of the motorcycle community; the Harley's, Metrics, Sport bikes. I think it's cool how people's bikes match their personalities.

Rock 'n Mole (filling in for Tom the Bomb)

We are looking for people to sit in the Hot Seat. If you want to be featured or you would like to suggest someone please contact Tom the Bomb at 423-322-0223 or email him at tomthebomb@roadrashmag.com.

Moleman and I are starting a contest to give Al Kelly a nickname. We ask our readers and his personal friends, of course, to send us suggestions. I told Al if I did this that he would have to take the good with the bad. I'm sure we will get some suggestions that are funny and some that are down right insulting. Al told me that he can take one way or the other. If we choose your nickname for Al, we will turn you on to a Road Rash embroidered cap or beanie compliments of Quick Tees on Brainerd. Send to moleman@roadrashmag.com or rock@roadrashmag.com O.K. people BE NICE . . . or NOT!




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On Saturday February 24, I made the short trip to Atlanta to check out the "Cycle World International Motorcycle Shows" expo located at the Georgia World Congress Center. Having a schedule full of things I "had to do", added to things I "wanted to do", a trip to Atlanta was something I had to put a little thought into, and prioritize. When I was offered a "Press Pass" by Cycle World, as a representative of "Road Rash", I decided I would make the trip and give a report to our readers. Without a doubt it was "worth the trip", and if you have any interest in motorcycles I believe this event will become a regular yearly event on your schedule if you give it a try. I found the event to be a time of information, fellowship, and entertainment. There were literally hundreds of exhibitors representing the cycle manufacturers, accessory suppliers, apparel sellers, electronics vendors, custom bike builders, cycle clubs, resorts, cycle magazines, touring aids, etc, from all over the world. In addition to the exhibits, there were cycle stunt shows and unusual cycle displays. Of course there were some very attractive young ladies to enhance the appeal of the product they represented, and they seemed to be very friendly to the attendees. One of the things I found extremely useful was the abundance of info available from the factory reps. So many times our advice at local sources is somewhat iffy, but these factory reps know their products. All the 2007 new model bikes were on display, which afforded potential new bike purchasers the luxury to compare bikes side-by-side. FYI, the most impressive customized cruisers I personally saw were metric bikes, and there were several well-known custom builders present in person. As always meeting other folks from all walks of life and locations was a big part of the joy of the day. This is one I recommend putting on your calendar. It's worth the trip! - **Eddie Rahm**



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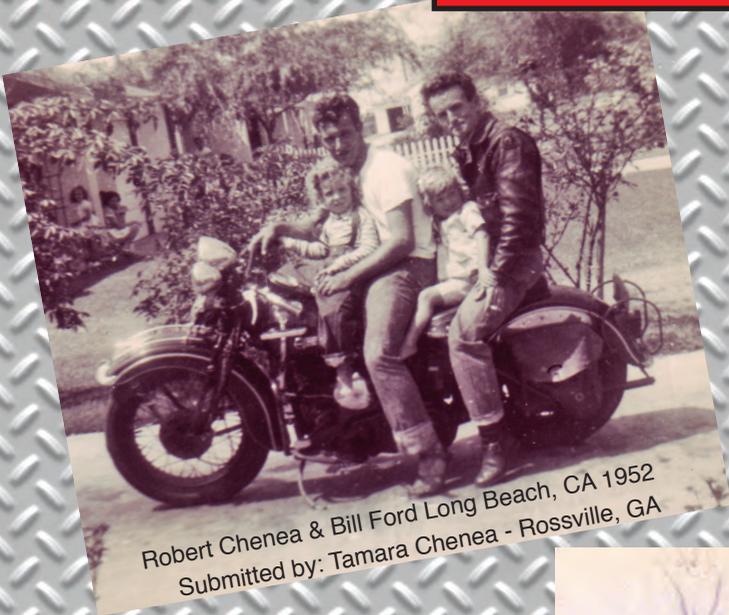


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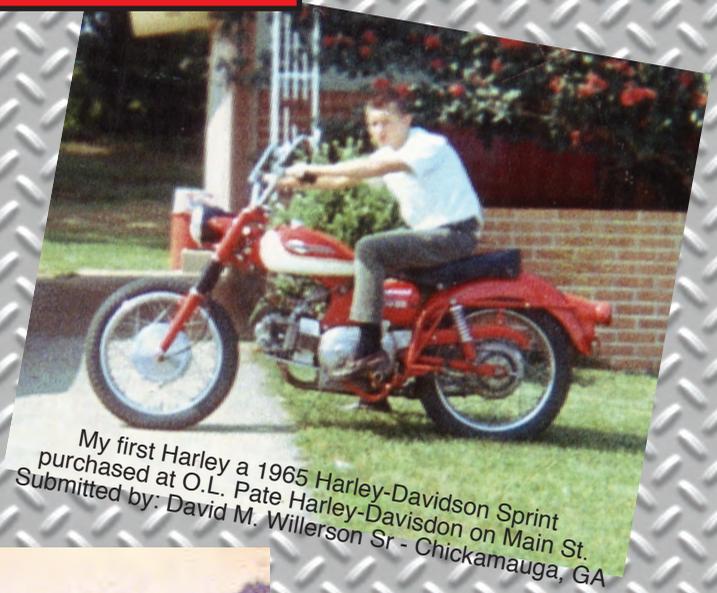
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Vintage Photos



Robert Chenea & Bill Ford Long Beach, CA 1952
Submitted by: Tamara Chenea - Rossville, GA



My first Harley a 1965 Harley-Davidson Sprint
purchased at O.L. Pate Harley-Davidson on Main St.
Submitted by: David M. Willerson Sr - Chickamauga, GA



Robert Chenea Sr - Huntington Beach, CA
Submitted by: Tamara Chenea - Rossville, GA

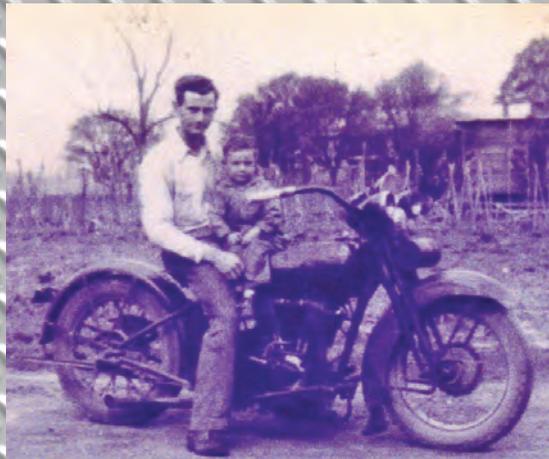
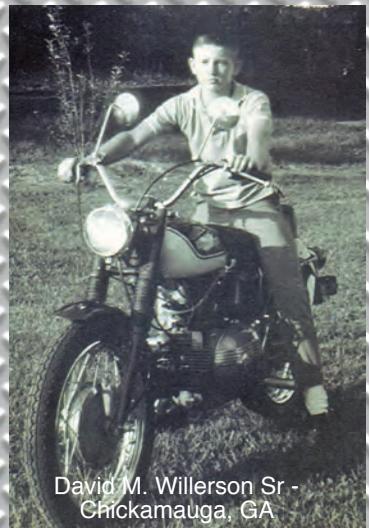


Photo of my grandfather & father in 1936
John McCuiston & Miles McCuiston Sr.
Submitted by: Miles McCuiston Jr - Sale Creek, TN



David M. Willerson Sr - Chickamauga, GA



Robert L. Chenea - Long Beach, CA
Submitted by: Tamara Chenea - Rossville, GA

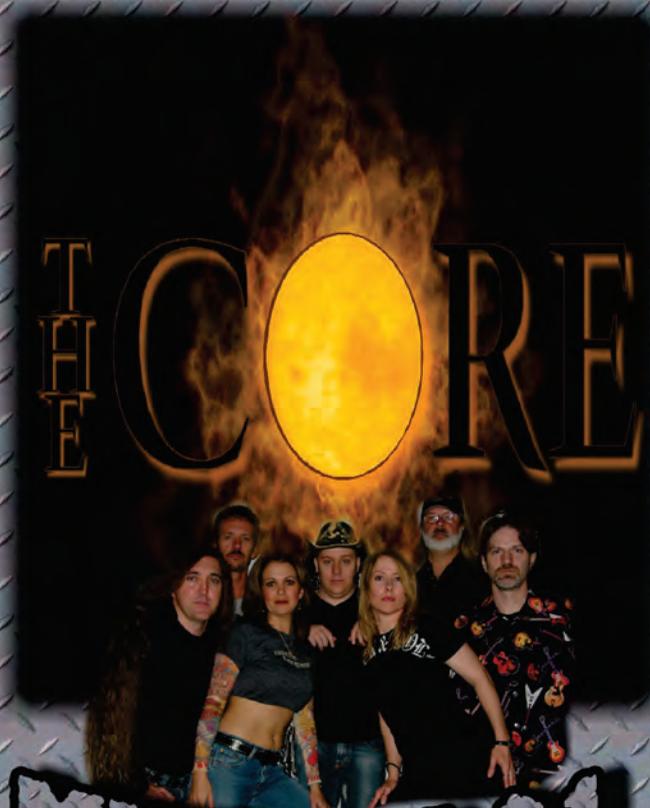


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