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Dana
pg. 24**

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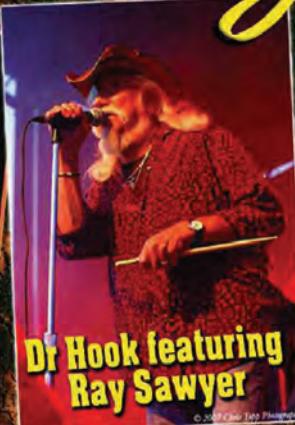


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ROAD RASH MAGAZINE

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Tom the Bomb... RAMBLINGS From the Top Dawg



Well, I am writing this on the second day in a row that I've been able to ride a motorcycle (during daylight hours) wearing only a t-shirt and blue jeans. Although I'm sure you safety-minded people out there just cringed when you read that, my point is – it's definitely warming up out there. That means the biggest part of the "riding season" is coming up soon. If you check out our Event Listings, you'll see a wave of runs, rides, and rallies heading our way that seems to grow every year. I want to encourage all of you to participate in as many events as you can. After all, life is short and no one is promised "next weekend," or tomorrow for that matter.

The Road Rash Biker Bash (our anniversary bike rally) is going to happen in Martin Springs, TN August 15-17. If you aren't familiar with Martin Springs – it's the exit between South Pittsburg and Monteagle. There's not much going on around there on a regular basis (just a few houses peppered around some farmland), but we plan on bringing a big party there at least once a year (more often if things go well). Please make a point to come out and support our efforts. You're guaranteed to have a great time in the process!

As many of you know, I've got a new bike. I've also begrudgingly let go of my old one. I don't know if anyone

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else really feels like I do on this subject, but to me – it's almost like loosing a friend. Sure, I'm already off to a glorious start, buzzing down the road on my new ride – but nothing can really replace the great memories that materialized while I roved around on my infamous "cow bike."

My friend Fat Jack Troxler's advice echoed in my head that day years ago in the dealership, convincing me to buy a Road King. She was right there, just a lonely ex cop sitting on the showroom floor at Steel Harley-Davidson. Her stark white paint reminded me of a virginal wedding dress. She was unspoiled (with low miles), but somehow I knew she was destined for greatness. I took her home with me and never missed a chance to put her through her paces, whether rolling down the freeway or sweeping through the North Georgia mountain two-lanes. We played hard.

She'll be refitted, rebuilt and repainted to start a new life making someone else's bad days better and good days great. Whoever ends up with her, I hope they treat her well. If I could talk to them, I'd tell them - she don't take to trailering much and she always hates a bath. Oh... she's a bit ornery at times but she always appreciates a good pat on the tank

when she's done good. Sorry about that – almost got misty-eyed there...

I want to remind everyone to make a special effort to show support for our advertisers. They are making a special effort to give you a free magazine every month (like the one you're holding). Let them know you appreciate it. I also want to encourage everyone to contribute to the magazine's content. Send us pictures of your last ride or get-together for our Web site and/or published photo collages, write a paragraph or two for Tears On Black Leather about your friend who may be sick or hurt, nominate someone you know for our One Of Our Own or Hot Seat features. There are a thousand ways you can help Road Rash Magazine improve and meet its true potential. Together, we can make a difference.

Until next time,
Keep the shiny side up and the rubber side down!

*Tom
The
Bomb*

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through the heartland of America yet to come. We will ride through Wyoming, the Rockies, the tip of New Mexico, and into the panhandle of Texas. Depending on our time we will decide whether to slab 'er back on 40 E or mix in some two lanes. The August edition of Road Rash Magazine will be awaiting us when we return and Moleman will hit the streets on Monday July 28 delivering your favorite mag to our advertisers. I will be documenting our trip with lots of photos and will be writing about our adventures in an upcoming issue.

Please remember our Tees for Troops Campaign, which will run throughout the summer. We have sent over 700 shirts to date and the guys are eating them up. If anyone would like to contribute cash, it will be used to help defray the shipping costs. Just send us a check to Road Rash Magazine, 3472 Brainerd Rd., Chattanooga, TN 37411. Thanks to all of you that have contributed biker tees to our cause.

Remember THE BASH IS BACK in 2008. Tickets are available NOW online at www.roaddrashmag.com. Tickets are only \$30 each in advance and \$40 at the gate. Buying online will allow you to set up your campsite the day before the event, and gain express entry the day of the event. We're looking forward to having you come out and party with us the weekend of August 15-17 at the Ed Martin Farm in Martin Springs, Tennessee. Martin Springs is the next exit past South Pittsburg on I-24 W. It's the last exit before you head up Monteagle Mountain.

Until next month,
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Rock



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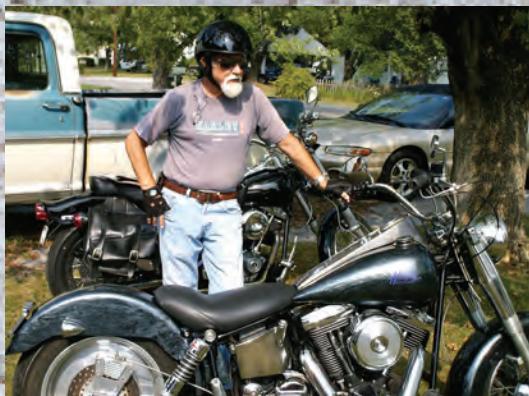


Her Journeys Just Begun

Don't think of her as gone away,
Her journeys just begun-
Life holds so many facets
This earth is only one.
Just think of her as resting
From the sorrows and the tears
In a place of warmth and comfort
Where are no days or years.
Think of how she must be wishing
That we could know today
How nothing but our sorrow
Can really pass away.
And think of her as living
In hearts that she touched
For nothing loved is ever lost
And She Was Loved So Much.

To One of My Dearest and Closest Friends.
I love you and miss you.

Chell 02/17/2008



Jim (Papa) Pagleno, 72, lost his brave battle with cancer on March 5, 2008. Riding for over fifty years, he took his Harley out for one last ride only a few months before his passing. He was joined by family and friends on this early fall ride, and none will forget the huge smile he had the whole time. He was well known to older and younger riders as "Papa Pag".

A lifetime HOG member and ABATE Shriner, he was always a jokester, even to the very end. In his last hospital visit, the nurse asked him, "Are you diabetic?" and in just

a whisper, he replied, "No, I'm Italian." He will be sorely missed by sons Ernie and Mike Pagleno, among a vast amount of other family and friends. He's on that new All-Gold Street Glide now, looking down on us.

Ride on, Dad. Forever.



Marilyn "Red" Matson, age 69, passed away on December 21, 2007. Red never met a stranger. Red enjoyed riding and hanging out with the bikers and finally got himself an Ultra Classic. Red was 69 years old, but had the heart of a 20 year old. He was always willing to help anyone, but especially a friend, of which Red had many. Red was originally from Sheboygan, Wisconsin, but loved Tennessee. Red spent a lot of

time in Dunlap and has many friends here, including, but not limited to, Bill, Brent, Melba, Kurt & Crikett Horn, our adopted northern "redneck" Terry Horn, myself, and all the folks at the Huddle House, Ravens, and Green's. Red lived above my bike shop when he was in Dunlap and sure helped me out a lot.

Red will be sorely missed by everyone that knew him.

God's Speed My Friend,

"Crunch" - Sequachee Valley Motorsports

On 3/2/08 Harold Goff lost control of his bike on Cummings hwy and slid under a guardrail. He received multiple injuries resulting in lower leg amputation. Harold is a Vietnam Veteran and is known as a great guy in the biker community. Still in guarded condition at Erlanger.

On 3/6/08 Doug Tucker had a run-in with a guardrail off of hwy 27 going on to MLK exit resulting with severe left leg and hip injuries. He has several rods placed in leg and hip reconstruction. I've known Doug since he was 12 yrs old (now 37) he's a great guy with a great personality. He started riding bulls in high school rodeo and continued his career until last year. Because of his bull riding he has broken half the bones in his body already. He's a tuff man and will bounce back. Erlanger surgeons say he doing remarkably well although still in critical condition. Rated in the top 10 bull riding events nationally over the years he's made Lafayette, Ga. proud.

Last week at Daytona bike week Johnny Green was involved in a bike accident that resulted in life-threatening injuries. As of now he is still on a respirator.

I worked for his wife Sandy Green at the Alton Park post office when I first worked at Chattanooga. Sandy and Johnny both are good people and retirees from the postal service.

Our friend Lewis Leach had a set-back but has recovered yet again. He is at Sheppard Hills rehab. He is opening both eyes now and responding to questions with hand and face gestures while still in sustained coma. Please visit Lewis if possible. His fiance Elaine Wolf is still at his side.

Please keep these friends in your thoughts and prayers.

J.R. Sparks
Captain SCVMC
GA. DIVISION

Local motorcycle rider and friend of the magazine Kent Lovern was involved in a serious car wreck just outside of Crossville, Tennessee recently. He broke both of his hipbones, pelvis, left ankle, nose, cheekbone and left optic bone. He was airlifted to the UT Medical Center in Knoxville, where he is in Surgical Critical Care. At print time, his condition was not critical, but serious. He will have to endure several surgeries to repair the damage, and he will be in rehab a long time.

Car-building legend Boyd Coddington (the West Coast hot rod guru who was introduced the nation by the cable TV reality show "American Hot Rod") has died. He was 63. Coddington died Wednesday 2/27/08, at Presbyterian Intercommunity Hospital in Whittier, California. No cause of death has been released.

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(Mama, Don't Let Your Babies Grow Up To Be Cowboys)
Willie and Waylon

Did you see me at bike week? I was the guy on the Harley wearing a black tee shirt!

Okay, it's an old joke I recycled but it does emphasize the point that although bikers tend to be by nature an incredibly independent type of person, it is natural for the public to try to fit into a common stereotype. If I hear one more time how "even lawyers and doctors are riding Harleys nowadays" I think I will throw up. I doubt when I am at a stoplight the people in the station wagon next to me are thinking "oh, that must be a doctor on his way to work."

If we were simply all lemmings trying to be trendy we would all be riding in automobiles-or at least bikes that all look alike. Almost everybody I know when they get a Harley begins to immediately make a personal statement by changing it to make it their own. That is the very definition of the word "custom."



A personal preference of mine is a solo seat. I just got my new Street Glide and the very first thing I wanted to change was adding a solo seat. Unfortunately, when Harley Davidson went to the new larger six gallon tank they also changed the way seats hook in and I am left waiting for them to put out a touring solo seat that I can use. Solo seats must not be a popular item and it will take them a while for demand to equal supply.

In my opinion, nothing on a motorcycle screams independent like a solo seat. I first put a spring police seat on an old FLH. It had a three-strut luggage rack on the rear fender and I used a removable p-pad for the rare occasion when I ferried a passenger. These retractable spring-mounted pads were popular for old FL's. They were always aftermarket and preceded Harleys popular "detachables."

Harley-Davidson is quick to recognize what individuals are doing and have successfully reproduced it. This may be what completes the circle. You try to be different, it is noticed and catches on, "the factory" takes note and mass produces it, everybody starts to copy the trend and once again you need to go outside the box to be different!

I put a spring solo on a Heritage Softail in 1989. I liked the way it completed the Nostalgic look. I have not seen many sprung solo on the popular hidden shock Softails until recently when Harley unveiled its new Crossbones model with... yes, you guessed it a spring mounted solo seat. What goes around truly comes around. (The springs don't really dampen the ride they are there mostly for looks and image.)

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I put a spring seat on the chopper I built a few years ago which did serve a purpose. When you ride a Hardtail, you feel every bump in the road. It was an old trick to let a little air out of the rear tire as a somewhat mushier ride was preferable to feeling every cigarette butt in the road. I considered adding one of those inflatable P-pads but realized my wife would never use it. Back in the day, you simply placed a folded-up handkerchief on the fender for the ladies who wanted to ride so as not to scratch the paint. I didn't have to worry about this on the chopper as it had a jockey style suicide shift. About the third time I ended up in someone's front yard I elected to stick with rattle-can primer paint. Anytime I scratched it I simply touched up my latest mishap. I loved the primer look now very popular with the Rat Rod crowd and again the Factory quick to notice has made a line flat satin paint its latest hot-ticket item.

My Police bike came with a "pogo" Solo seat. It was truly a great ride. I see most "civilian" Police bikes owners change over to a frame mounted seat and I wonder why. I guess it is to allow for passengers. I loved the factory solo but I hated the ingenious but super ugly hydraulic pump they mounted in plain sight under the luggage rack. I moved mine into one of the saddlebags which reduced carrying capacity but really cleaned up the look. I won a number of bike shows but it is one thing the factory has not reproduced, at least not yet anyway.

I added a Corbin barebones solo seat on my Nightrain. It was a very sleek look and actually quite comfortable. I "blacked-out" the Nightrain by Powder Coating everything the factory chromed and adding DNA black rims with twisted spokes. Harley is going with black rims on almost all of it "Darkside® Factory-Customs©" now that I think of it. Look to see Twisted Spokes as a future option they will jump on.

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Harley has added a blacked-out look to almost every bike in its model line; The Nightster Sportster, The Street Bob Dyna, and both the previously mentioned Nightrain and Crossbone Softail models.

I am currently in the process of having Auto-Cycle Powder Coating (on Dayton Boulevard in Red Bank) make my Street Glide bike go stealth. I took forty-five parts over there a few weeks ago. Jason, the owner said he has done a number of all-black bikes. I asked how many Tourers and he said this was a first. Remember, I did mine first next year when Harley unveils its first ever all blacked-out Glide-with a solo seat! It is hard to be different and maintain that "Hey look at me...What are you looking at?" motif.

Rub-out

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REVERAND BOOGER'S TWO-WHEELED PULPIT

Well hello

I have to admit I am pretty tired of winter. I think I could be all right with it if it would get cold and stay cold. With what we are having lately, every time I get used to riding all bundled up, it will turn warm for a couple days and I will get all excited about spring. And boom here the frigid weather hits us again. Next week I am taking care of all that with my annual escape to Florida for Bike Week. I'll slide through Daytona for a day and say hello to my several thousand friends that show up for Bike Week, and then I will scoot around the state for a couple days before heading home. Even though I ride all season my annual escape helps cure my wintertime blues.

Okay, believe it or not, I have another chapter in my Sportster saga. For those of you that have not been keeping track, I will bring you up to speed. In 2006 I bought a 2001 883 to tinker with and have as a backup bike. This bike was my little hotrod sport bike want-to-be. So far, I had installed a fiberglass racing seat, rear foot pegs, 1200 conversion cylinders, oversized high performance pistons, and an Andrew's cam set. As far as the "committee members" in my brain go, "the racer," "the mechanic" and "Mr. Testosterone" were very pleased with the way the bike looked and performed. As some of you will remember from last month (while I was trying to get



break-in mileage on the pistons and cams) it left me stranded in north central Tennessee. Since that time, it has been in and out of the shop while I try to figure out its problem.

That brings us to last Friday when I got word that my mechanic's shop had burned. Now my first thoughts were of him and his family. As I have said before I take more care choosing a mechanic than I do choosing a doctor. This man

is more than a person whom works on my bikes – he is my friend. As you can guess, this happened on one of those days my Sportster was there and not at my house, and that it was one of the five bikes that were inside the burnt-down garage. Contrary to what a lot of people might be thinking I did not get upset. Believe it or not, there are more important things to me than motorcycles (not many but there are some). Family and friends are one of these things. It was decided that he had a lot more things to worry about than my Sportster. In the next couple of months we will sit down and start to rebuild it. Most of the damage is cosmetic and easily repaired.

Several members of the committee have already started chiming in on what to do and how to do it, so I hope to be able to give ya'll monthly updates on what I have started to call "the Phoenix Sportster."

I have gotten comments in the past month or so saying all this talk about the "committee" may have some people



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thinking I am wacko. It is my theory that we all have this group of forces in our brain that control us and problems arise when there is unreasonable conflict between them. I like having the outlook that I listen to all different angles of a situation before making a decision. "The committee" provides this input. Now I don't always make the right decision but after the fact opinions are changed and the next time a similar situation comes up hopefully things are done differently. Luckily all important life-altering decisions are decided by common sense, logic, and God. It's the fringe members that are the most fun to talk about. These members do get control at times but are monitored by the three aforementioned members. For example, "the racer" likes to go fast, but for some reason when I get going way too fast I start hearing sirens. For awhile I couldn't figure out if it was police or ambulances then I decided it was God telling me to reign "the racer" in and slow my @\$\$ down. It's having this harmony and understanding that makes it all work. Plus all this talk about "the committee" makes people chuckle when they read and from the very beginning that has been my number one goal writing this article. Some months I get better results than others, but I always strive for that goal. Okay, I have a benefit to go to and a bike to pack (I'm going to Florida) so I better get.

Until next month, ride safe, ride smart, and ride often.

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Blowing Smoke

A cold wind blew past us as we stepped off the plane in Jackson Hole, Wyoming. We gathered our luggage and headed to the Virginian Lodge. Upon check-in we learned that we were to meet our group the next morning at 6:15 to get geared up for our snowmobile trip through Yellowstone. Well, 6:15 came early and it was so cold, (-8 degrees Fahrenheit). After breakfast we headed up past the Grand Tetons toward Yellowstone.

If you want to see Yellowstone in winter you've basically got three options; cross country skiing, riding in a stuffy, loud snow coach, or being right out there in the middle

of it all on a snowmobile. Let me tell you now - that this is a right that is slowly being taken away from us. In the past, snowmobiles were freely allowed to travel the park. In 2007 only 720 snowmobiles were allowed in the park and those have to be commercially guided. That number is decreasing next year to 540.

While the snowmobile numbers are being slashed, the snow coach numbers are increasing from 34 to 83. The



National Park says this is to better protect the resources of the park. I have to say that this makes no sense to me when over 650,000 people visit the park in the summer when maybe only 15,000 visit the park in the winter months. For those of us around the Chattanooga area, it would be the same as the government saying only 540 motorcycles are allowed in the Smoky Mountains each day. I don't think so! Let me get off my soapbox and tell you about a wonderful snowmobile trip that I encourage you all to try.

Day one of the trip started off with a van ride up to Yellowstone with majestic views of the Grand Tetons and getting to know the others on our seven-person group. Once we reached the Flagg Ranch resort, we had a few minutes to get our duffel strapped down and ourselves suited up for the four-day trip with Old Faithful Snowmobile Tours. Shortly after we headed out I realized that riding a snowmobile is a lot like riding a motorcycle especially when it comes to curves! Everyone knows how I am with curvy roads... I love 'em. One of our first stops was a pull

off overlooking the Lewis River and some of the land that was scorched by the fires of 1988. You know those plaques that are around national parks that tell you about the area? Well, at this pull off there was one of those plaques that someone had dug down in the snow about two feet to see! The group continued north until we reached the famed



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Old Faithful Geyser where we ate lunch inside a warming hut and went out to view the eruption. There was a very photogenic buffalo hanging out waiting for the geyser also! The highlight of our trip occurred shortly after leaving Old Faithful. We came around a corner to see two snow coaches, another group of snowmobiles, and one angry buffalo. He was dancing around and then he charged the first snow coach. That snow coach and part of the first group of snowmobiles passed him and we thought we were in the clear when suddenly the buffalo turned around and started coming towards us. Jon, our guide, told us to get off the snowmobiles so that there was something between him, and us. Like a snowmobile would stop a one-plus ton buffalo! After that, our trip continued on without too much excitement, but from then on we were all a little buffalo shy!

The rest of the day we spent riding around Yellowstone looking at the beautiful scenery and some less angry animals. We spent the night at West Yellowstone, Wyoming.



The next morning after breakfast we loaded up our sleds and headed over to the Grizzly and Wolf Discovery Center where eight bears and a pack of wolves reside. The bears are fed throughout the



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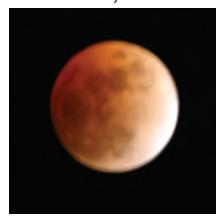
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winter so they don't hibernate. This means even in February you can get an up close and personal look. After a short tour, we were back on the sleds in Yellowstone where we saw a bald eagle, elk and buffalo. We crossed over to the east and visited the upper and lower falls and the Grand Canyon of Yellowstone. If you're ever in Yellowstone, watch out for those pesky ravens. They know how to open your bags and get your food! After a picnic overlooking Lamar Valley, we headed North to Gardiner, Montana. As we started



going down in elevation, the snow got much thinner. In places mulch was spread across the road so the snowmobiles and snow coaches could still cross. We did run into another buffalo that was a little iffy, but we all made it by him safely. We pulled off the road and got into vans to go down the rest of the way. Our motel in Gardiner for night two, had excellent views of the lunar eclipse in the Montana sky. Check back next month for the second half of my trip!

Teri Welborn

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MCIC NEWS

NEXT MEETING:

APRIL 3, 2008

@ 7pm @ Fireside Lounge

There was no monthly meeting of the MCIC (Motorcycle Clubs in Chattanooga) in March because of Bike Week in Daytona Beach, Florida.

The MCIC is open to all riders who may be interested in joining an area motorcycle club, riding club, or organization. Come on out and check out what all the buzz is about. If your club or organization has not yet attended the MCIC please come on out and get involved.

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Black Pistons MC
Freedom Riders MC
Southern Journeymen MC
Highland Clan MC
Southern Thunder MC
Rolling Thunde Inc.
Confederate Brotherhood MC
Lone Legion Brotherhood
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SOMETHING TO THINK ABOUT

The other day I saw a couple of kids around six to eight years old. They were all smiles and giggles as they were finding a new home for their free kittens. I can take or leave cats, mostly leave. Their Dad was with them and you could read his face... Please take a kitten while I've got them talked into giving them away! I looked at those kittens that were probably just weaned as they stumbled in a box that wasn't over a foot deep. Of course, I didn't want one but I remembered those tiny, innocent and very helpless eyes. Leave it me to think about the opposite, and that would be a blue whale. The blue whale is the largest animal on Earth! They are 90 to 110 feet long and weigh up around 150 tons! Their tongue weighs as much as an elephant! They are endangered species, but found in all oceans of the world. Blue whales are like kittens in one way because they're called "gentle giants" and are harmless to humans. It will cost you a fine of \$100,000 and a year in jail if you're caught killing one of them!

I also thought of the large cats - lions. They're called the "king of the beasts." There are only around 23,000 in Africa now. That's down from 200,000 just twenty years ago. The males weigh 330 to 500 pounds. They stay in groups called prides. A male will protect the pride and the females will work together to feed and take care of the cubs. It takes two years to get the cubs to independence.

Then there are Elephants - large but so different. They live to be 70 years old! The largest is over nine tons and over twelve feet tall. They are reported to cry, laugh, play, and have an incredible memory. They are sensitive to each other. If a baby cries, they all go over to touch and caress it. They even have greeting ceremonies when a friend comes back that has been gone.

By now you are probably wondering where or what this is all about. I'll explain. I remember when I felt like those kittens: not worth anything, going nowhere and just plain helpless. Then I remembered something I heard as kid about how our Father in heaven loves us all, just as we are, whether we are great, or small - even helpless, and/or of no value. I didn't like where and what I had become and I wanted a new home just like those kittens. He accepted me as I was, although I had nothing to offer him back. He doesn't want anything but our hearts. Remember, he has the whole world in his hands. I am so glad I accepted his offer. Now I have great value, a home and he watches over me! I'm sure there are others out there that feel about themselves as I did. He is waiting on you too. God loves us all, and he loves us all the same. That's something to think about. Remember, failure is not final with our Father.

Grizz: Elder

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Chattanooga, TN

ACS RELAY FOR LIFE POKER RUN

Riders (Lee Hwy & Airport Road) - FBO 11 a.m.
423-893-3334

Dalton, GA

D.A.R.E. RIDE

Mountain Creek H-D - 10 a.m.
706-272-3273 or wsaylor@whitfieldcountyga.com

MARCH 30

Savannah, GA

1ST ANNUAL IRON KNIGHTS POKER RUN

John's V-Twin (77 Fairmont Ave) - 9 a.m.
Mike Nichols: 912-313-3474, sgt4spd@comcast.net , or www.aleeshrine.com

Buford, GA

BIKER SUNDAYS (every Sunday)

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JC RIDERS M/M BIKER'S SUNDAY

God's House of Prayer (4625 Old Canton Hwy.)
Allen Boyd: 770-893-4613

APRIL 5

Roswell, GA

FIRST EVER RIVER RASH POKER RUN (benefitting Parents Partnered For Preemies)

Killer Creek H-D - registration 10-11:30, LBO - 11:30
Todd: 404-695-9697 or rdrashatlanta@yahoo.com

APRIL 11-13

Reynolds, GA

BIG JOHN'S ALL HARLEY DRAGS

Silver Dollar Raceway - noon
404-379-8030, sdr@bigjohndragrace.com , or www.bigjohndragrace.com

APRIL 12

Chattanooga, TN

MDA RIDE INTO SPRING

Thunder Creek Harley-Davidson - 10:30 a.m.
Holly S. Vaughn: 423-855-0645 or hvaughn@mdausa.org (Rain Date: May 10)

Calhoun, GA

8TH ANNUAL RIDE FOR A MIRACLE

Gordon Central High School - FBO 10 a.m.
706-625-1907, dkmincey@thebrittanyfoundation.com , or www.thebrittanyfoundation.com

APRIL 17-20

Unadilla, GA

ANGEL CITY SPRING BIKER RALLY

800-433-7191 or www.angelcityrally.com

APRIL 18-19

Kingsport, TN

HOLSTON RIVER RALLY

1414 Domtar Park - noon
423-272-6656, www.holstonriverrally.com or bennywilson@msn.com

APRIL 19

Chattanooga, TN

SPRING FOR KIDS / THE THREE RIVERS RUN

Island Cove Marina Hwy. 58 - FBO: 10 a.m.
Chuck Nabors 423-667-7192 or flipper_FN@comcast.net

April 20

Calhoun, GA

BIKER CHURCH

Meadowdale Baptist Church - 11 a.m.
Steven Pearson: 706-629-9997 or doc@meadowdalemob.org

APRIL 24-27

Helena, AR

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APRIL 25-27

Milledgeville, GA

MILLEDGEVILLE THUNDER RALLY

www.milledgevillethunderrally.com

APRIL 26

Chattanooga, TN

DEE WHELAN MEMORIAL POKER RUN

Elks Lodge #91 - 1067 Graysville Rd. - noon
Linda Pierce: 423-364-8776 or Gary McCullough: 423-304-8417

Cartersville, GA

THE EVENT

Riverside Park - 9 a.m. (Registration)

Melinda Benson: 770-917-1498 or theevent@earthlink.net

Cookeville, TN

DO IT FOR THE KIDS II

Boswell's Harley Davidson - 10 a.m.

931-265-0093, tattoo_my_ninja@hotmail.com, or www.uppercumberlandscrc.org

MAY 1-4

Panama City Beach, FL

THUNDER BEACH SPRING RALLY

www.thunderbeachproductions.com

An advertisement for Southern Biker. The top half features the store's name "SOUTHERN BIKER" in a stylized font, with "VESTS & CHAPS" at the top right and "LEATHER JACKETS" at the top left. Below the name is a graphic of a leather vest with two pockets. To the left of the vest is the address "4419 Hwy. 58 Suite 6" and to the right is the phone number "(423) 954-8970". The bottom half has sections for "T-SHIRTS & HATS" on the left and "SADDLEBAGS & MORE" on the right, with the word "ACCESSORIES" centered between them. A large central box contains promotional text: "Leather Jackets from \$34.99", "Leather Chaps from \$48.99", "Saddle Bags from \$82.99", "We Have Novelty & DOT Helmets, Patches, Sturgis T-Shirts and Chrome". The bottom section provides the full address "4419 Hwy 58N, Suite 6, Chattanooga IN THE PLAZA 58" and the phone number "(423) 954-8970", followed by the slogan "We are EXPANDING!".

An advertisement for Laura's Market. The top half features a large, stylized title "LAURA'S MARKET" in black with a white outline. Below it is a smaller line of text "ATOP BEAUTIFUL CAGLE MOUNTAIN". Underneath that is another line "(HIGHWAY 111 NORTH, 5 MILES NORTH OF I-27 NORTH OVERPASS)" followed by "(BIKER OWNED AND OPERATED)". The central part of the ad lists various food items: "Picnic Supplies, Bait, Ice, Biscuits, Pizza, Broasters, Chicken meals, Sandwiches...". Below this is a bold statement "COME TRY THE BEST BBQ PIZZA IN TOWN!". The bottom section contains information about a "BIKE RIDE LAST SUNDAY OF THE MONTH" every Sunday (weather permitting), with the last bike out at 10 a.m. (CST) or 11 a.m. (EST). The background of the ad features a stylized illustration of a brown mountain range against a blue sky.

The advertisement features a large, stylized title "AUTOCYCLE POWDER COATING" in orange letters. Above the title, the text "Chattanooga's Premier Custom Powder Coater" is displayed. Below the main title, the address "1920 Dayton Blvd. - Red Bank, TN." is shown. To the right of the address, contact information for Maria & Jason Williams is listed, including three phone numbers: 423-876-8132, 423-463-4760, and 770-630-0969. The bottom section contains the email "AutoCyclePC@AutoCyclePC.com", the website "www.AutoCyclePC.com", and the phrase "Se Habla Español".



April Road Rash Biker Chick Dana

The Low Down:

Make/Model: 2008 Custom

Engine: 80 cubic inch H-D Evolution

Owner: Ron "2-Tall" Spunar - Chatt., TN

Paint: Tommy Sisk - Red Bank Customs

Photos: "Tom the Bomb" Blevins



Ladies and gentlemen, you are looking at a bad little scooter. "Mr. Tall" (highlighted in our "One Of Our Own" feature last February) built this bike himself. For those in disbelief, he even documented every piece of its construction and assembly on video, which he has transferred to a two-DVD set! This custom-built bike boasts a DNA frame, a practically bulletproof Harley-Davidson Evolution engine, Hooker exhaust, and a lot of electronic do-dads that make it go "vroom-vroom." For instance, it has a Crane high-five performance ignition, and a Dakota Digital information center (that thing does everything from telling the rider what gear he/she is and displaying the actual oil pressure, to turning off the turn signals when the rider forgets to – all with a cool LED display). This bike also has a Wiring Plus wiring harness and digital breakers. It's high-tech all right! The great parties, its for sale! Yep. You could be riding down the back roads, cashing in on 2-Tall's blood, sweat and tears for somewhere around \$20,000. That's not a bad price for a bike that was put together with so much thought and planning. Heck – grab a cold one or two and watch the DVD first!

Our featured model Dana (pronounced like "Donna") started modeling after entering some Hawaiian Tropic bikini contests, and has been published in Stare Magazine and the Teaseum Bikini Calendar. She is planning a move to Miami where she can focus on modeling. She has a great MySpace page that fans can check out, it is at myspace.com/divastardlc. Keep your eyes peeled and your fingers crossed for her - I'm sure she will go far! If you should happen to catch Dana out and about, you should ask her to sign your copy of Road Rash Magazine. Just do it quick before she gets so famous her bodyguards stop you! One bit of advice – don't touch her hair! (A private joke.)

Special thanks goes out to Ron "2-Tall" Spunar for taking time out of his schedule, Custom Cycles of Chattanooga for loaning us their service area as studio space, and to Rebecca Lee for hooking us up with a great model, for art direction and photo styling. To check out many more beautiful pictures of this great bike and hot Biker Chick (and much more), go to www.rodrashmag.com!



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Billy & Sons Plumbing - 21

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Cripple Creek Cycle - 12

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423-698-7000

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Laura's Market - 23

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Chef Fatboy

Welcome to Road Rash Café, where there's always something good cooking! I am Chef FatBoy and I need to tell ya, I am psyched about being part of the Road Rash family! This is the place where bikers share their favorite biker food recipes and we add a few of our own. We receive biker recipes from all over the world and bring them to you to try out – and in turn we'll post yours. We found out that bikers aren't strange people. We love good food and we have great taste too... as you'll see by these recipes. So kick back and get ready for some awesome biker food recipes to "just die for." Dessert is also covered (by Melody), so get ready to chow down!

Hey folks, please join in the fun. Send us your favorite biker recipe. The more the happier, so please send your recipes to; fatboy@chef-fatboy.com" fatboy@chef-fatboy.com. While your at it, stop by and checkout Chef FatBoy's Web site the address is; www.chef-fatboy.com. You'll find even more great biker and even wild game recipes there. You'll be glad you did and so will I.

So, ride safe and always EAT WELL!

Chef FatBoy

Road Rash Tequila Marinated Spareribs

Ingredients:

1 rack of pork spareribs (about 3 pounds)	
Salt to taste	
Freshly-ground black pepper	
1 cup olive oil	
Juice from 4 limes	1/2 cup
gold tequila	
1 onion, finely chopped	2 tbsp.
minced garlic	
2 medium jalapeños, stemmed, seeded, and finely chopped	
2 tbsp. finely chopped fresh cilantro leaves	

Directions: Season the ribs with salt and pepper. In a small mixing bowl, whisk the oil, limejuice, tequila, onions, garlic, jalapenos, and cilantro. Then season with more salt and pepper. Place the ribs (meat side down) in a glass baking dish. Pour the marinade over the ribs, coating each side completely. Cover with plastic wrap and refrigerate overnight (at least 12 hours), turning every couple of hours. Remove from the refrigerator and bring the ribs to room temperature. Preheat the grill on low. Place the ribs, meat side down, and grill them, turning and basting every 15 minutes. Cook for about one and a half to two hours, or until the ribs are tender. Remove from the grill and slice into individual ribs.

Rum Ribs by "Bone's"

Submitted by: Tommy "Bones" Harris, Knoxville, TN

Ingredients:

4 pounds spareribs	
1 cup firmly packed brown sugar	
1/2 cup chili sauce	
1/4 cup ketchup	
1/2 cup dark rum	
1/4 cup soy sauce	
1 tablespoon Worcestershire sauce	
1 teaspoon dry mustard	
2 garlic cloves, crushed	
1/8 teaspoon pepper	

Directions: Cut ribs into bite size pieces. Line a roasting pan with a double thickness of aluminum foil. Place ribs in pan and seal ribs tightly in foil. Bake for one hour at 350 degrees F. Unwrap ribs and



pour off drippings.

Combine remaining ingredients to make a marinade and pour half of marinade over ribs. Continue baking for one and a half hours. Lay ribs on grill six inches from heat. Grill for 15 to 20 minutes, basting ribs with remaining marinade several times while cooking.

Jr's Barbecued Rum Chicken

Submitted by: Wayne "Jr" McGeorge, Conyers, GA.

Ingredients:

6 bone in or less, skin or less chicken breasts
2/3 cup dark rum
1/3 cup orange juice
1/3 cup soy sauce
2 tablespoons honey
2 tablespoon finely chopped fresh garlic
1 teaspoon dried thyme leaves

Directions: In small bowl combine all ingredients except chicken. In large re-sealable plastic food bag place 2/3 cup marinade; add chicken. Tightly seal bag. Turn bag several times to coat chicken well. Refrigerate, turning occasionally, at least four hours or overnight. Refrigerate remaining marinade in separate covered container. Prepare grill, placing coals to one side; heat until coals are ash white. Make aluminum foil drip pan; place opposite coals. Remove chicken from marinade; discard marinade. Place chicken on grill over drip pan. Grill, turning once, until chicken is no longer pink (15 to 20 minutes). Meanwhile, in one-quart saucepan cook remaining marinade over medium heat until mixture comes to a full boil (two or three minutes). Continue cooking until slightly reduced (seven to eight minutes). Drizzle over chicken.

Desserts from Melody:

Road Rash Brownie Bottom Cheesecake

Ingredients:

Brownie Bottom:
8 tablespoons Butter or margarine, 1 stick
4 ounces Un-sweetened baking chocolate
1 1/2 cups Sugar
2 Eggs
1/4 cup Milk
1 teaspoon Vanilla
1 cup Flour
1/2 teaspoon Salt
Topping:
24 ounces Cream cheese, softened
3/4 cup Sugar
1 teaspoon Vanilla
3 Eggs
1/2 cup Sour cream

Directions: Heat oven to 325F deg. Lightly grease and flour a nine-inch springform pan. Set aside. Prepare the cake: Melt butter and chocolate in three quart heavy saucepan over low heat, stirring constantly; remove from heat and cool mixture to lukewarm. Add sugar and eggs, one at a time, mixing well after each addition. Blend in milk and vanilla. Stir in combined flour and salt, mixing just until blended. Spoon into prepared springform pan, spreading evenly. Bake 25 minutes. Remove cake from oven while you prepare the topping. Prepare the topping: Beat cream cheese, sugar, and vanilla at medium speed with electric mixer until well blended. Add eggs, one at a time, mixing well after each addition. Blend in the sour cream; pour over brownie bottom (filling will almost come to top of pan). Bake 55 to 60 minutes or until center is almost set. Run knife or metal spatula around rim of pan to loosen cake; cool before removing rim of pan. Refrigerate four hours or overnight. Let cake stand 30 minutes at room temperature before serving.

Enjoy!

Chef Fatboy

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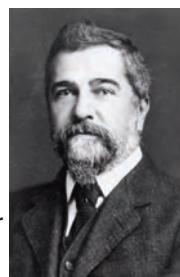
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Have you ever driven by a church admiring its stained glass windows and been curious how the creative pieces of art are made? Without a doubt the most famous stain glass artisan was Louis Comfort Tiffany, the man who combined artistic talent with an ability to understand the issues involved with making glass. Tiffany thought of glass as having character of its own and believed that flaws found in the glass gave it a distinct quality of its own. Since the glassmakers of Tiffany's time refused to produce a product with impurities or imperfections he started making his own glass utilizing cheap jelly jars and bottles. Tiffany is also credited with the invention of the Copper Foil process used for building stained glass projects. For centuries, stained glass windows were made by cutting the individual glass shapes and connecting them using a flexible H-shaped lead strip called "came." In this method



(still utilized) the came wraps around each individual piece of glass and is then connected to form the finished product by soldering the joints together. Tiffany's new method utilized using copper foil wrapped around the edges of each individual piece of glass and were then connected by running a bead of lead solder over the copper foil the entire length of the touching edges. This method resulted in designs that were much more intricate and ornate than the lead came process was capable of.

As someone who has created stain glass projects over the years, including my house gable window, I realize the work that is required to create one of these time consuming pieces. On stain glass projects every individual piece of glass is important to the project and if any piece of glass is removed the entire project loses its value and appeal. Similarly with motorcycle clubs, fellowships, or ministries, each individual member is a critical part of the group and each member should have as their goal to support the group. If you have been considering joining a local group you are about to take a step that not only can gain you some new friends but may also provide you with the opportunity to serve others. But, just as with the flaws in the glass each of us have flaws in our lives and we experience others flaws as we interact with them. I would encourage you to make it your goal to help others deal with weak areas of their lives by encouraging them and re-enforcing the positive traits they may have, and in return they may be able to help with your struggles.



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If you have considered getting involved in a Christian cycle ministry I want to invite you to give Wings in the Wind a try. We have a fellowship of Christian brothers and sisters who enjoy group rides, monthly meetings, service projects, and an annual eight state trip. We are singles and couples riding all types of bikes and especially attempt to meet the needs of new bikers (of all ages). We would be honored to have you and your spouse (if married) give us a visit.

Just as no cycle group is perfect no church is going to be perfect.

Churches are made up of sinners who have to constantly seek forgiveness from their Lord. The purpose of the church is to provide spiritual guidance in combination with the fellowship and encouragement of other members within the church.

If you have been avoiding churches because you think they are made up of people with annoying faults, you missed the point. That is why we go to church, to seek a closer fellowship with the Lord with the goal of being more godly people. Keep visiting different churches until you find a good fit for you and your family. Give church a try, "warts and all." Those stained glass windows are a lot more beautiful to enjoy from the inside.

Under His Wings,

Eddie Rahm

edtennga@bellsouth.net



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Views & News from the Dragon & Skyway

Dragon Etiquette is something all riders need to know. Newbie's and returning Dragon Slayers all have to be on the same wavelength to ride safely.

Having spent years working as a Crash Researcher for NHTSA and being certified as a MSF (Motorcycle Safety Foundation) Rider Coach, I am supposed to uphold all traffic laws and set a good example when riding. That's all fine in the real world, but on the Dragon we sometimes play by another set of rules.

I am not a big follower of "the rules," but I sometimes play by them to stay alive. I am not here to teach you to ride, I am here to help you stay safe on mountain roads. Passing is the biggest problem I see on the Dragon. The first time a crotch rocket blew by me on a curve, I never heard or saw him till he was right next to me. After I changed my underwear, I learned to pay attention to the traffic behind me.

If you hear or see someone coming up your butt, get over to the right side of your lane and wave them by, but only if it's safe to pass. In return those passing should give a "thank you" wave back. Do not try to keep the other guy from passing you. Let them ride their ride and you ride yours. That means – do not ride above your abilities.

On your first trip through, go slow and get the feel of the road and its conditions. This first trip is a good chance to smile for "Killboy." On the second trip you won't notice

him, but he will shoot you anyway. I have seen eighteen-wheelers coming the other way on the Dragon, taking up the whole road and looking at me like I'm crazy! There are other things that will impede your ride and are sometimes very scary. For instance, bear, deer and plenty of other varmints (including hunters) in the road. Seasonal changes to the road conditions are also something to pay attention to. The biggest change is in the Fall when the leaves cover the road. When the leaves are down you can truly see through the curves, which is impossible most of the riding season (due to the dense forest). On crisp Spring and Fall mornings, the curves may be in the shadows, which means they're wet and slippery, so watch it!

If you've gone thru the MSF or similar rider course they briefly touch on riding thru a curve. In MSF lingo it is "Slow, Look, Press and Roll." Slow prior to the curve, look through the curve, press on the handle bar and roll on the throttle. Even being a rider with over 30 years experience, that concept was hard for me to understand. It takes real-world practice and experience. Back in the '60s, when I learned to ride, there were no training classes available. We learned by watching other people. Nowadays, there are different classes for everybody. I have a few concerns with the MSF training program, but it's a lot better than no training at all. For you experienced riders (or people returning to riding), I highly recommend taking the experienced riders course, or "ERC" class. You can go to www.msf-usa.org to find a class near you.

Also I am not going to get into quoting the traffic laws to you, but a good site to find all the different state laws that govern motorcycles can be found at www.ama.cycle.org. If you ride seriously at all you will from time to time break a traffic law or two, so you should at least know the laws.

Now that you have successfully "slayed the Dragon," you must stop at the Deals Gap store and get a Dragon logo decal for your scooter. One might look good on your helmet also. Once you become comfortable with riding in this area you will be back again and again. It doesn't get any better than this for riding, and we'd love to host you.

Now to sum things up about riding the Dragon... I want you to know that this "thing of ours" can be very dangerous if you don't take it seriously. Riding a motorcycle is risky, so do your best to minimize the risk and ride smart.

When Tom the Bomb, Rock, Moleman and Crash agreed to start running my column they asked if I had a nickname. "Not really," I explained. Over the years I have been very free giving my riding pals nicknames, (hence "Butch and Sundance" of Sturgis fame). Considering the ethnicity of my last name I am constantly asked if I am Italian. I thought about it, and remembered my old riding pal Sundance always called me the "Eyetalian." So I would like to declare my official nickname as "The Eytalian!"

As time goes by and I get to interact with the other colorfully named writers at Road Rash, I will investigate their nicknames for you.

Next month I will talk about the world-famous Dragon and Skyway Loop.

Keep your head and eyes up and twist the throttle!

Mike "The Eytalian" Ginocchi
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Joe Cool's Biker Health

Last month I shared with the Road Rash readers a milestone event in my life with my 50th birthday. Some people may say that age is just a number and you are only as old as you feel. They may be right, however, no matter how youthful you feel emotionally and mentally your body may not feel the same way.

As we age, our bodies weaken due to mass cellular degeneration. Our basic bodily functions become less efficient and can have difficulty operating without pharmaceutical assistance. One of the most common aging events is menopause, or "the change of life." Each and every woman will experience the change of life and the symptoms that come with it. But, did you know that a large percentage of men might experience the same menopausal condition?

Menopause is a condition most often associated with women. It occurs in a woman when she ceases to menstruate and can no longer become pregnant (usually). Men experience a different type of menopause or life change. It usually occurs between the ages of 45 and 60 - but sometimes as early as age 30. Unlike women, men can continue to father children, but the production of the male sex hormone (testosterone) diminishes gradually after age 40. It has been found that even in healthy men, by the age of 55, the amount of testosterone secreted into the bloodstream is



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significantly lower than it is just ten years earlier. In fact, by age 80, most male hormone levels decrease to pre-puberty levels.

The symptoms of male menopause are similar to the ones women experience and can sometimes be as overwhelming. However, the male menopause does not affect all men, at least not with the same intensity. Some men between 40 and 60 will experience some degree of lethargy, depression, increased irritability, mood swings, hot flushes, insomnia, decreased libido, weakness, loss of both lean body mass and bone mass (making them susceptible to hip fractures) and difficulty in attaining and sustaining erections (impotence). Fortunately, pharmaceutical sciences has given us men a little blue pill to keep things up and running for years to come.

There are other options to help decrease the menopausal condition. For instance, Hormone replacement therapy (HRT) may be prescribed by a physician. Testosterone therapy may be a monthly muscular injection or transdermal patches and creams. These methods can assist in achieving normal testosterone levels and improve the conditions that menopause causes. There are some concerns that male HRT can increase the possibilities of colon cancer.

Men over 35 years old should have yearly physical exams to include prostate exam, and blood profiles that include testosterone levels. If you are experiencing any of the symptoms listed see your doctor. Also remember that excessive drinking, smoking and a high fat diet can bring on the same symptoms. Remember to take care of your self, because if you won't, who will? See you on the road.

Be cool, stay cool,

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The 2008 Trail of Tears Remembrance Ride will start in Chattanooga, TN, and follow scenic highway 41/72 around Lookout Mt. To Jasper, TN. In Jasper the ride will leave the Drane Hood route and follow Highway 41 to Monteagle, TN. This route is one of the most scenic and historic routes in the state. As the ride comes off Monteagle Mt. it will pass thru Cowan, TN and on to Winchester TN. We will take highway 64 at Winchester which is the Bell Removal route. This route went from Calhoun, TN to Memphis, TN. We will remain on the Bell route to Fayetteville, TN where we will stop for lunch, gas, and restrooms. Official Trail of Tears Remembrance merchandise will be available during our stop at the Lincoln Co. fairgrounds. We will depart at 11:30 or 12:00 C.S.T.

Upon departure we will follow highway 64 to Pulaski, TN, the only point at which 2 land removal routes cross; the Benge and Bell routes. This is a very historical point on the Trail of Tears. We will continue on highway 64 to Lawrenceburg, where the Trail of Tears was routed through downtown. Lawrenceburg holds a Trail of Tears reenactment each year in November. From Pulaski we will head south on highway 43 to Florence, AL and the end of the main ride at McFarland Park.

The Annual Trail of Tears Motorcycle Ride began in 1994 by Bill Cason to mark one of the trails used during the 1838 removal of Native Americans from their homelands in the Southeast to Oklahoma. The ride started at Ross's Landing in Chattanooga, TN with eight riders and ended with 100 riders in Waterloo, AL. TOTRAI's ride has now grown to over 150,000 riders, making it the largest organized motorcycle ride in the world.

Mr. Cason, originator and leader of the Trail of Tears Motorcycle Ride for the past 13 years, has chosen the Trail of Tears Remembrance Association, Inc. (TOTRAI) to assist in the management of the event beginning in 2007 (The ride was previously sanctioned by the AL-TN Trail of Tears Corridor Association). The TOTRAI Board of Directors is made up of all volunteers from Alabama, Tennessee, Georgia, North Carolina, and Wisconsin, who have worked diligently over the years to make this ride a success. TOTRAI now proposes to assist the Five Civilized Tribes in the Southeast and Oklahoma through Native American scholarships and educating the public about the Trail of Tears Removal Act of 1838.

Native American scholarships, other educational activities, and expenses connected with the ride, are funded from the proceeds of merchandise acquisitions, donations from sponsors, and vendor fees from the powwow held at the end of the main ride from Chattanooga to McFarland Park in Florence, AL.

TOTRAI may install historical markers in the states through which it passes (Oklahoma, Georgia, Tennessee, Alabama, North Carolina, Mississippi, and Arkansas). Money may also be donated to colleges in these states for Native American scholarships. TOTRAI may also help other organizations to further educate and bring awareness of the Trail of Tears history.

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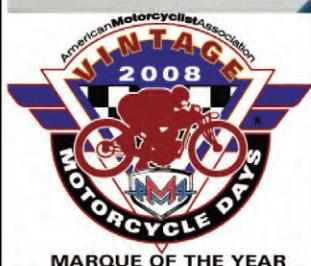
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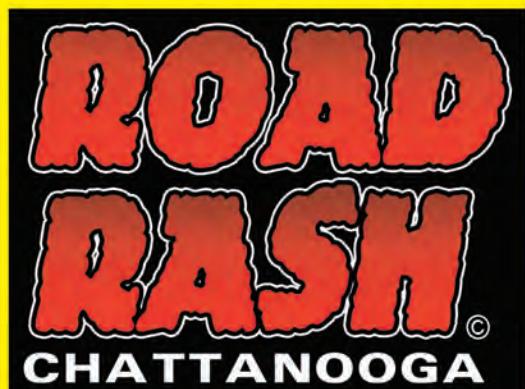
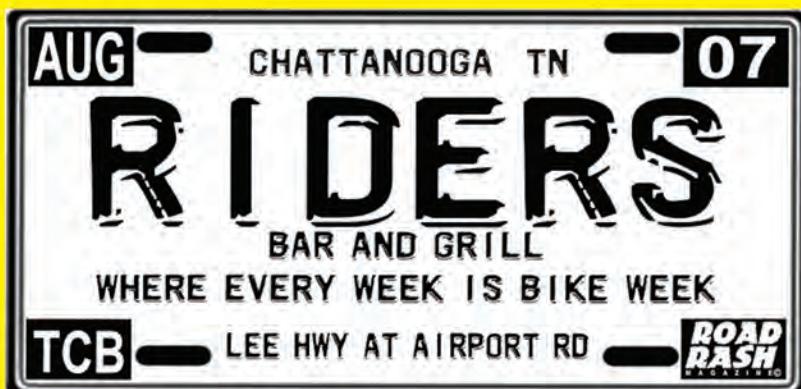
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What's Your Name?

I have noticed that almost every biker I know has a nickname that somebody has laid on him and if he likes it or not, it sticks. In most cases you can pretty much tell why a person has the nickname that he has, but in a lot cases, you have to wonder. For example, there could be several reasons why we call him "Rock" and some of them I do not want to know, do you?

In my case, I ride the best looking Harley in the county, I think anyway, and it just happens to be white and his name is Silver, after my heros horse. But as fate would have it a certain "Hoghead" (Wally Witkowski of the Village Idiots radio show). on WGOW Radio started calling me "Snowball". I used all the reasoning I could with this gentleman and tried to tell him I don't want to be called Snowball. A fat lot of good it did me and I am reminded of the line in the Bible, "no need to kick against the prick". Now I might as well get me another tattoo that says Snowball because it has stuck and that is it. I would tell you the comment I got from "Rock" but this is not a trashy magazine here so I will let that go.

So, if you have a friend that cares enough to put a name on you, he has probably put a lot of thought in it and it is given with a certain amount of respect and friendship, or he just want to mess with you, either way, embrace it, wear it well and remember, it's the one that will be in the newspaper when you take that last ride. Ride often and ride safe.

Snowball

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The Hot Seat

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I first started about 25 years ago. My first bike was a Triumph Bonneville 650. I started a family, and sold it. After my kids flew the coop, I bought a "Fire Fighters Edition" Harley-Davidson in 2002.

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

I haven't ever really been discriminated against. Mostly, I get compliments and have people say they wished they could do the same. My answer is always; "Just get out and do it. You only live once, so get out and enjoy it while you can."

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

Riding just gives me time to clear my head and think things out sometimes. I feel more free and at ease when I'm riding. I like to ride with my club (the Unwanted MC) and in groups, but when I want "alone time," I ride by myself.

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

My favorite type of riding is with others that also enjoy riding. I really don't have a favorite route. I just like riding the back roads through the mountains and valleys. I don't care where I end up sometimes – just as long as everyone has fun and a good time. After all isn't that what it's all about? I love the fellowship between bikers, getting together, having fun and good times.

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

Good question! I have a 2002 Harley with 60,000 miles on it. You do the math. Everyone says man that's a lot of miles. Well, I bought mine to ride not sit in the garage and look good.

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

That's another good question. I really don't have an answer for that. Most motorcyclists I've come across are very friendly and always exchange ideas on where to ride (from their own personal experiences). I guess I'd like to see clubs be more supportive with each other and their events. I know this is also a hard thing to do because a lot of the time events overlap.



Well, I should have learned my lesson about these fire fighters. Mike barely broke a sweat when I poured on the heat. I couldn't help but think when he answered the last question that I agreed with him whole-heartedly. Getting everyone on the same page has been one of my main focuses since I started Road Rash Magazine. I think if everyone utilized the tools and resources that have been made available (like our Web site Event Listings and the MCIC organization) we would be closer to that goal. It just makes sense that the more information you can share with the community, the more likely participation in your events (and in your club) will grow.

I would like to thank Chief for taking the time out of his busy schedule and for giving us a better idea of what makes him tick. I'd also like to thank Daniel Knight for tipping me off as to where I could corner him! If you should see Chief Nobutt out and about, ask him to sign your copy of Road Rash Magazine. I don't know if it'll make the fire trucks come to your house any quicker – but you're bound to meet a genuinely good guy in the process!

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ROCK'S TWO CENTS

I want to begin by apologizing for accidentally omitting the short piece by my buddy "Snowball" (see page 41) last month. It was kinda weird how everyone was thinking on the same wavelength.

First, I got an article from "Snowball" about nicknames. Then, RUB sent in his article, which touched on the same subject matter. When Tom the Bomb asked me if I had any suggestions for his Ramblings, I threw the nickname thing at him and he ran with it. I figured that most people didn't have a clue how he got the moniker of "Tom the Bomb." It seems that the new guy on the block, our "Skyway Guy" (page 32) gives you the story of his nickname this month. One day maybe Moleman and myself will give you our stories. Maybe not. There is one thing for sure. Nicknames must be given to you by others or it's just not the same. Giving yourself a nickname, I believe, would be self-serving and a little conceited, and it wouldn't be nearly as good as the one your bud would tag you with.

The warm part of our riding year is fast approaching and I'm planning for another trip to the Black Hills, Bear Tooth Pass, and Yellowstone. Although I have always traveled alone in the past, two riders will be accompanying

Julie and I this year. The last time Julie and I made the trip was 2004. It's been much too long ago. My long time readers may remember my past articles on "The Rock and Mole Tours" of years past. This year it'll be the "Rock and Mole Ride to the Tooth Tour." Alan Kelly has committed as the third bike of the triad.

The first day will be interstate all day. We'll leave home around 7 a.m. and arrive in Independence, MO about 12 hours later. The juices are flowing that first day on the road, which makes for long days. You are trying to ride that excitement out, but it just keeps building. After twelve, all will be ready for a good night's sleep. The next day will find us on back roads, traversing Nebraska diagonally from southeast to northwest. We'll lay our heads that night in Chadron, NE about 30 miles from the South Dakota border. The next two days will be spent riding the Badlands, Custer State Park, Needles Parkway, Mount Rushmore, Deadwood, Crazy Horse, and the Black Hills. We'll be staying in Custer, SD for two nights. On day five we will enter Wyoming and ride the entire state on back roads. We'll end day five in Red Lodge, MT just in the shadow of the magnificent Bear Tooth mountain range and the exciting Bear Tooth Pass. The road winds upward to its summit, Granite Peak at an altitude of 12,799-foot elevation. You can rest assured that the temperature will drop a good 40 degrees from the base to the summit. As you descend the views are absolutely stunning. The Bear Tooth Highway drops off into the northern entrance of Yellowstone National Park.

We are planning on spending two days in Yellowstone before turning the little doggies toward home. It's not time to get depressed because there are some beautiful roads

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