

CHATTANOOGA'S

# KICKSTANDUP!

MAGAZINE



# KENDA TENNESSEE KNOCKOUT

See Article Pg. 31

RIDE TO WIN \$100

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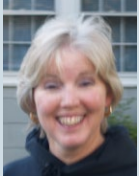
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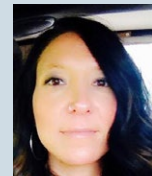
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Hi Folks,

Where has summer gone? Fall is upon us which just happens to be my favorite riding months of the year. I love the crisp mornings and the not too hot afternoons. I love the color of the foliage and the nice fall breeze. There is one thing, however, that I don't like about fall and that's leaves . . . not the pretty, colorful ones on the trees, the ones on the roads . . . especially wet leaves.

Every year there are a few riders injured or killed by not being prepared for coming around that corner and hitting wet leaves. They are like hitting ice or snow, slick as glass. They are unforgiving and they can potentially be deadly. If you are new to riding or have been riding all your life . . . be prepared for dealing with wet leaves. Slow down and don't make sudden moves if you encounter them. I always hold my breath and hold the handlebars steady. I don't know what good the breath thing does, but I always catch myself doing it in hairy situations. A quirky habit I guess.

Please check out page 34 for my book review. I am reviewing a four book series written by a long time friend of mine, John Wheeler Jr. If you

were young during the 60's or 70's and grew up in Chattanooga then this book should interest you. As a matter of fact this book is for anyone that likes to read true adventures of sex, drugs, and rock 'n roll. In the end, however, it is a story of redemption. Check out the ad for the books on page 35 or go to [www.cadillacdave.com](http://www.cadillacdave.com).

Well, before I close I wanted to remind everyone about the charitable events and all the Toy Runs happening over the next three months. Try to attend at least one and make a child's Christmas a happier one. Heck . . . attend them all and make lots of kids happy.

Next month I hope to re-cap my trip to Colorado over Labor Day weekend. I am still writing the article in my head and it just wasn't ready to be included in this issue. Until next month, ride often (preferably daily) and ride safe.

LTRNTT,

Rock

[rock@kickstandup.com](mailto:rock@kickstandup.com),

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Some readers will want to download our magazine to their computers for future viewing. Most computers use Adobe Reader to view pdf documents.

To have KSU display correctly (with two pages showing,) you will need to make a change in Adobe Reader's settings.

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Click the mag cover on our homepage.

On the iPhone you can click the box with the up arrow on the navigation bar at the bottom of the screen. Then click the Add to Home Screen button. This will add a KSU link to your home screen which acts like an app. To access the magazine in the future you only need to click your KSU screen icon, then click the current cover on our site to read the current issue.

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# Roughnecks In The Line of Duty Ride







*.. IN ACTION*



# Mike's



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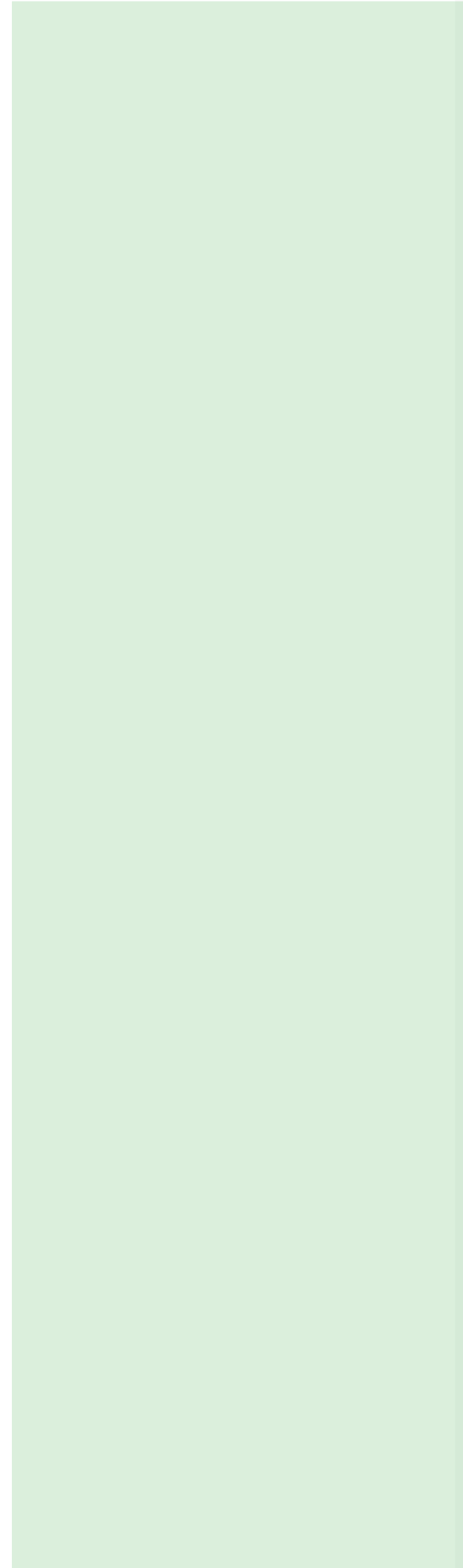
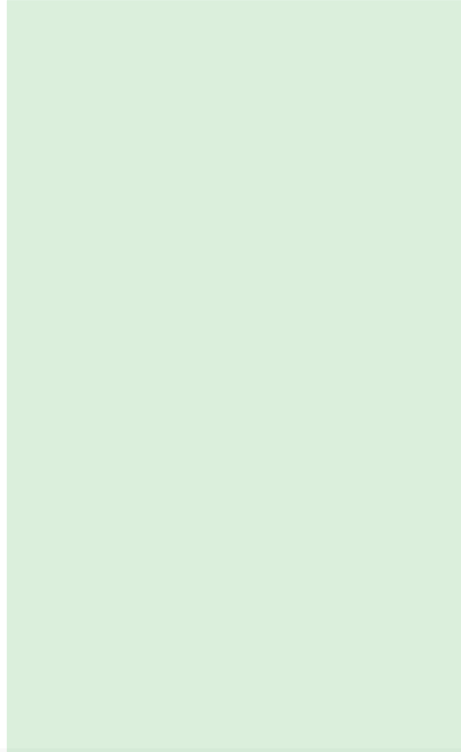
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# A Wing . . . and a Prayer

by Gary Boyd





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# AMA Flat Track Racing



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- L @ first light
- @ 15.2 mi. go L (1st Rd after gas station)
- R @ 7.5 mi
- R @ 2.2 mi. (2nd sto
- L @ 2.9 mi. (3rd ma
- At .1 mi. Look behin
- You're a winner!



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# CONTEST



## PLEASE NOTE:

We do not count driveway signs that look like named road signs. In GA these are blue. In TN they may be green & have Pvt or Drv at the end of the name.



Joyce & Anthony Powell of SRC Chapter 34 were this month's winners. Joyce wrote "And what a beautiful ride thank you for the great ride."

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photo taken at the hiding place, (with their bike in the picture) while holding the . Winner will be notified and met at an undisclosed location to exchange the fake doesn't it? We will post the winner immediately, HERE & on our Facebook, so you can also post questions on our Facebook page for help or email Rock.

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BACK TO THE ALL  
ICS



# ... *IN ACTION*



Stephen Bradl low sides on Saturday during qualifying at the Silverstone track in Great Britain. Bradl went on to finish seventh on race day Sunday.



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CHATTANOOGA'S  
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# TENNESSEE KNOCKOUT

The morning dawned and I scoffed at reports that there would be storms in the afternoon. There wasn't a cloud in the sky. The dew settled and dried, then it was time for the first hot lap. KTM rider Taddy Blazuziak, who was winning a few years back before he crashed his bike and knocked his throttle body off of his bike, was missing. Another KTM rider, Mike Brown, who won this event in the past was also missing. So, what did this mean? It meant Cody Webb on his factory Beta was virtually unopposed.

The hot lap is a single, fast lap that forces the rider to be aggressive and places them in their starting positions for the first knockout. The hot lap began, and Cody was off. No surprise, he dominated the first event. He was the only one to break under 3 minutes with a time of 2:46. Second was Robert with a time of 3:03, followed by Kyle Redmond (who just announced that he was switching to Beta for next year). This

would be the trend.

In the first knockout, the fastest 60 riders start in order of how well they did in the hot lap. They start a rider every 30 seconds and the top 25 riders progress to the next round. This time they will be going along about a 13 mile course. Once again, Cody Webb came out of the gate strong. He beat the next rider, Robert again, by a minute and fifty seconds. It was right after this event that the rain started to pour!

Knockout round 2. In this round, they break the riders up into 5 groups of 5. The groups start as one and one group launches every 2 minutes. To my surprise, a storm brewed right before this event, and it got wet and windy. In this round only the top 3 from each group progress to the final round. Once again, Cody Webb dominated his group and Roberts dominated his group. Russell was the only one to have a little bit of a hang up at the end of his lap, but was able to recover and finish just in time to

transfer in 3rd of his group.

The final 10 lap race was shortened to 5 laps in light of the weather. That made the waterfall obstacle a bit more tricky. But they held the race and didn't cut it out. That made this event very exhausting for all of the riders. Cody Webb started off well and got the race win. Robert and Baylor came in 2nd and 3rd on the first lap and were battling hard. Finally, Robert got by his team mate and tried to make up time on Cody Webb, but it was too little too late. Webb had already lapped a lot of riders. Robert complained that "it seemed like every line had a rider or a bike in it." He finished 2nd and Baylor finished 3rd. Russell, exhausted, finished 14th. Another notable mentions: Max Gerston finished 5th, and Paul Whibley finished 7th.

Jeff Griffith

jeff@kickstandup.com



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# Rock's Book Review

The Cadillac Dave Series was written by a good friend of mine, John Wheeler Jr. aka Dave Jackson and is a story of his life, centered mainly in the 60's & 70's. It is a real life adventure and one that many of us can relate to, especially if you grew up during this era in Chattanooga.

John grew up in Chattanooga and was a Brainerd High School Rebel school mate of mine. I knew most of the people he writes about in the series and I was included in one or two of his stories since we were engaged in similar activities, and ran in some of the same circles.

John used aliases for most of the people for reasons that will become apparent once you start reading. After all, the participants are now all grand parents (or dead) and most

didn't want their past paraded before their offspring.

John contacted me early on and told me that I was going to be included in the series and asked if I wanted him to use an alias instead of my real name. He also sent me an un-edited advance copy to read so I could give him my opinion about the series.

I loved it! It was like a trip in a time machine for me. I could not stop reading until I finished the entire thing. I told John to go ahead and use my real name as did my partner at the time who was also included. After all this was all ancient history and the statute of limitations had already expired.

Originally, it was one book, but

since it was so long a decision was made to divide it into four separate volumes. It is an exciting book filled with sex, drugs, smuggling, and rock & roll. However, in the end there is redemption through the blood of Jesus Christ. John and I both made it out alive.

Make sure and read John's article on his first solo motorcycle trip on page 52. Not many people have the stones to set off on a six week motorcycle trip . . . solo. Especially someone that hasn't ridden much in the past 30 years. John covered 8,894 miles during his six week excursion. Hopefully, he will share more of his trip in future issues.

***Watch John's C-Span Interview Here***

Rock

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VOL. 1: Rebel Child Running Wild

Dave Jackson

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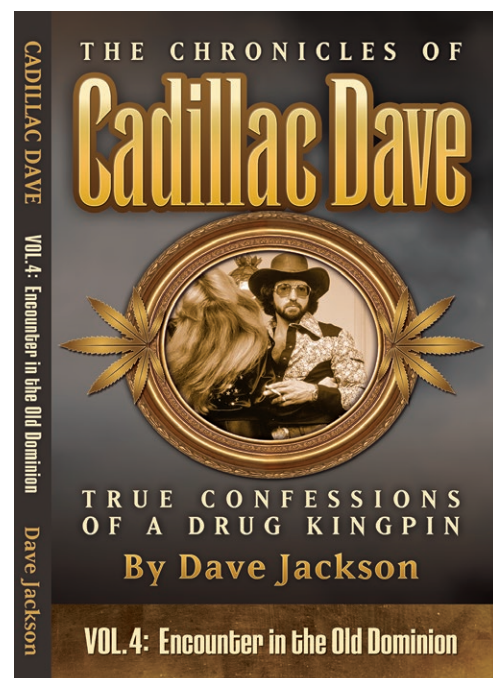
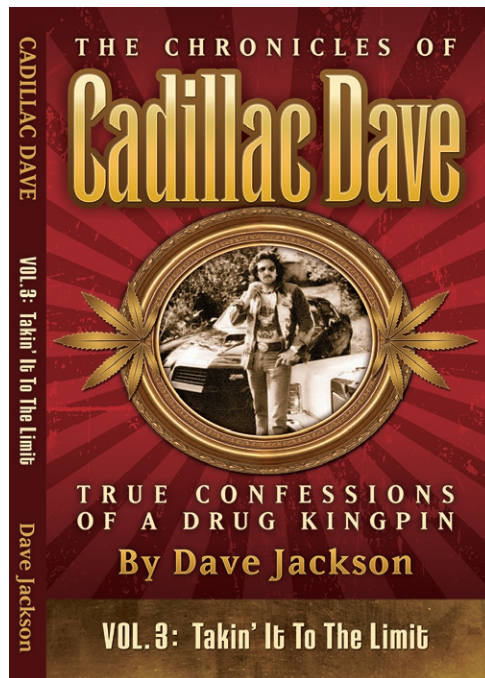
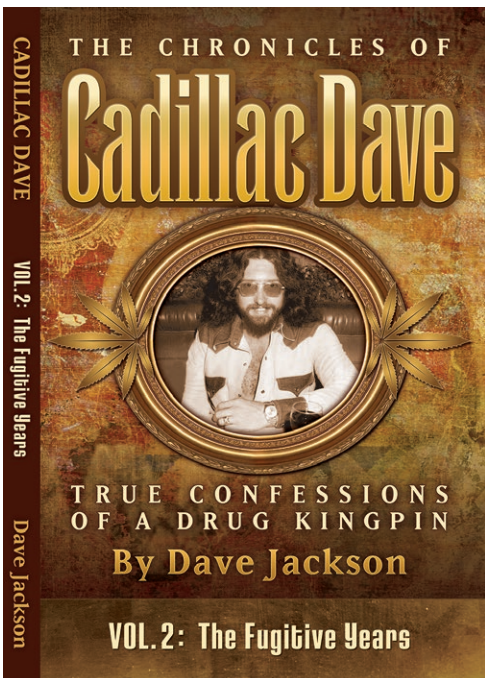


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# ... IN ACTION



Valentino Rossi hamming it up for the camera after winning Misano in front of his home town crowd.



# Roughnecks In The Line of Duty Ride



# Photos by Frank Pate





# Hamilton Community Church Biker Day BBQ



CLICK TO SEE ALL PICS



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# ... IN ACTION





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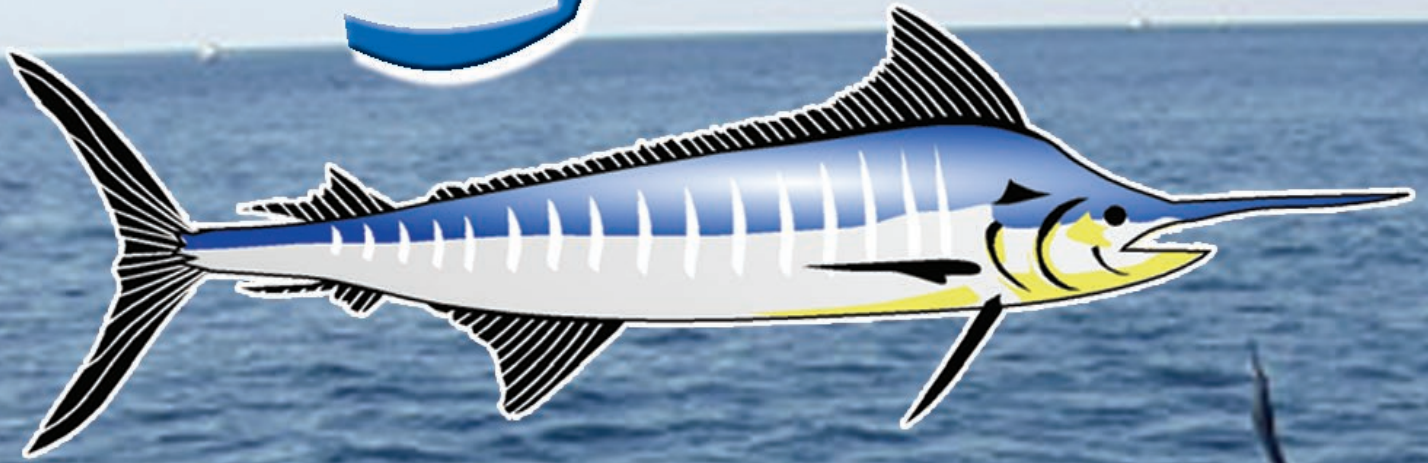
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# Saturday October 4 2014

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**Dinner – 5 – 9 pm**

# Ride Like A Girl

When I see a female on a bike, I feel proud. I am excited to see another woman feeling empowered and fulfilling her desire to ride her motorcycle. It's a beautiful thing! Don't get me wrong, it also makes me smile to see a couple enjoying their trip out and about, as well, but there is just something about seeing a sister confidently making her own way in this world.

If you are a motorcycle enthusiast, you have most likely seen the movie "Why We Ride." It is an amazing movie with many stories, opinions, and words of encouragement from folks with many different backgrounds and levels of riding experience.

I have several favorites from that movie, but the one person that stands out the most, and who makes me proud to be a woman, is Ms.



Gloria Struck. In 1925, Gloria was born into a family that owned their own motorcycle dealership in Clifton, New Jersey. No stranger to the riding world, she had a strong desire to ride, no matter how taboo it was



at the time. So, at the age of 16, she did just that. She rode. Even though her father had been killed in a motorcycle accident just years before, she rode anyway.

In 1946, Gloria joined the Motor Maids, which was a riding club created by women, for women. Till this day, she is still the group's longest active member and is eager to share her story and love for riding with those who are eager to listen.

I find Gloria absolutely adorable, supportive, and an outright inspiration for all women who want to learn to ride, or continue to make their own way. Her story and words of encouragement are absolutely amazing! Although this is an old piece from 2008, I still find her words and amazing personality an awesome example of how we, as women, can do anything. It's never too late....



What's your story? Were you blessed enough to grow up riding, or were you always shot down by family, friends, or a spouse? For me, it was both disapproval from family and my ex husband. No matter how hard I begged, for that bike, "No" was always the answer.

It took almost 35 + years to break out of the person that did what everyone else wanted, and

become who I was always meant to be. Now, being a rider, and owner of several motorcycles IS who I wanted to be, and who I think I was meant to be. Granted, learning to ride at an older age has proven difficult at times, it has still fulfilled me. It has filled a void within me that nothing else could have filled. It has given me a feeling of stability and independence. Not to mention, connected me with people that I otherwise wouldn't have had the pleasure of knowing. Plus, the feeling of knowing that it pisses off certain other acquaintances, is also satisfying.

Y'all may see me out and about, and I may be riding alone, or you may see me with my man. Either way, I am an independent and strong woman who is confident in anything that I choose to do, and in the way that I choose to ride.



Ms. Gloria Struck was confident, cool, and sexy before her time. Little did she know that in the passing days and years, she would not only be paving her own way, but also leading the way and inspiring females from all over the world to embrace their dreams of riding.

Thank you, Ms. Gloria Struck for being a strong and confident woman who is still encouraging women, and letting them know it is never too late to follow your dreams.

Jen

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# Lora's Peeps

Laura Erie is the Comptroller at Pandora's European Motorsports. Every week in the Pandora's newsletter she features one of her Peeps i.e. customers, employees, & friends. We will be featuring one or two of her Peeps every month.

## Ken Coulter

First of all, let me start by saying that there has been much debate between Justin and me over the pronunciation of this week's peep's name, Ken Coulter. Justin had a hard time pronouncing the name "Ken", but I've since straightened him out.

Ken is a lieutenant with the Signal Mountain police department. He got into law enforcement in 1993, starting with the Walden P.D. He went to Signal Mountain a year later and has been there 21 1/2 years now. Ken lived on the mountain for 18 1/2 years before moving down to flat land.



Ken has lived in the Chattanooga area most of his life, and is a graduate of Lakeview Fort Oglethorpe High School. Ken's wife, Gracie, is originally from Panama. They've been married 17

years as of the 25th of this month. He has one stepson, Lucas, who is an Army sergeant currently on his second tour in Afghanistan.

Ken rode mini bikes as a kid, stepping up to a FJ100 in the mid 80s. In 2001 he bought a Harley Davidson Custom Wide Glide, and in 2008 he bought a HD Road Glide. He finally swayed to the European side this year when he purchased his 2014 BMW R1200RT.

Quick note: Ken is the first cousin of my very good friend, Ancil Coulter!

Thank you for chatting with me, Ken, and thank you for your service!

## David Jonas

This week's peep is a longtime friend and customer of the shop (he's even done some deliveries for us!), Mr. David Jonas. David was born in the Hudson Valley in New York and moved to this area in 1999. He is an Army helicopter pilot, as well as a civilian professional pilot, working in the Gulf of Mexico. He and his wife, Rachel, have been married 14 years and have two sons - Gabriel, 8-years-old, and Ben, 8-months-old. They also have five Manchester Terriers and one Rottweiler! When he was around 10-years-old, he and a friend pitched in their allowances and bought a CR125. David admits the bike was "way too big for a couple of scrawny kids" but they spent a lot of time riding and "learning how to fall" anyway. The bike finally stopped running after its fourth time being wrapped around a tree, so David didn't have an opportunity to ride for some time.



He was in the military when he and Rachel - who was then pregnant with their first child - saw a Triumph Sprint ST on a used car lot. It was her idea for him to buy it, prompting him to wonder if she'd taken out a large insurance policy on him or something. (haha!) Not one to disappoint the missus, he bought it. He rode it for quite some time before selling it. Almost immediately after, he had

seller's remorse and replaced it with another Sprint ST - a 2001 model - that he still has today.

While David was stationed in Iraq, he would spend six hours a day on his flights. He saw many people riding little motorcycles through the desert and realized that there are a lot of dirt roads here in Tennessee that he'd like to check out. When he returned to the States, he bought a 1999 BMW F650GS, which he calls "the last of the carbureted classics." He commented on its "remarkable resilience" and said that it's almost bullet proof. He's been checking out those dirt trails ever since.

I asked David which bike he would take from our showroom floor if we were just giving them away. He chose the custom Bonneville, shown above with David and me. I know that will make Matt Welch smile! Thank you for taking the time to chat with me David, and thank you for your service to our country!

# Sturgis Road Trip 2014 - Part 1

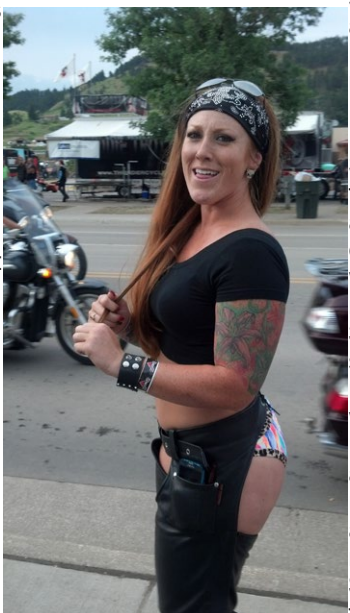
I've never really been a biker, not as a lifestyle, but I have owned a number of motorcycles. Most of them have been Harleys. I sold the last one roughly 30 years ago as family responsibilities mounted and other interests dominated. But lately I decided I wanted to ride again, so a couple of summers back I went over to Sequatchie Valley and bought a used 2001 Softail from a big guy named Crunch.

I gradually got used to my "new" bike and began to re-sharpen my long-latent riding skills. Since then I have ridden it up to the Virginia Beach/Washington, DC area a couple of times. But this summer, at the age of 65, I decided to take an extended road trip. I called it my Motorcycles and Medicare Wind Therapy Tour.

The result was a cross-country ride that took me six weeks and covered right at 9,000 miles. The first leg of that trip was timed to coincide with the annual Black Hills bike rally at Sturgis, SD. I had never been to this event, which is a staple for some biker types, and I decided I should go at least once, since I was making this long trek anyway.

I left my log cabin in the mountains of North Carolina on Wednesday, July 30, and rode to Louisville, Kentucky, where I stopped over with relatives and eliminated some (but not enough) of my excess baggage. Then I pushed off for South Dakota on Friday, riding through southern Indiana and most of Missouri. This was all freeway riding, which I do not particularly enjoy, but it was necessary to cover as much ground as possible.

I got caught in the rain in St. Louis at 5 p.m., which is a harrowing experience I would not wish on anyone else. The multiple wrecks caused a stop-and-go gridlock across six lanes of traffic, and that just wore me out. I finally had to bail and hang out drinking coffee in a convenience store until the rain stopped and the congestion cleared. Then I rode in the dark until I was too tired to ride



Campground on the east side of Sturgis and got one of their few remaining tent spots for \$25 per night. Crunch had recommended this particular campground, and his advice was good because this was not a heavy partying atmosphere, like out at the Buffalo Chip,

any more, and finally rented a cheap \$35 motel with a discount coupon. That was a good investment.

Riding through Kansas City on Saturday morning, the freeways were filled with motorcycles both coming and going. Some were on trailers but most were being ridden. I stopped for gas and chanced upon a "Sturgis Biker Rest Stop" set up by a Christian motorcycle ministry. They were giving out cold bottles of water, hot coffee, and homemade chocolate chip cookies, along with compact copies of the New Testament entitled "Hope for the Highway." A few hours later, up in Iowa, I just happened to hit their second location, adjacent to a truck stop, which was even more elaborate. They had free maps, sunscreen, chapstick, and other helpful items in addition to the free refreshments.

so you could actually sleep at night. The nearby freeway was filled with motorcycles running to and fro all night long.

While I was setting up my tent by the light of my bike's headlight, a guy from the RV section came walking up. They



had been there for a week already and were leaving in the morning, he said, so if I wanted to just move down and take over their spot, I was welcome to it. It was prepaid through August 11. So I inherited a free campsite for a week, which was a great blessing.

I spent Sunday in Sioux Falls with an old friend (an ex-wife actually) and resumed my ride on Monday, August 4. It was getting dark when I reached Rapid City, about 30 minutes east of Sturgis, so I decided to check on a motel room. I picked one with a sign that proclaimed "Best Rates" and had a parking lot filled with motorcycles. But the girl at the desk told me that a room for one person was \$225, so I had to pass. All the motels in the Black Hills area cost more than \$200 per night for the duration of the rally.

On Tuesday, I sallied forth into downtown Sturgis. It is a small town in an isolated location, and its entire annual economy is driven by the brief interval when the bikers come to town. The vendors come in from Florida about three weeks before the rally officially starts, and they leave the day after it ends. Campgrounds, nightclubs, saloons, restaurants, and every sort of roadside stand were all devoted to the general theme of motorcycles, parts, equipment, and leather attire. Official Black Hills Rally tee shirts were priced at \$15.99 and up, and the



Half an hour later, at 9 p.m., I checked into the Katmandu

sweatshirts were at least \$39.99. They sold hundreds of thousands of them, and the town gets the tax revenue on everything sold, as well as the benefit to the local businesses.

The two main streets downtown were blocked off for all vehicles except motorcycles, and they were constantly congested with a steady but slow-moving stream of cruising bike traffic. Custom bikes were everywhere you looked, mostly Harleys but other brands as well. The Indian and Victory motorcycles, both owned by Polaris, had half a block in the middle of town to showcase their new models.



There was a large riding ring where a pro rider was demonstrating the balance and maneuverability of the high-tech Victory Magnum. There was a "Wall of Death" carnival-like sideshow where, promptly on the hour all day long, a team of daredevil riders would do stunts and race antique Indian Scouts around the high wooden walls of an enclosed arena, while the appreciative crowds oohed and aahed.

There was a large section of the local Chevrolet dealer's parking lot being used as the staging area for test rides on the latest models. Victory, Indian, Kawasaki and Yamaha all had fleets of brand new demo bikes, and if you had a valid motorcycle license and signed a waiver, you could ride in their demo tour. I rode a bright red Victory Magnum on a 15-minute excursion that included a long stretch on the freeway at 85 mph or better. My bike was lightweight and exceptionally fast, and it handled and braked well. But to me it felt like plastic



and sounded like tin, and it seemed to vibrate at high speeds. But I admit to being biased.

Outside of the Beaver Bar, one of many establishments featuring \$2 bottles of beer, loud music, and half naked young women, I saw a display of outlandishly expensive custom trikes and a studly-looking line of "Boss Hoss" motorcycles powered by 350 Chevy engines that boasted up to 560 horsepower. At the Full Throttle Saloon, which bills itself as the world's biggest biker bar, some guys were riding their motorcycles in through the side entrance and right up into the jam-packed crowd at the outdoor amphitheater where Ted

Nugent was giving a loud and raucous performance. At the Buffalo Chip, they had a full lineup of bands every night for a week, including Lynyrd Skynyrd, Motley Crue, and Bad Company.

Whether you were in the bars or walking down the public streets, everything in the Sturgis atmosphere oozed sex and testosterone. For



the gals, the uniform of the day was tight leather chaps worn over skimpy lingerie and nothing else, except perhaps a perky cap or cowboy hat. Most of these alluring ladies worked as waitresses and/or dancers in the numerous bars, and virtually all of them come from out of town just to work the event. Very few local girls are hired, I was told, since the bars all close when the rally crowd leaves.

Down in Deadwood, the Cadillac Jack Casino had the 2013 and 2014 Penthouse Pets of the Year standing outside on a roadside bank in fetching outfits flagging down passing bikers to come in for a Free Bikini Bike Wash. I encountered that captivating sight one morning, as I was en route to ride the scenic Spearfish Canyon Road.



That's part of the larger appeal of the bike rally, having the liberty to ride all over the Black Hills and experience their challenging roads and natural beauty.

The winding Iron Mountain Road, just south of Mount Rushmore, is roughly equivalent to riding the W-Road up Signal Mountain for about an hour. I also rode through Custer State Park, saw the buffalo standing in the road, and ate a delicious buffalo burger at the Bumpin' Buffalo in Hill City.

The problem with riding those winding roads during rally week is the congestion. You are literally riding in a long line with hundreds of other bikers. That's why some people come a week or two before the rally, to enjoy riding the roads before the big crowds get there. But that's really just like an advance mini-rally.

I stopped by the Chamber of Commerce on my way out of town. The nice lady told me that they had 400,000 people in 2013, and by all reports this year was larger, so they might have had as many as half a million people crowding into the campgrounds and sleeping on people's lawns.

Next year, for the 75th Anniversary Sturgis Black Hills Bike Rally, they expect the crowd to hit one million. I don't think I will make it back for that one.

John Wheeler Jr.

# Biker Baptism at Chickamauga Dam





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# Cannonball Run Stop In Chattanooga





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# .. *IN ACTION*



Wade Young performs during the Red Bull Romaniacs in Sibiu, Romania on July 15th, 2014



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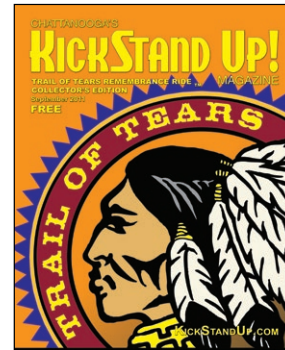
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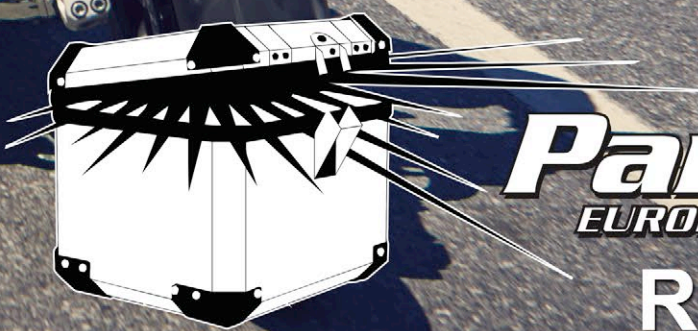


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# Lowdown

Best Action  
@ Misano



Rossi claims first win of 2014 as Marquez crashes

The home crowd went wild at Misano on Sunday as Valentino Rossi took his first victory since Assen last year, with Jorge Lorenzo and Dani Pedrosa also on the podium, whilst Marc Marquez finished 15th after a crash.

Nine time World Champion Rossi (Movistar Yamaha MotoGP) took the lead in the early laps after getting in front of pole man Lorenzo and then asserting his authority in an early battle with Marquez. On the 10th lap Marquez went down at Rio corner when in second place and whilst he restarted his RC213V he could not achieve more than a solitary point.

Rossi kept the hammer down at the front to eventually win by 1.578s and reach the milestone of 5000 Grand Prix points in style. It is the 107th victory of Rossi's remarkable career.

Lorenzo rode with determination to take another podium result and finished in second place for the fourth successive race.

Coming from fifth on the grid, Pedrosa (Repsol Honda Team) took his ninth podium finish of the season in third place, crossing the line 1.234s ahead of the hard working Andrea Dovizioso (Ducati Team).

It was another good ride for Dovizioso in front of the home crowd as he got the Ducati across the finish line 5.5s behind winner Rossi. Likewise, Andrea Iannone (Pramac Racing) impressed in fifth place with another solid result.

Rookie Pol Espargaro (Monster Yamaha Tech3) rode well again to secure sixth place, 4.1s ahead of his teammate Bradley Smith.

Alvaro Bautista (GO&FUN Honda Gresini), Cal Crutchlow (Ducati Team) and Yonny Hernandez (Energy T.I. Pramac Racing) completed the top ten.

Mike Di Meglio (Avintia Racing) was an early crasher, as was Danilo Petrucci (Octo IodaRacing Team). Di Meglio

suffered a displaced fracture of the fourth and fifth metacarpus of his left hand and will require surgery. Stefan Bradl (LCR Honda MotoGP) also fell out of the top ten. Aleix Espargaro (NGM Forward Racing) crashed on the final lap. All the riders other than Di Meglio were uninjured.

# Rossi Wins!

# Misano



*Rossi Interview*



Slow Motion  
@ Misano



### MOTOGP SCHEDULE

12 Oct	<a href="#">Japan</a>	Motegi
19 Oct	<a href="#">Australia</a>	Phillip Island
26 Oct	<a href="#">Malaysia</a>	Sepang
9 Nov	<a href="#">Valencia</a>	Valencia





Best Overtakes  
@ Misano



Nine time World Champion, Valentino "The Doctor" Rossi applying his craft at Misano. Rossi went on to win the race.

Best Crashes  
@ Misano







# Need A Lift?

So as an owner of a motorcycle, there is always another piece of chrome or something you can spend money on. But what happens when your worst nightmare comes true and you have to spend money that you don't want to spend. The flat tire, the busted chain, brake failure, starter issues, and of course, if you have a Harley you will replace the voltage regulator at least once in your ownership. This list could go on and on.

It's one thing if this situation presents itself and you are with a group riding as usually someone will stay behind with you while the other go fetch help. On a side note - If the group you ride with wouldn't do this for you, you need to find a new group. Sometimes the group you are with doesn't have a way to help other than moral support. And sometimes you are just flat out by yourself with no options.

When this situation presents itself there is a new option in town. Let me introduce you to Carlos Hampton and his wonderful company, Two Wheels Towing.

Two Wheels Towing is the brainchild of Roger Pierre. In 2013, Roger was looking to expand his company. Carlos had known Roger for about 1 year and a half when he called him one day and asked if anyone in the Chattanooga area offered the service of transporting motorcycles. Carlos thought about it for a while and couldn't come up with anyone who transported bikes

exclusively. Of course you have your car haulers, which no one really likes to deal with because of the countless bad experiences that people have been subjected to. Then there are the different shops that will come to get your bike but only if you allow them to do the maintenance on it. If you're stuck on the side of the rode with your motorcycle and you don't have a trailer you tend to find yourself in a predicament with motorcycles, and not a good one.

Roger asked if I knew anyone that would be interested in starting up what he had been doing for about six years. I spoke to my wife about it and figured why not me. We spoke with Roger back and forth to see what all would be needed to get started. I went to the local dealerships and shops to see if there would even be a market for this type of venture in the Chattanooga area. Surprisingly, we found that there was a need for a service like this in the biker community. I started in November 2013 getting things together with a goal of being up and going by March 2014. March 15th I did my opening at Thunder Creek HD during their St. Patty's Day event and we've been going strong ever since. In almost six months, I've transported



close to 20 motorcycles safely from situations starting with just sitting too long at the house and needing to get it to a shop for maintenance to a rider stuck on the side of the rode, needing to get to a shop for repairs. We are based out of Chattanooga and so far, I've gone as far as Monteagle, TN, Fort Payne, AL and Athens, TN to bring riders back to Chattanooga for repairs at the shop or dealer of their choice.

I could sit here and talk about Carlos and how great I think his business is or let him tell you the same thing but to truly drive the point home let me introduce Joe, and let him tell you more:

"I have a 2012 Harley Davidson Streetglide and needed it worked on because the voltage regulator had gone out. My wife and I were going out of town and I needed to drop the bike off at Thunder Creek Harley to be worked on. It was a rainy day and I decided to chance it anyways. I made it all the way to Bonny Oaks Drive before my electrical system went out completely. Luckily I made it to the over-pass getting off of Highway 153 before my bike gave out, where I could stay dry."

"I called Thunder Creek to see if they could come and pick the bike up. They said that their trailer had just left for Atlanta and recommended that I give Carlos a call. I had never heard of Two Wheels Towing but I really didn't have any other option. I called and Carlos told me that he would be there within 20 minutes. He was dead on with his timing, I was impressed with the set up that he has. As he gave me the paperwork to fill out he told me to get in the truck that he would do the rest. Within 10 minutes we were on our way to the Harley Dealership. We immediately struck a good bond on the way to the shop. When we arrived at Thunder Creek he told me to go inside and take care of my business that he would unload the bike. The professionalism that I received was phenomenal. I would highly recommend Carlos to anyone. Since then we have kept in contact on Facebook. Needless to say I found a good friend in a bad situation that rainy day."

Carlos is a Captain for the Chattanooga Fire Department and has been with the department for over 16 years and loves the local community. He is an avid rider and loves meeting people.

I am not saying that I want your bike to break down ever but if it does I would strongly encourage you to give Two Wheels Towing a call. Carlos can be reached at 423-902-7200 or at [carlos@2wheelstowing.com](mailto:carlos@2wheelstowing.com).

*Nathan Frazier*

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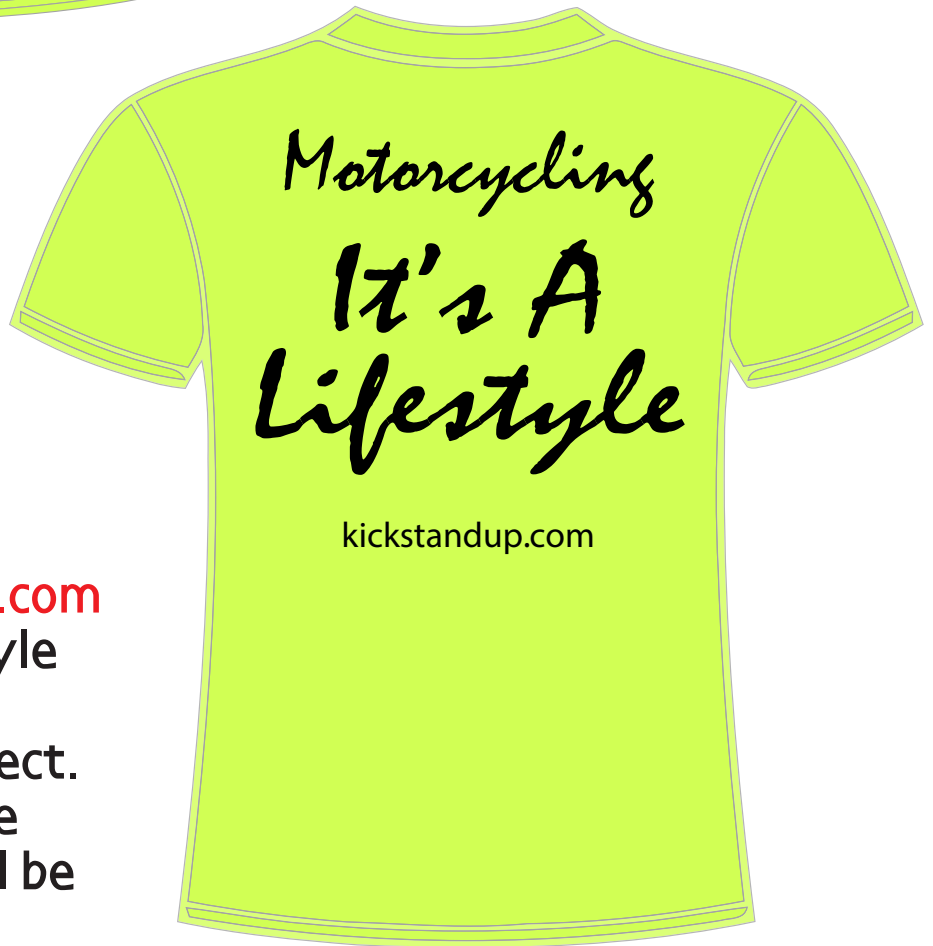
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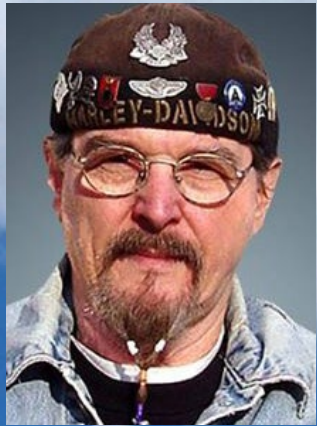
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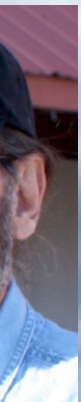
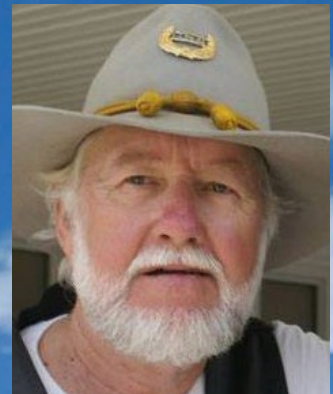




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# The End

Aaron Colton performs on the rooftop of the W Hotel, in downtown Dallas, TX, USA on 6 April 2013.

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