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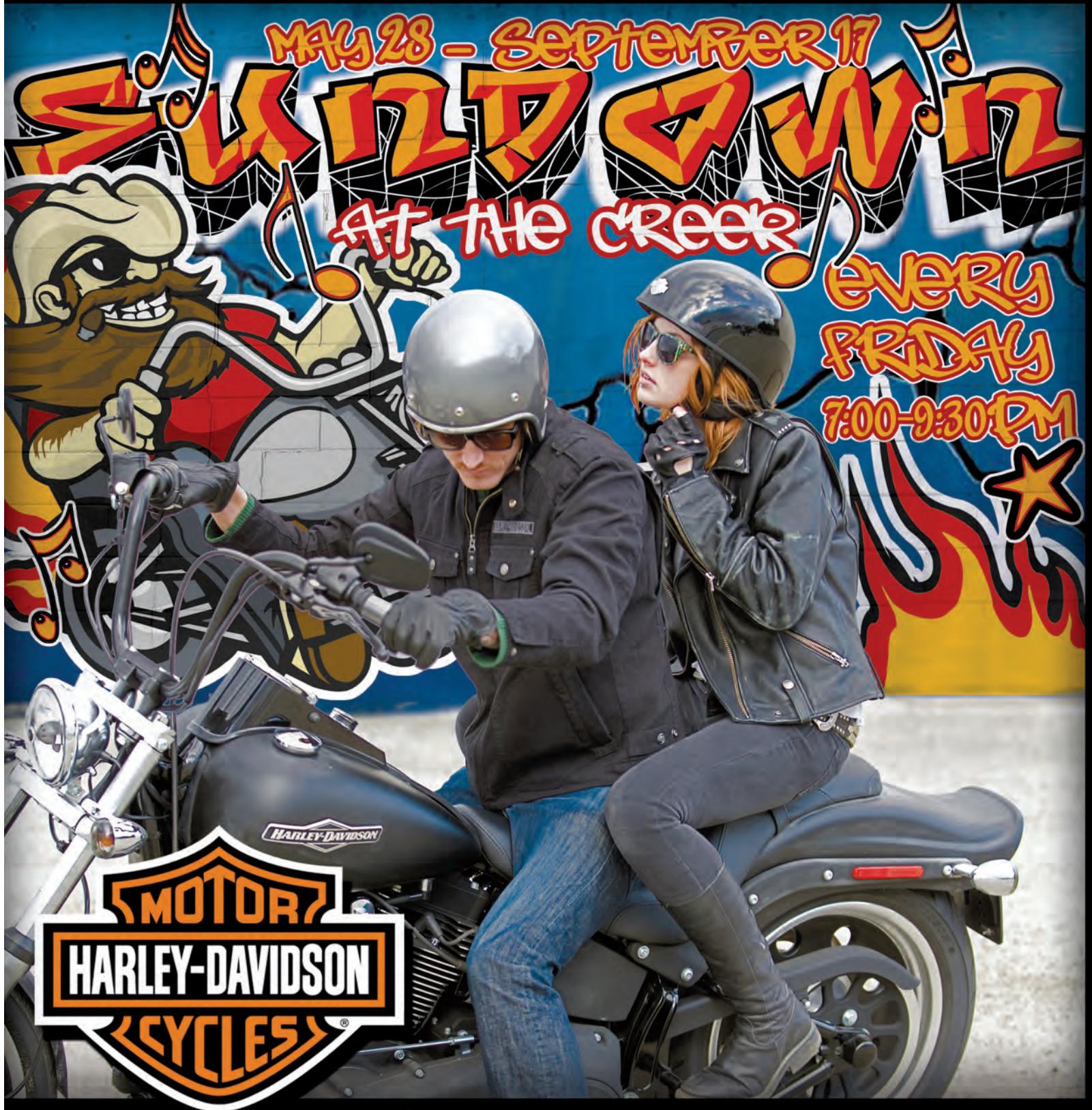
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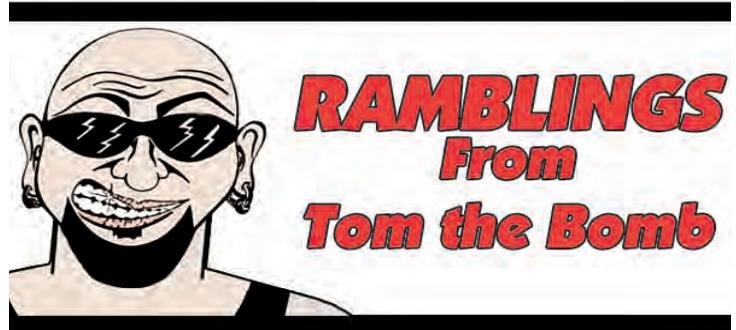
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ROAD RASH MAGAZINE

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Well, August is here. That means, it's been almost nine years since the first Road Rash Magazine hit the streets (has it really been that long?!?), and it also means it's time for the Road Rash Biker Bash!

The Road Rash Biker Bash is an annual bike rally the staff members and I put together to celebrate the magazine's anniversary. But, maybe I'm over-simplifying it. It's a huge weekend-long campout party featuring live music, wild and crazy contests, a bike show, and a great time to let your hair down, hang out with some great people, make new friends, and have the time of your life. Those of you who have been to a bike rally pretty much know what to expect, but for those who aren't experienced and/or might be apprehensive about going for whatever reason, let me elaborate...

Though the years, I've had a bunch of people ask some pretty strange questions (from my perspective) about the Biker Bash, so I'm going to take this opportunity to explain some things.

First off, no one is going to kick you off the property or beat you up if you don't show up riding a Harley. The participants at the Bash are there to have a good time. Most any of them wouldn't care what kind of bike you ride, and the one or two that might care will be too busy partying to worry about it. So, if you ride a Harley, metric cruiser, crotch rocket, scooter or skateboard – it doesn't matter. Heck, a lot of the people at the Bash come in motorhomes. I don't know if they ride motorcycles or not – but they party hardy!

The only requirements are that you are 21 years old, want to have a good time, and will follow our few, simple rules. If

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Submitted by:
Brian Ridley @ Quiznos

CONTRIBUTING WRITERS

- | | |
|------------------------|-------------------------|
| "Tom the Bomb" Blevins | Eddie "Fast Eddie" Rahm |
| Gary "Backroads" Boyd | Keith "Angel" Riddle |
| Sandy "Sandman" Hodges | Rocky Sizemore |
| Ronnie "Rock" Land | Teri Welborn |
| Maurice Lewis | "Joe Cool" Wiram |

CONTRIBUTING PHOTOGRAPHY

- | | |
|----------------------------|--------------------|
| Tom the Bomb Blevins | Ronnie "Rock" Land |
| Jimmy "Moleman" Cornett | Eddie Rahm |
| Sandy "SanDerella" Hoffman | |

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you are the type person who would enjoy attending events like Thunder On The Rock, The Junebug Boogie, Chopperville USA, Little Sturgis, Sturgis, Daytona, Laconia or Myrtle Beach, you already know the Bash is your kind of party. However, you don't have to be a biker to enjoy the Biker Bash! In other words, if you see yourself as a type of person who is more into events like Wild In The Woods, Bonnaroo, Lollapalooza or Woodstock, you might not know it, but the Bash is for you too! If you still can't grasp that... think of it as a "music festival" with a few motorcycles running around.

Where else can you pay such a small fee (\$30 in advance or \$40 at the gate), camp all weekend, see a ton of live bands, bring your own food and drinks (or purchase them from our vendors) and (as long as you aren't doing anything dangerous or rude) act as insane as you want to without being hassled? Nowhere else. For the last eight years, the Road Rash Biker Bash has been closer, more convenient, less expensive and more fun than any of the other available options (including bike rallies, bike weeks, music festivals and weekend concerts). Where have you been? Better yet, I should ask – Where will you be August 13-15? The Road Rash Biker Bash? Yep!

This year's live music line up will include Bones of Bastone, Husky Burnette, Opposite Box, Stoneline, Camp Normal and Black Friday. We are still in negotiation with a couple of other

bands, but as you can tell – if you are a music lover, you're in for a treat!

Every year, I ask people what their favorite part of the Bash is, and what their least favorite part is. I constantly hear that we have better campsite parties than anyone else. That seems to be the resounding favorite. If you like to people watch – there will be plenty of it, and some pretty interesting people. That one is also high on the favorites list, as well as our wet t-shirt contest and motorcycle rodeo events – people talk about them all year. Thankfully, our least favorite list has been pretty short. And, at the top of that list has been the heat. When you have a bike rally in the middle of August, it's kind of difficult to get around the high temperatures, but this year – we've taken a good stab at it. We are going all out by setting up a huge tent right behind the "dance floor" in front of the stage where people can bring their lawn chairs, coolers, and blankets if they wish, and sit comfortably in the shade while they listen to the bands and check out the other events during the blistering daylight hours.

We will have food and drink vendors galore, but if you would rather bring your own, there's a store less than a mile away down a country two-lane road. We'll also have lots of vendors selling clothing, leather, parts, jewelry, and practically everything else you could want, plus, we have free hot showers donated by the great people in

the Christian Motorcyclist Association. If you aren't into camping, you can always book a hotel room or rent a cabin from Jim Oliver's Smokehouse on Monteagle (about 10 miles away via freeway) or head about the same distance in the opposite direction and stay in Kimball, TN (where they have Walmart, Krystal, Waffle House, etc...).

So... How do you get advance tickets? You can use your debit or credit card and purchase them on line off of our Web site, www.roadrashmag.com, or you can use cash or a check by stopping by the Road Rash office (3472 Brainerd Road, in Chattanooga), finding myself or another staff member at one of the local motorcycle events. Advance ticket holders have the option of setting up their campsites a day early – which means they get their choice of shady level campsites along spring-fed Battle Creek! That alone should be worth the trouble, but they also save ten dollars a ticket! You can't beat that deal. Don't wait – get your tickets now!

In closing, I'd like to say thanks to you, our faithful reader for sticking with us through the tough times and bringing us through the last 9 years. I'd also like to encourage you to continue supporting those who have supported you... and suggest that everyone join us at the Road Rash Biker Bash. We are going to have a good time!

Keep it twisted!

*Tom
THE
Bomb*

ROAD RASH STAFF



"Tom the Bomb" Blevins
Founding Partner
TomtheBomb@
roadrashmag.com
423-322-0223



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



Eddie "Fast Eddie" Rahm
Sport Bike/Racing Editor
EddieRahm@
roadrashmag.com
423-618-7819



Jimmy "Moleman" Cornett
Distribution
Moleman@
roadrashmag.com
423-400-2635



Alan "BooBoo" Kelley
Sales / Partner
Alan@
roadrashmag.com
423-903-2068

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Julie "Pebbles" Land
Proof Reader &
Den Mother
(423) 400-5217



Sandy "Sanderella" Hoffman
Advertising Sales Rep
sandy@
roadrashmag.com
423-240-1919



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After you pass the 6 mi. marker there will be a sharp curve to the right. After curve be looking for a pull-off on the left (not the gated driveway) - I'm under the red shag between the big rock and the big tree.
As always watch for snakes!!

Turn the **LOST TAG** in to the cashier at the Smokehouse to redeem your prize & get your pic taken with JD Oliver for the next month's magazine. You are only eligible to win once a year.

ROCK'S TWO CENTS

REDNECK RENDEVOUS



I was asked by my new friend and Road Rash writer Maurice Lewis if I would lead a few of his "yankee" buddies on a good ole' redneck, southern ride. All three guys were living and working in Boston where they had become friends with Maurice. They were riding down for a couple of days and then heading back up the Blue Ridge Parkway to home. I knew in advance what bikes they would be riding, but didn't know which guy belonged to which bike. I knew one guy was a Puerto Rican from Manhattan (Miguel Vanentin), one was from Switzerland (Hans Janggen), and another was originally from New Jersey (Jeff Small). I also knew that there would be a BMW, a metric cruiser, and a Ducati Monster. Of course, I had their rides all figured out in advance.

I just knew that Hans, from Switzerland, would be on the BMW. That was only logical, right? I figured the Man from Hattan (sic) would most likely be on the metric cruiser and I figured the Jersey boy would be on the Ducati. I also ciphered that the BMW rider and the Monster Man would be "all the gear, all the time" type guys.

I asked Gary "Backroads" Boyd, Wing aficionado and rider extraordinaire to join us for the day. This worked out great, since Jeff the Ducati rider was a 36 year old hot shot



with enough bike, spunk and skill to stay with "Backroads". This took the pressure off me. Backroads would lead and the Monster would chase him all day. I could then drop back in the third slot and lead the other three riders and ride fast but not nutty. The two speedsters could wait on us whenever they got tired of playing cat and mouse.

Jeff, Mike, Hans, and Maurice were raring to go when we met at the Ooltewah BP station at 9 a.m. After getting

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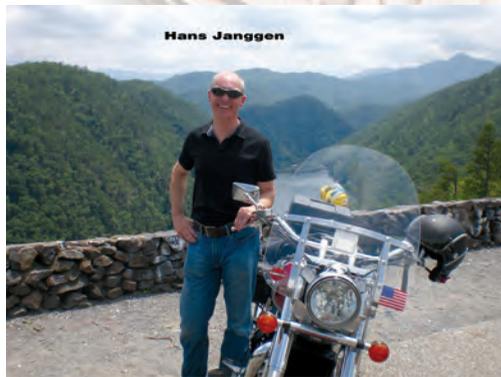
acquainted we were off and running up Mountain View Rd. towards White Oak Mountain. Let's just say that the ride up the mountain was extremely spirited. I lost sight of the leaders after the first few turns.



Miguel Valentin

They were laying them into the curves at warp speed. I said my first of many prayers that day. I prayed that no one would crash and return home in the same condition as they left, myself included. As we were winding around backroads to get to the Cleveland bypass we saw a Bradley County cop shooting radar . . . too late! He pulled out in back of the Ducati and in front of me. "Backroads" was his victim. And Gary wonders why I like him to lead. Yes, he does know a lot of roads . . . but he is also cop bait. The deputy told him that he clocked us all over the speed limit. Mr. Smooth managed to talk his way out of a ticket and we were off and on our way. Thanks deputy, we appreciate your leniency. I thought, thank goodness he wasn't sitting on White Oak Mountain, we'd all have gone to jail.

We took the Cleveland bypass to 64E around the Ocoee Lake and hung a left on Highway 30 toward Reliance. Then we took 315 over the Hiwassee River, then 39 into Tellico Plains. After getting gas at the Exxon, we were off to the Cherohala Skyway. Again, the two leaders were at each other's throats, hitting their lines and accelerating out of the



Hans Janggon

turns. The Wing was dragging pegs with the Ducati on it's heels. And then they were gone . . . out of sight. Not to be seen again for the next 20 or so miles. The rest of us were riding fast, but not too fast to enjoy the scenery. Instead

of dropping down into Robbinsville at the end of the Skyway, we took a short cut through Joyce Kilmer Memorial Forest, around Lake Santeetlah to US 129, the infamous Tail of the Dragon.

Of course we had to stop at the Deal's Gap Motorcycle Resort for lunch so our visitors could see the Tree of Shame and buy some swag at the Gift Shop. They loaded up on Dragon stickers and t-shirts and then we were off to slay the Dragon.

We rode 129 to the Cheoah Dam overlook and then stopped for some photos. The Cheoah Dam was the dam featured in the movie "The Fugitive" with Harrison Ford.

US 129 is closed between the western side of the Dragon and the Foothills Parkway due to a rock slide earlier in the year. Because of the closing we turned around and rode the Dragon in an easterly direction. As usual, Killboy and US

129 Photos were on the job snapping photos of every rider. We only saw one Tennessee State Trooper on the Dragon the entire ride over and back.



Jeff Small

After getting back to Deal's Gap Resort, Jeff and Hans got gas and headed towards the Blue Ridge Parkway while Miguel continued on to his new home in Fort Worth, Texas. Maurice was going along with him for a few hundred miles before returning home. Gary and I hit the Cherohala again and got home around 6 p.m. We had gotten used to the moderate temperatures at the higher elevations and once we dropped off the Skyway it was hotter than hades the rest of the way home. Hey, that's just part of being a motorcycle rider. Heat, cold, and rain, it's all in a day's work. I enjoyed meeting all three of you guys and I hope to see you all again real soon. Ya'll hurry back, ya hear.

LTRNTT,

Rock

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

P.S. Below is a nice email I got from Jeff a few days ago.

Rock and Crazy Gary,

Thank you to both of you for leading us through an epic adventure in the Cherohala Skyway, route 129, and the Tail of the Dragon. It only took 20 minutes into the ride and a brief stop by the local police for me to realize that this was to be an unforgettable adventure. The Cherohala was a great "warm-up" for the Tail, with long, sweepers and sharp turns.....although its hard to prepare for what we experienced on route 129 and the Tail. The day we rode together kicked off what turned out to be the most amazing and adrenalinizing 3 days of my riding career!!! Check out the pictures on www.killboy.com and www.us129photos.com. We all look like pros, but Gary stole the show with his awe inspiring cornering and acceleration through the turns and sweepers. There's no doubt that Gary is the craziest MF on a Gold Wing that I'll ever meet.....so much for my image of Gold Wings being sluggish, touring bikes with little lean angle!!

I've attached some pictures here, and additional emails will follow with more pictures.

Keep riding safe and have a blast on your trip through the Grand Canyon this Summer.

I'm looking forward to reading the article of our ride in RoadRash Magazine! Please let me know if I can provide any additional information of the trip for you.

Thank you.
Jeff



Tears on Black Leather

Brothers and Sisters Down or Gone

HELP US HONOR YOUR BROTHERS, SISTERS, FAMILY, AND FRIENDS

This column is entirely reader generated. Please send in a photo along with a poem or short paragraph about your loved one so that we can remember them here.

Never Forgotten - PERIOD!
Greg Board left this world, July 1, as he lived... fast and hard and his way, much to the dismay of those who loved him. My heart is heavy as I go through my galleries looking for his face, but every photo I find that big smile reminds me how much he loved life and I can't help but smile back. He loved his family, his friends and loved people. He had a HUGE heart and was generous to a fault. He was always ready to laugh. Wild and crazy he was, but there was something about him that touched me as only a brother could. Did you hear that rumble? I think his bike Gertrude must be up there with him and he's riding the wind jamming to Big Mike with Rowdy Roady running close behind. He will be so missed for a very, very, long time.



Rest in peace brother,
HippyChicKim

P.S. From Patty Board: I want to thank you and all our friends for everything that has been done in his memory. He loved you all so much! Words cannot express what I feel in my heart for all the love and support that you have given me and his family. He will TRULY be missed and definitely never forgotten!

PS From Becky (Board) Hamill: I ditto what Patty said. May God Bless each and everyone that touched Greg's life. He dominated a room when he entered. His presence was known with that BIG smile of his. I miss my baby brother deeply. But I know one day we will meet again. I LOVE YOU ALL!!!

All is quiet as I cry in my bed. I wished I would have known this was going to happen because there is so much I want to tell him. So much he needed to hear from me. My Uncle Greg was the greatest uncle a girl could have. From early childhood I remember him clearly, always giving money and playing with me. As I got older I found myself having more meaningful and serious conversations with him. He would call me to "talk" because he knew I would always listen and tell him the truth as I saw it. He did get angry a few times but nonetheless there was no loss of love. Greg Board, I love you as big as the sky!! I am going to miss you something terrible. You were the most outspoken, loving, caring, and down right wildest person I had in my life. You will live forever in my heart. I will carry your memory with me wherever I go.

Heather McDonald

June 29th marked one year since we lost our friend and brother, David "Reverend Booger" Pittman. David was a husband, a father, and a son. Many remember him for the monthly



articles he wrote in Road Rash from his "Two Wheeled Pulpit." He was a member of a motorcycle organization that he loved dearly. Outside of all this, David had many friends in the community and they wanted to get with his family for a memorial ride back to the place where his ashes were scattered a year ago. We did just that on Sunday, June 27th. We met at the Big Lots parking lot in Ft. Oglethorpe for fellowship and sharing memories. Then, 55 motorcycles, (seven carrying Booger's loved ones) and several cars lined up for the ride to Boog's "secret place" on the mountain near Monteagle, Tennessee. We all call it simply "The Rock." Once there, we listened to some music (if you knew Booger, you know music was very important to him) and some fun stories and paid our respects and honor to a very humble man who would never have believed what an impact he had on so many people. I have been blessed over the last year to become very close to David's family members, including his wife, Pam and his mother, "Momma Booger." I know I speak for all of them when I say thank you to all who came out to show how much you loved David, for your hard work in making the event happen, and all the memories you shared with us. Booger, you are missed and will not be forgotten!

With much love and respect,

Rah Rah

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BLOW'N SMOKE

Want to know the scariest situation I've ever been in on a motorcycle? Well, I'm about to tell you. Last year, we had a missionary buy a Yamaha Venture from us. The only problem was that he lives in Wyoming near Yellowstone. So, what does that mean? Road Trip, of course.

We rode three bikes out – the Venture, my Dad's Suzuki Boulevard C90 Trike, and a V-Star 1300. The trip out was pretty uneventful with the exception of the 30 mph winds and



storms we encountered the entire way to the Wind River Reservation and the people asking us about the "trailer."

If you can see in the picture, it looks like a small car. We got every question from "Does that thing run?" to "Is that where you sleep?"

I promise, it was the most popular vehicle on the road those two days!

As I said earlier, the trip out to Wyoming was very stormy and cold even in June. We had planned on going to Yellowstone, but found out it was snowing there with a



couple of feet on the ground. Not motorcycle friendly to say the least. So, we decided to go down to Royal Gorge in Colorado and come home on side roads through Kansas and Nebraska. We made a stop at Castle Gardens in Wyoming to see the petro glyphs and stone carvings and headed South towards Colorado. After a quick stop at Royal Gorge in Colorado, we headed on to grab a room for the night. We'd been riding and battling storms and winds for five days

straight at this point, so an early day and rest was much needed.

The next day started out well, but the skies were darkening in the late afternoon as we came though Deadwood. I thought surely we would stop since it was late in the day already. Plus, I am scared to death of tornadoes. It was storm season and we were in the Central Plains.



We had already seen the storm chasers several times and we'd already passed through Greensburg where an F5 had destroyed 95% of the town in 2007. Yeah, I was a little worried, if you couldn't tell. At that

point the sky was black and the winds were the worst yet. I was relieved when my Dad pulled over behind a building that blocked the winds. I thought for sure he would turn back, but he called my Mom. I'm thinking I told him if he passed



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through another town like Greensburg, I'd like to stop and take a picture. Apparently he misunderstood me and thought I wanted to see the tornado "up close and personal." The next thing I knew he handed me the phone (after about 30 seconds of talking to my Mom)

and started loading back up telling me to "Hurry up and get off the phone." We took off again into the storm despite the crazy looks, horns honking, and head lights flashing by on-coming drivers trying to tell us to turn back. I got my camera out to take pics and videos because I wanted everyone to see what we were riding into. We went through a wooded area and finally got a little relief from the wind (considering I'd been riding at an almost 45 degree angle just to stay on the road). I kept looking

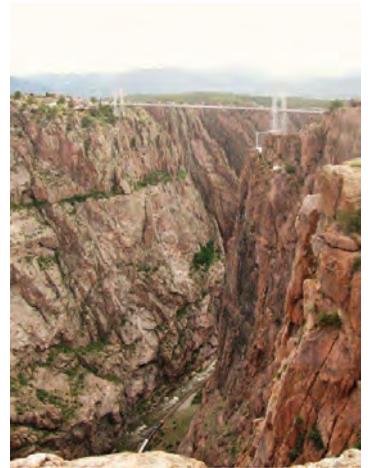
around expecting to see a funnel in the lightning flashes. Ahead, there was an opening in the woods and I tried to prepare myself for the wind. I was almost in the grass and already leaning into the wind when it hit me and sent me across



the road into the other lane on a two lane road. I had to fight

my way back into my traffic lane. Meanwhile, my dad and the other rider were on his trike ahead of me struggling a little, but nothing compared to me! If you know me at all, you can guess why I wasn't on the back of the trike. I wasn't about to miss out on riding or admit I was scared, at least until after this ordeal was over. We finally pulled over in a small town and got a room. By the time we stopped, we were lucky to find a gas station and a motel open. Everyone had closed early due to the weather. I turned the TV on only to find out that the tornado was on the ground maybe 30 miles ahead of us in an uninhabited area and the winds that we had been battling were 65-70 mph. Shortly thereafter we saw a double rainbow, the third of this trip, and an answered prayer of mine. So, the moral of the trip is: If the sky is looking as menacing as it did - pull over! Now, you know my scariest time on a motorcycle. Stop by and tell me yours. See ya next month.

Teri Welborn
trwlbrn@aol.com



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 \$1 draft & .50 corn dogs
 (see events page for bands scheduled)

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WERA RACING

In a previous issue of Road Rash I reported on the AMA professional Suzuki Superbike Showdown at the Road Atlanta racetrack. As the Road Rash Sport Bike/Racing editor I would like to take the opportunity to tell you about another option for motorcycle racing enjoyment. This other racing option is the highly competitive amateur motorcycle racing under the umbrella of WERA. Similar to AMA the WERA events are not only very professionally organized but they also have the spectators' best interests in mind when it comes to the enjoyment of the events. One of the things that is particularly enjoyable about WERA events is the great number of participants racing, plus the fact they have races to cover all ages and types of bikes. The riders' ages vary from middle school age kids to grandpas who have been around a few years. It is not unusual to see a teenager racing side-by-side with the older folks, something you are not likely to see in the professional ranks. Another thing I enjoy about WERA racing is the Vintage bike class. Those older bikes bring back memories of the day they were king-of-the-hill, and they are still fast! Many of today's professional racers came up through WERA racing, so the racers you see at WERA events today may be the ones you see on Speed Channel in a couple of years. I have listed below some of my recent observations of WERA racing at Road Atlanta. I hope it gives you an idea of what WERA events are about.

The Racers

Ages range from young teens to senior citizens. They roll in the paddock (pits) area after driving from across the country or from as near as a few miles. They arrive in everything from pickup trucks loaded with their bikes to monster RV's with special compartments for the bikes in the rear. Some of the racers



operate on a shoestring budget while others are on teams bankrolled with big bucks.

The Bikes

The bikes range from small 125cc bikes to 200 horsepower liter bikes (1000cc's), all classes being very competitive. It is not unusual to see a small

town, low budget, competitor win out over the big boys. In the end, personal skill plays a big part.

The Track

Road Atlanta is very much a racers' and spectators' track,

with a variety of curves and high-speed straights weaving in and out of the rolling terrain. Safety wise, the runoff areas are well designed for those who are a little overly optimistic in the curves. For the fans there are numerous locations around the track that provide panoramic vantage points of the races in progress.



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Corner Workers

The corner workers are stationed at strategic points around the track for the purpose of monitoring racing conditions and bike safety issues. When a problem is observed on the track, the corner worker signals the track warnings with the use of colored flags. Based on

my observations, these workers share a passion for the sport, commitment to the racers' safety, and an appreciation for the racers themselves. Some of the corner workers travel the circuit from event to event and some just work local events. One of the corner workers shared with me that he and his son both were WERA racers and that ever since his son started racing, the trouble he once was getting into has gone away.

The Announcers

At Road Atlanta there are announcers located at various vantage points around the track, which is 2.5 miles in length. As the racers progress around the track, a play-by-play account is relayed from one remotely located announcer to another. Equipped with wireless



microphones, the announcer's accounts of the race are instantly heard at every point of the track over the track speaker system.

The Spectators

The spectators you are likely to see at WERA races are families,



sport bikers, cruiser riders, spouses, girlfriends, boyfriends, and folks who just enjoy cycle racing.

The Paddock (Pits)

The Paddock area is where all the action is when the racers are not on the track. Here one can talk to the racers, visit race equipment vendors, talk to vintage bike owners, see pretty girls, check out the racing bikes up close, and basically just enjoy the flavor of racing.



If you find yourself somewhat interested in motorcycle racing as a spectator, I suggest you go to the WERA web site for the race schedule. We have several very good racetracks convenient to the Road Rash coverage area; two tracks that I particularly enjoy are the Road Atlanta Raceway (east of Atlanta) and the Barber Motorsports Park (east of Birmingham). One warning though, if you ever attend a motorcycle-racing event you may get hooked. It's racing action at its best!

Now let's go out and play in the streets!

Eddie Rahm
"Fast Eddie"
eddierahm@roadrashmag.com

PS: My thanks to Evelyn Clarke of Wera for the Road Atlanta Wera races Press Pass.

This & That

Greetings! I hope this finds you with the shiny side up. More than on isolated occasions, I have addressed the need for one to be careful when riding a motorcycle. The incidents of motor crashes lately can attest to the inherent danger of riding. It's not the training you can purchase or the accumulation of years of riding and perfecting your skills that will protect you all the time. Many factors contribute to the outcome of your daily ride. Some are patience, careful anticipation of what's coming down the pike, your speed, condition of the bike, weather conditions, odd cars surprisingly coming out of nowhere, and paying attention. All seem to organize and join forces to ruin a day's ride. Luckily these random forces are not often successful or we wouldn't ride at all! I really believe that some folks are out to get us. I know that sounds conspiratorial... I'm just saying. These folks probably hate semis, but can't take their aggressions out on them so they take out their frustration on motorcycles. We can't fight back. Just the other day, an old lady (driving a Buick, no less!) began making a left turn in front of me. She saw me, waved, and kept on coming. I had no choice but to initiate a panic stop. And she had the unmitigated gall to wave at me! I can't be mad at her though; most Buick drivers are elderly. When I see a Buick I stay as far away as possible from it. There was one at a stop light the other day. It had two little old ladies in it, neither of whom could be seen from the rear: they were too short. You couldn't see their heads over the headrests. The passenger was smoking; the driver was sucking oxygen through the tubes in her nose.



What I'm trying to get around to is that it's not always others in your space that cause accidents. No siree. Each of us have within ourselves the distinct capability of doing ourselves in. Have you ever forgotten to put the kickstand down? Or your foot? Or stopped with the downhill-side foot down? Or perhaps you've started in second or third and killed the motor. I mean the list can go on and on. The worst part of most accidents, regardless of what is to blame, is that most episodes could have been prevented if we had simply paid attention to what was going on. Such a simple concept, and so simple to ignore. If you normally ride at a relatively aggressive pace and then find yourself riding at a slower pace than usual, you can find yourself being a bit laid back.

That is exactly when something will happen that you did not expect to happen. And that is the purest definition of an accident!

Rock up and bought a BMW 1300 the other day. I mean, when is he going to stop? He traded the HD for it at Pandora's. Justin must be an able salesman! I must say, however, that that bike is an absolute beast! I thought the Wing was quick, and it is. But this thing is fast. And shifting without using the clutch... sounds like the formula one cars on TV. Waaaaaaah waaaaaah waaaah wah wah 180! Actually it was waaaah wah 100. The most exciting part is the acceleration curve. It's like the old centrifugal advance (I may be aging myself) If you remember points and advance curves and springs, you know what I mean: the more rpm the greater the acceleration. It's like a jet taking off: the faster it goes, the more it accelerates. It is indeed a magnificent machine. It's tight, spot-on handling with unholy acceleration and brakes. Does it sound as if I'm jealous? Well, heck yes I am! Owning the ultimate cruising machine and the ultimate riding machine simultaneously is just a tad beyond normal. I think it borders on schizophrenia: you wake up one morning and feel a little froggy? Okay, let's play. You get up another morning and feel a little more normal? Okay, let's take the couch rocket.

I suppose there's not much more I can say other than...

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AUGUST 6-8

Chatsworth, GA

3RD ANNUAL RAILROAD RALLY

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Pam Blount: 706-270-1711, pblount@optilink.us or www.railroadrally.com

AUGUST 7

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Charlies Lounge - 10:30 a.m.

Devona Davis: 423-802-2557, ddavis268@yahoo.com or Facebook

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Pub 41 - 7 p.m.

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South Pittsburg, TN

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Martin Farms (8700 Battlecreek Rd.- Gates Open: 8 a.m.

Tom the Bomb: 423-322-0223, tomthebomb@roadrashmag.com or www.roadrashmag.com

AUGUST 13

Chattanooga, TN

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Gerry Greene: 336-924-2095, info@ahdra.com or www.ahdra.com

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Is it hot enough for ya? This summer has been very hot and if you're not careful the excessive summer heat can cause unhealthy situations. Just remember to take certain precautions to protect your self from the hot humid conditions to avoid dehydration and heat related illnesses.

During heat illness, the body's cooling system shuts down. Body temperature goes up, which inhibits the ability to sweat. Mild symptoms of heat exhaustion include thirst, fatigue, and cramps in the legs or abdomen. Left untreated, heat exhaustion can progress to heat stroke. Serious heat-related symptoms include dizziness, headaches, nausea, rapid heartbeat, vomiting, decreased alertness. In severe cases, the liver, kidneys, and brain may be damaged.

Air conditioning is the best protective factor against heat illness. If you don't have air conditioning, spend time in public facilities, such as libraries and malls that have air conditioning. Reduce strenuous activities or do them during early mornings and evenings when it's cooler. If you're outside for long stretches of time, carry a water bottle, drink fluids regularly, and don't push your limits. People who play sports should wear light, loose-fitting clothes and drink water or sports drinks before, during,

and after activity. If you see someone experiencing heat illness, have the person lie down in a cool place and elevate the legs. Use water, wet towels, and fanning to help cool the person down until emergency help comes

When taking long motorcycle rides, use sun screen to protect exposed skin and stop frequently to enter cool areas and hydrate with water. Avoid alcohol and caffeine. Alcoholic beverages and coffee can cause dehydration and place you at greater risk for heat illness. Alcohol is a diuretic. This means it encourages the body to lose more water than it takes on by halting the production of the body's anti-diuretic hormone, resulting in you needing to go to the toilet excessively and so speeding up the loss of fluid from your body, leading to dehydration. Alcohol also attacks our stores of vitamins and minerals, which need to be in the correct balance for the body to function normally. Dehydration caused by drinking can affect the balance by draining potassium from the body, resulting in thirst, muscle cramps, dizziness and faintness.

Enjoy the Road Rash Bash this month. Avoid heat related illnesses by seeking cooler areas and include water with your beverage plans. Try to keep the alcohol and caffeine consumption at safe levels. Have a safe and cool summer. See you on the road.

Be cool and stay cool,
"Joe Cool" Wiram
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The Newbie

Well, another month has come and gone and yet more bike woes. I tend to ride pretty hard, keep the wick twisted and the tires spinning and all that. I'm fortunate in that I got to work with no problem, but I walked out and my front tire was flat. Not soft – flat. I put a compressor on it and it took air just fine, but wouldn't hold it. I could hear it hissing and found it leaking around the valve stem. I tightened the valve stem, but it kept right on drooling air everywhere. I guessed I had a hole somewhere. I needed to yank the wheel off and get a new tube put on, and see if that'd get me rolling again. Like I said, I'm just glad it didn't go out on me while I was cruising around Moccasin Bend at 80 miles an hour (or 60... or whatever the speed limit happens to be).

So I'm back in my cage – again. Once more I'm driving around watching the world go by from inside a fishbowl. That means I'm stuck smelling my own farts instead of the sweet smell of road kill and the aromatic Tennessee River. I grew up right on the ocean, and on occasion I've noticed the river has the ability to smell like low tide at its worst. Must be all the sewage runoff. Anyone care to go for a swim? Me neither. My POC (piece of crap – don't wanna offend anyone) car doesn't even have working AC, and there's something funky going on with the radiator so I get to kick on the heat when I sit in the inevitable traffic going through the ridge cut to try and bleed off a little extra heat. If you see an unhappy kid with a Mohawk that's wilting in the heat and rivulets of sweat flowing off of him, well that'd be me. Wave when you go by.



I'm going to go ahead and just blatantly tell you that I'm bored out of my mind. I have absolutely nothing going on. I've spent more time staring at my bike than I have riding it. Work is a madhouse as we get ready to close the warehouse (unemployment here I come!) and literally work ourselves out of a job. I haven't made it to any of the two billion summer biker events that are going on and have nothing planned. I mentioned last month that Beau and I might ride to Arizona, but he's nixed that for now – too hot to ride the South West. He mentioned Maine, which is where I'm from. I've got family up the coast, so maybe we'll try that and see if we can crash on a few couches along the way. It'd still be hot, but I figure we'd last a little longer than if we were to go heading off into the desert. Plus it'll make my Mom happy if I were to come up for a visit.

Not that this trip is really going to happen any time soon, but I need some advice. I don't ride a bagger, so my storage is extraordinarily limited. What are the essentials that I absolutely must carry with me? Any thoughts on how to carry the stuff I need? Just pack a backpack and strap it down to the seat as securely as I can? I know we have a few road dogs among our readers who have jumped on a stripped down bike and ridden off into the sunset a time or two, surely a few of you can offer a new kid some advice. Hit me at roxy.n.angel@gmail.com and share your wisdom with me. I know you have a trick or two that kept your stuff where it belonged and kept you on the road during a long haul. Maybe you have a road trip story you wanna share with us all. Lay it on me and we'll see about telling everyone about the crazy time you had on that once-in-a-lifetime trip you took.

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I'm hoping to get out to the Road Rash Biker Bash this year. I'd like to come meet all of you and experience the madness firsthand. I didn't make it last year due to an unfortunate combination of my work schedule and poverty, and with me just getting laid off the end of July I'm not sure Roxy will let me drop the coin to go. Maybe Road Rash'll give me a raise.

In closing, I want to offer Jeremy congratulations on getting hitched. Tiff's a great gal and you guys looked great at the wedding. Best of luck brother, take good care of her!

See you on the road.

Angel

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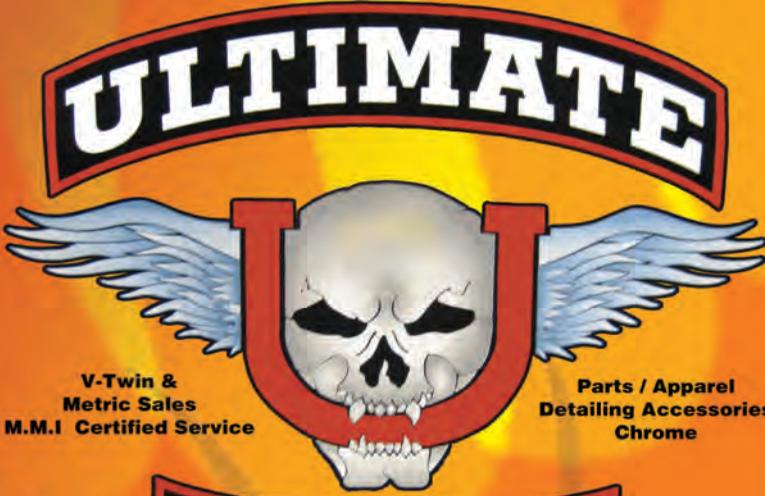
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Patriot Guard before escort of Marine Taylor Richards
pics by Rock

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THE VIEW FROM THE WING

Stranger Danger

Last month I extolled the virtues of taking a new route, an unknown road, a path less traveled. So when the opportunity presented itself to take a road that we had never ridden, I led Rock down a dead end road. But this story is a cliffhanger. And I have the pictures to prove it, much to Rock's chagrin.

But I digress (as usual). It was a very hot and beautiful Saturday morning in June. We had met for the monthly GWRRA, Chapter V meeting. Rock, twisting my arm, convinced me to leave the meeting and go riding. It seemed rude to me. But we are talking riding vs. talking about riding, and as a card-carrying member of the Road Rash Riding Crew I have a responsibility to disdain meetings about motorcycling and go riding. It is in our bylaws. It is in my blood. The truth is that with the limited time available to me to ride, I must ride at every opportunity. With my arm being twisted nearly out of the socket we left.

Now typically Sandman is with us on these Saturday mornings. He was not riding with us this day as he unfortunately had laid his Wing down on the Cherochala Skyway a couple of weeks before. He was healing and will be back in the saddle again soon, and I am very thankful that he is alright. He has badly bruised ribs, and a damaged bike, with plenty of road rash. The good thing about the road rash is that we now have a poster boy for Road Rash. The lengths that some people will go



for this magazine! We are blaming the entire incident on Rock. If Sandy wouldn't sacrifice for the magazine, Rock wasn't going to pay him for his column. (Note to Sandy - they don't pay us now).

So now it was just Rock and I. Me and Rock. Just the two of us. So we headed towards Monteagle Mountain and our friends at Jim Oliver's Smokehouse. But we cannot just get on the interstate and ride to Monteagle. Oh no, we are not that boring. Besides, I do not want to ride with Rock on the interstate. He is crazy fast. He thinks lane splitting is still legal. He is still alive, but

that is due more to the grace of God. We took the back streets from the meeting and rode up the base of Lookout Mountain. It is there where I met Maurice Lewis, our newest writer. Rock was leading the way and we passed a small repair shop and I noticed a tall black man yelling and waving to Rock as he rode by. Now I am used to that. What I am not used to is that he didn't have a gun and he used all of his fingers to wave. So I tried to catch up with Rock. I never saw the state patrol car.

I am not sure how fast I was going but it must have been a mile or two over the limit as the state trooper pulled up from behind me as I finally got Rock's attention and got him stopped. The trooper was not smiling one little bit. He then informed me that he was just getting ready to call the Tennessee State Patrol. Huh? I looked at the squad car and then I noticed the words GEORGIA STATE PATROL. I was in Tennessee. Whew! As much as he wanted to, there was absolutely nothing he could do. I will just have to stay out of Georgia for the next 50 years.

After going back and meeting Maurice, we chased the back roads up through Sand Mountain. It is there where I lead us somewhat astray. I took a road that I thought may get us to New

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Hope, TN. Instead I led us to no hope. Dead end. No more road. Every road captain has done this and a wise and mature person would understand and not make of fun of this. When it happens to others, I am not a wise and mature person.

So we started to turn around. I turned around first and then I saw it. Rock is backing up in the middle of the road and his rear tire is approaching the cliff. I tried to yell to him to stop and he just gave me that "what the heck is wrong with you look?" From his perspective there was roadbed on the left and on the right. But what he could not see was the washout right behind him as water had formed a gully and he was backing straight into it. And he did. As soon as he let off of the reverse button the rear wheel dropped off of the road and the bike landed on its belly pan. Uh, oh.

I tried to lift the bike up. I might as well have tried to play quarterback for the Chicago Bears. I could have done that too, if I could throw a football as far as Rock threw his helmet. This bike was definitely stuck. And we had no rope to try to pull him out with my bike. We had noticed a man mowing his lawn and I rode back to get him and he brought his pick-up truck and a tow rope back to where Rock's bike was stuck. By now the bike had fallen over on it's right side and Rock was not looking any happier.

Anyway, we righted the bike and our friend in the pick-up easily pulled the Wing back into the street. There was not even a scratch on the bike and if not for my camera, there would have been no evidence of any mishaps. Ah, but I have a 'Droid. And in this 'Droid there is a handy little camera. Say cheese. It was hard to get him to smile.

We took off and rode to find the lost tags so that we could hide them again and spend the day riding around the roads of Monteagle. We of course stopped in at the ole Smokehouse and spent some time with friends, old and new, enjoyed lunch and then set out to ride some more. Rock wondered why people

were having trouble finding the lost tag and after reading the route that he had put in the magazine, he discovered that he had put in one additional left turn. Oops. But even though he hides the tag, he had trouble finding it. I love hanging with a guy who can hide his own Easter eggs. I don't have to remember as many jokes. I can just tell the same ones over and over because he forgets them. We rode right past the lost tag. Twice.

We rode home together but when we got on the interstate off of 27 I lost Rock. The last time I saw him he was lane splitting between two semis, while waving good-bye. I hope he remembers how to get home. His home. Thank God for GPS.

Gary "Backroads" Boyd

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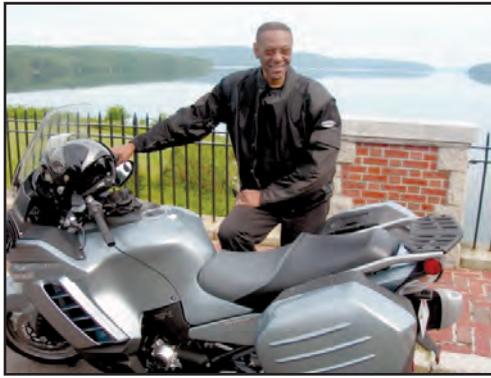
CROSS ROADS

Your Bike Can Sing, Talk and Keep Secrets!

Mile after mile, straining to increase the distance between the home of Road Rash Magazine's Managing Editor and Pandora's European MotorSports in Chattanooga, Ronnie 'Rock' Land's beloved and faithful 2009 Harley Electra Glide with 7500 miles on it, the Harley had to sense that it was time to sing a 'somebody done somebody wrong song.' Yea baby! It was time. As Rock dismounted at Pandora's, the Harley's exhaust pipes thundered out a new and final tune. It was the blues, and the pipes were shouting "I know you don't love me anymore, but that don't mean that you love me any less, does it?"

Before Rock could answer a blazing hot 2010 BMW K1300S with custom paint by Kenny Reynolds pranced between them and with the confidence of a jungle cat looking at a fresh kill...the Candy Apple Red beauty hissed with a throaty and lusty voice, "Trojans come in packs of four honey, and there's one missing." You know what I'm talking about because you know your bike can talk, and keep secrets too, especially when you're trading or selling, and that it may show how far you've gone, but it will never tell what ya did there. Will it?

If you have to explain your relationship with your bike to anyone, then you don't have a relationship, and your bike will never talk to your dumb ass. Why should it? In the



relationship between you, the bike and the road, there is but one rule, if you want some, you have to come and get it, and along the way your bike will sing your special songs and talk to you in ways that can make you sing that OMG song. Have a nice ride baby!

Don't believe that a bike can be ridden hard, put away wet for 16 years and with the proper touch, that it can answer a start up call in 2010. Don't believe it? Then you need to see what Bruce 'Big Daddy' Sipper of the 'UNWANTED

MOTORCYCLE CLUB' has done with a Norton 750 Commando motorcycle that's been in his family since 1971 and had not been started since 1994.

The Norton 750 with the custom King & Queen seat was the top of the line in its day. But today, 16 years of slumber ended with a wakeup call from Big Daddy and fellow UNWANTED MC member Brett Hall. Playing hard to get was a no win situation for the Norton, these dude's know their business.

The Norton was brought around, adjustment by adjustment and after some reluctant puffing, popping and spewing of some evil looking black cloud bursts, the Norton's sweet spot was found. Finally, the shellacky, gel type stuff was purged from its in-line twin carburetors and the Norton began to settle into its new lease on life. "On the road again."

When your name is Big Daddy, you either have a sense of humor or you change your name, so asking him what song his bike would sing was like the FBI's J. Edgar Hoover asking a Hell's Angel to "do him a favor." Rick Wright, of Southern



Rising Fawn Baptist Biker Sunday
photos by Eddie Rahm

Honda on the other hand, has a grin and go-for-it attitude. Rick, who rides a 2006, black Honda VFR Interceptor, has a simple philosophy, "no radio, no cell phone, no GPS, just listen to the voices in your head." It could also mean 'just do what the Rice Krispies tell you to do!'

On the subject of, tell it like it is, you get it fresh, funny and down to earth when you meet Robin at Sweeney's Bar-B-Q, Hwy. 58, Harrison. Robin can do a lot of things, and she has, but bartending is a love of life for her. Robin does it well, living in a sassy no B.S. zone where she laughs and says she knows "Tommy." I'm starting to smirk as I ask, "do you mean that sunglasses wearing dude in the front of this magazine who's a founding partner of Road Rash Magazine? The one everyone knows as "Tom the Bomb, but you know him as Tommy?" Hee Hee Hee.

Robin's personality and humor makes Sweeney's Bar-B-Q come alive, but make no mistake, talk out of the side of your mouth and she can put you out like the burning end of a cigarette, while the angels sing a whiskey lullaby. Brad Paisley, sure can write lyrics, can't he. As I leave Robin's world I hear Gretchen Wilson singing; 'Well I'm an eight ball shooting double fisted drinking son of a gun.' She wears her jeans a little tight, just to watch the boys come undone. Robin serves beer, but Gretchen says she's "here for the beer and the ball busting band and she's gonna get a little crazy, because she can!"

Maurice Lewis

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Nightfall in Motion
photos by Eddie Rahm





Chances are, if you don't know this month's featured local motorcyclist, you have seen him and his wife at one or more local bike events. Although his work schedule is hectic, they always seem to make time to get out and ride. I thought we'd take this opportunity to let our readership get more acquainted with Bryan Shaw. Here is what he had to say (in his own words):

"My name is Bryan Shaw. I lived in Fort Oglethorpe, Georgia until moving to Flintstone, Georgia six years ago. I have a wife, son, three dogs (one that likes riding), two cats and a turtle. I have always had a love for bikes, and was never allowed to have one until I could afford to pay for it myself. I'm partial to Harleys, but will ride about anything with two wheels (except a scooter). My family comes first no matter what. I have a job that has crazy hours and takes up most of my time, therefore I don't ride as much as I would like to. I enjoy back road country riding the most, and I prefer to stay off the interstate. My wife has her own motorcycle, so sometimes we turn it into a family thing with my son on the back of mine."

Let's see how Bryan does answering our ten infamous Hot Seat questions:

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

My friends in high school started calling me "Shawdog," (because of my last name) and it stuck.

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



I started riding dirt bikes as a kid (we don't get along too well) and four-wheelers. My first road bike was a Sportster 883 Roadster I bought in 2007. I'm riding an Electraglide now.

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

My longest road trip was taking the back roads all the way to Daytona, and was caught riding sideways in the wind going down a straight two-lane highway. I'd say that was "interesting."

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

My father-in-law has always had a Harley (from before he even had kids) and my wife has a Sporty.

5) Have you ever had any serious wrecks?

Thank God, no!

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

Doesn't every biker go through that at some point?

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

Just the benefit of the ride itself... "Its not about the destination, but the ride itself." I just like to ride.

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

Any back road riding. My favorite has to be the ride to Cumberland Mountain State Park.

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

Due solely to my job, I'm averaging only about 15-20,000 miles a year.

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

I wish the four wheelers on the road would just open their eyes and take notice of us. Drivers talking on cell phones will probably be the end of us.

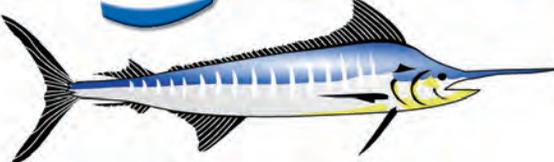
If you happen to see "Shorty and Shaw" out and about, walk up and ask them to sign your copy of Road Rash Magazine. You might not get any good tips about how to ride a dirt bike, but you'd be hard-pressed to find nicer folks. Seriously. They're pretty cool.

Special thanks goes out to Brian's wife Shorty for helping make this article possible, and for contributing her photography skills.




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