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The Scenic City's Motorcycle Heart Beat

MAGAZINE

January 2011

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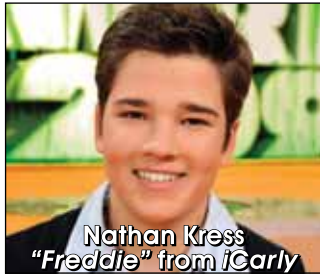
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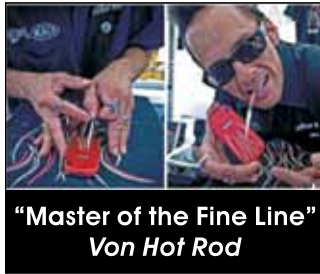
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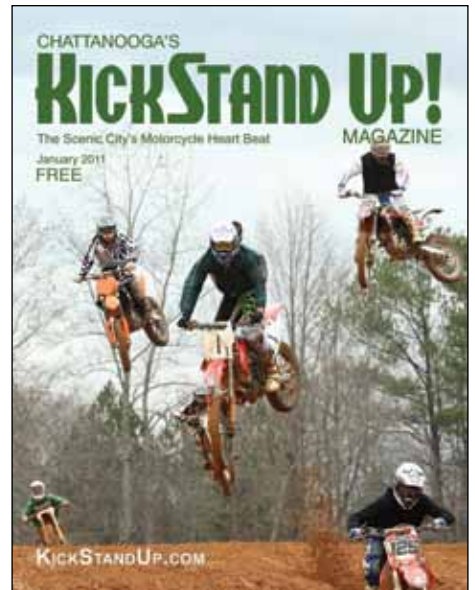




Eddie Rahm

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Cover: January, 2011
Location: AmpMX, www.ampmx.com
Riders: Honda #125 - Joshua Hall
 Honda #1 - Jase Lewis
 KTM #210 - Smola Frantisek
 KTM NO# - Doug Bailey
 Yamaha #977 - Michael Henderson
 Suzuki #63 - David Kilgore
Photographer: Zack Cummings,
www.zdcphotos.com



Kim Teems



Anna Daugherty

EDITOR'S GARAGE

I know that you may be reading this a few days before, so, Happy New Year in advance! Our staff is very excited about this, our second issue of KickStand Up! Magazine and we have some exciting articles, rides, and adventures planned for you in 2011. We are very interested in your input so please check us out on Facebook and send us your thoughts and ideas for future issues. We are looking for families that ride together, stories and photos of your long trips, and interesting people you would like to see featured here. Of course, we are always looking for new advertisers that want their company associated with the only local, family friendly, motorcycle magazine around. And in return we know that they will be rewarded with your consideration when you need their goods or services.

Now I'll get down to the nitty gritty and tell you what you have to look forward to this month. We have two series that are continuations from last month. North to Alaska (part 2) by John Queen will pick up where he left off and bring us closer to the Dalton Highway and their final destination of Prudoe Bay at the Arctic Ocean. Have you ever seen Ice Road Truckers? That's the Dalton Highway, or the Haul Road. I've never ridden to Alaska, so I am living vicariously through John's article.

You will also find another of Eddie Rahm's Biker's Dozen routes complete with maps and photos. You can find them all at bikersdozen.com. We will be featuring one of his routes each month this year. The Biker's Dozen project was conceived by Eddie and he donated his work to the Chattanooga Convention & Trade Bureau to help encourage

motorcycle tourism in our area. As we already know, we have some of the best riding roads anywhere in the country. Now our secret is out thanks to Eddie and his Bikers' Dozen. Oh, and don't forget that these routes are great for family outings in the car or SUV too. Not all of our readers currently ride, but if we do our job, we will influence them to join us "in the wind."

We are also excited to announce our partnership with Zach Cummings of ZDC Photography (formerly Broken Leg Photos). Zach is a great action photographer as you can tell from his shot featured on the cover of this issue. Zack will be providing us his action photos each month of area motocross riders and races. You can check out his thousands of photos at www.zdcphotos.com. Welcome aboard Zach, we are glad to have you on board.

In closing, I would like to encourage everyone to get out there and ride some this winter. Personally, I love winter riding, but I do have a complete set of heated gear to keep me toasty. Without the foliage, you can see the lay of the land plus you get the added benefit of seeing the deer before you hit them. I also look forward to the Christian Motorcycle Association's (CMA) annual New Year's Day ride, on when else, January 1st. It starts at the Sportsman's Warehouse parking lot on Lee Highway and ends, after everyone is sufficiently frozen, at a local eatery. I hope to see you all there. Until next month.



LTRAKB,
Ronnie "Rock" Land
ronnie@kickstandup.com

30 Seconds In The HippyDen

I want to thank everyone for all the kind comments and excitement about the first issue of KickStand Up! Magazine. I have to tell you, Ronnie, Jimmy, and I couldn't do it without our outstanding staff and contributors. It's not just our magazine, but their magazine, and you the readers' magazine as well.

And since it's your magazine too, I hope that you'll take the time to check out our facebook page, www.facebook.com/KickStandUp, and post your suggestions for In Headlight features, Families, photos, your thoughts, etc.

I look forward to 2011 and all the riding adventures out there. KSU has got a lot of good stories coming your way about all kinds of riding, all kinds of people, and all kinds of good stuff! It's the year to try something different, meet new faces, and share the love of the wind in your hair. And on that note, I leave you with this old Irish Blessing.

"May your days be many and your troubles be few. May all God's blessings descend upon you. May peace be within you, may your heart be strong. May you find what you're seeking wherever you roam."



Fois Scots ~
Kim
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KICKSTAND UP!

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STAFF

Ronnie Land, Editor

ronnie@kickstandup.com / 423.400.6419

Kim Teems, Editor

kim@kickstandup.com / 423.774.0549

Eddie Rahm, Sport Bike Editor

eddie@kickstandup.com / 423.618.7819

Jimmy Cornett, Distribution

jimmy@kickstandup.com / 423.400.2635

Julie Land, Proof Reader

423.400.5217

SALES & EVENT STAFF



J.J. Hendrixson

423.702.1201

jj@kickstandup.com



Sandy Hoffman

423.240.1919

sandy@kickstandup.com



Alan Kelley

423.903.2068

alan@kickstandup.com



Kathy Kile

423.653.1613

kathy@kickstandup.com



Randy Lyons

423.994.1523

randy@kickstandup.com



Wayland McKinney

423.314.2934

wayland@kickstandup.com



Rocky Sisemore

423.875.4666

rocky@kickstandup.com



Chuck Welch

423.322.4105

chuck@kickstandup.com

WRITERS

Gary Boyd

Mike Caron

Doug Graydon

Jeff Griffith

Alan Kelley

Kathy Kile

Charles Lowery, Jr.

Randy Lyons

Wayland McKinney

Justin Prann

Jen Obal

John Queen

Eddie Rahm

Danny Thompson

Rocky Sisemore

Chuck Welch

Kent Whitaker

PHOTOGRAPHERS

Stacey Birket

Zack Cummings

Anna Daugherty

Danny Gentry

Doug Graydon

Robin Kelley

Kathy Kile

Ronnie Land

Gary Letson

Angie McGhee

Wayland McKinney

Jen Obal

John Queen

Eddie Rahm

Rocky Sisemore

Billie Smith

Kim Teems

Steve West

Chuck Welch

Janet Wilson

"I am on a voyage of discovery. I search for those of you who will go on a great adventure . . . if you are one of those audacious few willing to dare and then to share . . . then come with me."

~William Danforth

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Issue 2

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Facebook: KickStand Up! Magazine wonders what you're riding?



Jim Lozon: Well I am riding a 2008 Street Glide on the Blue Ridge Parkway last Summer



Gregory Cook: This is my 2009 Kawasaki KLR 650, 6200 miles in 8 months.....



Jeff Gates: I ride a 1997 Heritage Softail. I named it IRENE because I rode it through Hurricane Irene in 1999.



Greg Manning: Here's a pic of my 2002 FXSTS

READER COMMENTS

Well I did it. I read the entire issue of KickStand Up! Magazine. Not only was it informative but it wraps its arms around the whole family. As a premiere issue you all have set the bar extremely high. As I know several of you, I am sure that you all are up to the task to bring every issue to the next level.

Until We Pass On The Road,
Dave Perich

Just ran across your first edition. It looks great and I found the variety of articles great as well. I have been riding for about 3 years and love finding new roads and new places out of the way to eat. I look forward to the next copy. This copy was left in my restaurant. When will the next one come out and where do I find it?

Thanks again.
Dan Benton

I live in Knoxville & come to Chattanooga on business about once a month. I have always gone by the motorcycle shops in Chattanooga for parts, etc. I am in Chattanooga the first Wed of the month, which means I always picked up 5 or 6 copies of Road Rash Magazine. One for myself and the other copies for my riding friends here and in North Carolina. I'm sorry the Road Rash was discontinued, BUT this new magazine is AWESOME!!!

I think if you continue in this type of format, it will be a great success. There is not one part of this magazine that I don't like. Keep up the good work!!!

Best Regards,
Leonard Carden

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Hey Chattanooga! My name is Kathy. Some of you know me as KK or Katie. I have the best job in the world, working with KickStand Up! Magazine. Are you coming to love this magazine as much as I do?

Growing up I was a Daddy's girl. When I was four, my dad, Afton, came home with a Honda trail 50. It was the beginning of my love affair with motorcycles. My brother Michael and I had the times of our lives. As we grew, my dad brought home bigger bikes, a Honda trail 70 and then a 90. We skinned legs, beat up ankles, and got lots of pipe burns over the years. Our favorite game was to see how many ways we could lay down the bike or throw each other off the back. It is a wonder we are still here, we did things I don't recommend anyone doing, but the memories will last forever.

When I was 12, my dad bought me a Yamaha 250. At 14, I got my license. That bike took me to work, school and out with friends. Twice I rode in our big rivalry football parade, Bradley vs Cleveland High. We taped streamers on my bike, my friend climbed on back and off we went with the parade, blowing the horn all the way. We'll never forget flying toward the back of a pickup truck full of my friends who had stopped suddenly in front of us. Knowing how to lay a bike down in a crunch saved our necks that day.

Riding represented freedom to me. The H-D Nightster I ride today feels the same way. It took me from a time in my life when I was sick and isolated, back to working, meeting friends, laughing and feeling free. I will be forever in debt to my boyfriend Gary for riding me around on the back of his Dyna and reconnecting me

with the love to ride. For encouraging me to get my own bike again. I almost forgot how I love the wind, the smells, the taste of the occasional bug.

Riding is a huge part of what living is about for me. I still struggle with health issues and can't ride as often or as far as I'd like sometimes. But if I'm not feeling sharp enough to ride safely, I can always climb on back with Gary!

I hope you are blessed to have someone in your life to encourage you to learn to ride or reconnect with riding again. Who knows, it might just be KickStand Up! Magazine.

Kathy Kile
kathy@kickstandup.com

"My father didn't tell me how to live; he lived, and let me watch him do it."

~Clarence B. Kelland





Hello Chattanooga my name is Chuck Welch. Let me start by saying that I'm honored to be a representative for KickStand Up! Magazine. I moved to the Chattanooga area in 1993 from Northern California.

I started riding motorcycles when I was 14 years old. My first bike was a Yamaha 55 two stroke. I delivered papers for the Oakland Tribune on it. On the weekends I went with my cousins, who all had Honda 305 Super Hawks and Honda 250 Scramblers to the East Oakland Hills to hill climb. This is where I learned about riding on both dirt and pavement. During this time in my life, I was brought up by my Uncle Gus Pagonis who built race cars and raced for the B.C.R.A. (Bay Cities Racing Association). I was his gofer (go 4 UncleGus), and I was taught to be a motor head.

After high school I joined the Marine Corps and then went to Vietnam. Once home I went to

the VA Vocational School for Small Engine Repair. I was hired by Marin Motorsports Honda in San Rafael, CA where I worked for 7 years. They sent me to Honda American in Torrance, CA for 8 months. I came back a trained Honda Tech. I also worked at several other Honda dealerships in Northern California. I did some AFM club racing on a Kawasaki 500 H1 production class bike and some enduro racing.

I've had many motorcycles over the years from Honda, Suzuki, and Kawasaki to Harleys. My current bike is a 2008 Dyna Harley-Davidson Fat Bob. You might also see me around town in my 1957 Chevy truck called Go 4 Uncle Gus.

I am looking forward to covering special events and writing a monthly article about rides and rods. Happy motoring and keep the rubber on the ground and the shiny side up.

Chuck Welch
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"Harley-Davidson motorcycle is more than just transportation. It really is an American icon and is one of a handful that we're left with culturally. I'd put it in the same class as jazz music."

~ Orvel Wilson



Righting A Downed Bike



When you go out Adventure Riding, you have to be ready for anything! Not that you are screaming through the woods and need to react quickly to get the front wheel over a log on the trail, or a downed rider around a blind corner...on a GS Adventure the typical speed is 3 to 10 mph in the woods. You are on the Hummer H1 of motorcycles, and you are crawling over the terrain. These bikes loaded up with bags and camping gear can weigh over 700 lbs, trust me finesse is key. The object is not to get through there fast; the object is to

coerce this beast of a machine through the terrain without dropping it. Which leads to another crucial aspect of Adventure Riding...Picking up a bike.

When you do drop it (very common) the bike will end up resting on one of the many protection plates or bars surrounding the engine vitals and chassis. While dropping the bike should be avoided if it does start to go you should let it. The chances of injury increase if you are fighting it all the way to the ground. It should also be noted that most injuries occur picking up bikes because the riders

are in a hurry to get them back up. While I don't recommend lollygagging there is no real rush. Any damage that could have occurred already has. It's better to run a diagnostic check on yourself, make sure you're okay, take in the bike situation, plan your pick up, and execute.

There are three notable schools with curriculum designed specifically around the BMW GS. Pandora's Adventure Riding School, Rawhyde Adventure Riding School, and the BMW Performance Training Center. All three of these schools dedicate exercises to proper methods in picking up a GS. Note these methods can be applied to just about any motorcycle; they are the 'walk' and the 'lift' methods.

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Here is a brief overview of the steps for the 'WALK' method:

- Stop the engine using the key. When a GS bike is on its side, no oil is circulating in the motor which is bad to say the least. Killing the engine will also keep the rear tire from spinning and prevent chance of a fire, which could cause injury
- Make sure the bike is in gear
- Place your butt in the middle of the seat
- Squat down facing away from the bike and take the grip in your hand, pull the grip until it is steering locked into the gas tank
- With your other hand grab the rear rail of the GS, if not a GS then grab something sturdy
- Begin to walk backwards while lifting the bike with your butt, upper legs, and arms
- Be careful not to push the bike over

onto the other side (very funny to see... but embarrassing)

Here is a brief overview of the steps for the 'LIFT' method:

- Make sure the engine is off and the bike is in gear
- Squat down facing the bike, pull the grip until it is steering locked away from the tank
- Cup the bar end in both hands, as if you are hoisting someone up by their foot
- Take a deep breath and dead lift the motorcycle back upright
- Be careful not to lift over onto the other side (have done this...twice)

There are many variables that cannot be covered in an article, the slope of the terrain, the direction the bike is facing on that slope, the nature of the terrain (gravel, rock, grass, dirt, water, sand, mud, tree roots).

If you'd like to practice any field or grassy spot will do. If you have a bike with protection bars then you can actually practice these techniques in a parking lot.

Justin Prann

Pandora's European Motorsports

justin.prann@pandorasmotorsports.com

Interested in Dual Sport Riding?

If you've been riding on the street but have never ridden dirt bikes or spent much time on gravel roads; you may not know how much fun you're missing! Dual sport riding will give you a big taste of adventure and open up a new world of riding off the beaten path. Learning new skills, finding new places to ride and meeting new people just enriches your riding experience and will challenge you on many levels.

If this sounds like something you'd like to do, it's easy to get started. The time and effort you take in learning and preparation will help you avoid the common mistakes that people often make when they jump into something new too quickly. Winter is a great time to investigate new activities so that when the weather is perfect, you'll be ready!

Here is a list of excellent resources to start you on your way:

DVD's: DSR.com

Info@dualsportriding.com (888) 706-4380

Dual Sport Riding Techniques - \$29.95

Advanced Dual Sport Riding Techniques - \$29.95

Book: The Essential Guide to Dual Sport Motorcycling, by Carl Adams, \$24.95 at Amazon.com

Off-Road Training :
(They provide the bike and gear.)

- www.offroad-training.org
- Honda Training Center, Alpharetta, Georgia, (770) 442-2459
- Ask for intermediate trail riding

Organizations: Check them out online

- GARTRA – Georgia Recreational Trail Riding Association
- Dixie Dual Sport

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In The Headlight PATRIOT GUARD

The driveway leading up to the funeral home is lined on both sides with mourners holding American flags. In the words of Annette Robeck (aka Dreamcatcher), the Tennessee State Captain of the Patriot Guard Riders, "Tennessee is in mourning, for she has lost another one of her heroes." A US military veteran has died and we are here today to honor them.

The hearse, which will carry our hero to their final resting place, silently waits for the funeral to end. In a designated area of the parking lot is a gathering of some 20-30 motorcycles, with all of them decked out with American flags of various sizes softly fluttering in the breeze.

Their riders wait quietly and reverently for the opportunity to show their respects. These are the Patriot Guard Riders, and although there are countless numbers of them around the country, there are about 140 here in Chattanooga.

It's not a club. There are no dues. Anyone can join. According to the PGR's Mission Statement, it's not even a requirement that you be a veteran. The only requirement is respect for our fallen heroes and their families.

The funeral home door opens and

Tony Shrader, the Senior Ride Captain for Chattanooga, signals to the other Ride Captains, Tom Dooley, Harvey Roach, and George Burgan that it's time to mount up.

One by one, the motorcycles are started up and begin getting into position to escort our hero on their final journey. As the Patriot Guard Riders slowly pull out of the parking lot with the hearse behind them, another 30-50 flag wavers silently greet them, many with tears streaming down their face. Tennessee, no, AMERICA, has lost another one of her heroes.

Randy Lyons
randy@kickstandup.com

For more information on PGR, visit
www.patriotguard.org



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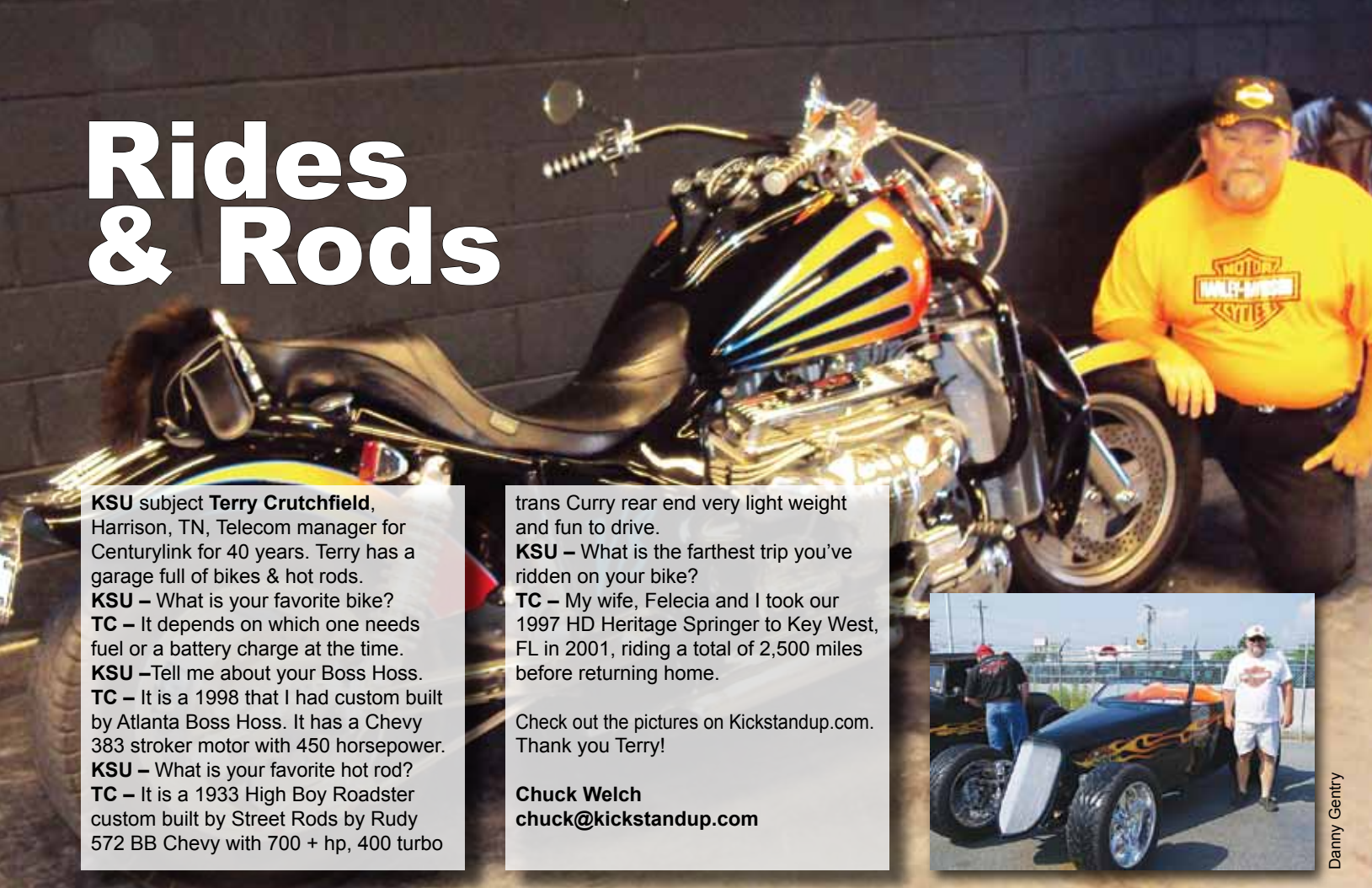
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Rides & Rods



KSU subject **Terry Crutchfield**, Harrison, TN, Telecom manager for Centurylink for 40 years. Terry has a garage full of bikes & hot rods.
KSU – What is your favorite bike?
TC – It depends on which one needs fuel or a battery charge at the time.
KSU – Tell me about your Boss Hoss.
TC – It is a 1998 that I had custom built by Atlanta Boss Hoss. It has a Chevy 383 stroker motor with 450 horsepower.
KSU – What is your favorite hot rod?
TC – It is a 1933 High Boy Roadster custom built by Street Rods by Rudy 572 BB Chevy with 700 + hp, 400 turbo

trans Curry rear end very light weight and fun to drive.
KSU – What is the farthest trip you've ridden on your bike?
TC – My wife, Felecia and I took our 1997 HD Heritage Springer to Key West, FL in 2001, riding a total of 2,500 miles before returning home.

Check out the pictures on Kickstandup.com. Thank you Terry!

Chuck Welch
chuck@kickstandup.com



Danny Gentry

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ADVERTISER INDEX

KENT'S PBR CHILI

I limit myself to one or two beers if I am out riding... actually, that's all Ally will allow me! And that's why God invented Taxi drivers. All kidding aside, I would rather have a cold coke on a ride, than a beer for peace of mind... mine, and Ally's. Then when Ally and I get home, kick back, cold one's by the grill with the race or ball game on the radio.

But besides being known as the Deck Chef, I am also proud to be considered The Pabst Blue Ribbon Chef. I had a lot of fun working with the PBR guys on a recipe booklet last year. Several recipes, all including PBR as an ingredient. Here is a great starter recipe for Kent's PBR Chili which is perfect for warming the bones after a cold weather ride.

Oh, you can download the PBR cookbook at www.thedeckchef.com if you did not pick one up in the stores.

Easy PBR Chili

2 pounds ground beef
1 tablespoon minced garlic
2 cans tomato sauce
2 cans chili beans
1 packet hot chili mix
2 teaspoons oregano
2 teaspoons cayenne pepper
2 cans diced tomatoes
1/2 can Pabst Blue Ribbon
1/2 cup water
1 small onion, chopped
Hot sauce as desired.

Cook ground beef with garlic in frying pan and drain. Combine all ingredients in a large pot adding additional water or PBR as needed. Simmer for two hours on medium covered. To thicken chili if needed add 1 tablespoon cornmeal. For a Texas Red version eliminate the beans and add additional meat or chopped stew meat. Serve hot.

Recipe by Kent "The Deck Chef" Whitaker. Recipe from his book *The Pabst Blue Ribbon Cookbooklet*.

Kent Whitaker is a Cookbook author and culinary writer with eight books. He is also member of, and an AUXCHEF trainer for the United States Coast Guard Aux. He and his wife Ally consider themselves as recreational riders and live in East Tennessee. Kent's books are available at any book store or online at www.thedeckchef.com

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Chattanooga, TN
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East Ridge, TN

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Marie's Antique Mall parking lot
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12:30 PM / Kick Stands Up @ 1:00 PM
www.scr34.com, hotrodcoop@gmail.com

SUNDAY, JANUARY 23, 2010

Chattanooga, TN
CAPTURE THE FLAG EVENT
Pandora's European Motorsports,
4784 Hwy 58, 8 am
www.pandorasmotorsports.com
Rain Date January 24

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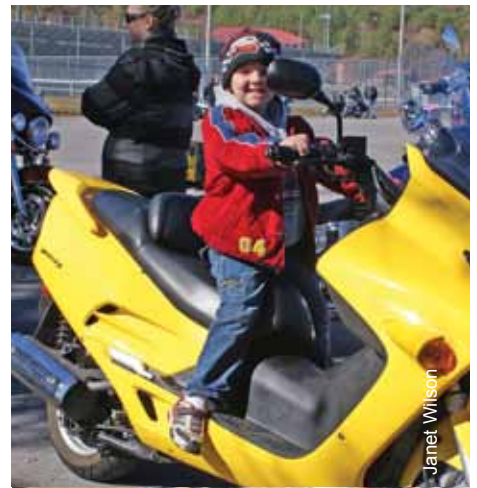
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ODDS & ENDS

PANDORA'S EUROPEAN MOTORSPORTS AND TERRY'S TWO WHEELS PARTNERSHIP

Pandora's European Motorsports is pleased to announce a formal partnership with Terry's Two Wheel just outside of Birmingham. Terry's is a full service shop that specializes in BMW Motorcycles. Terry himself is a former Technician and Service Manager at a BMW Authorized Dealer.

The recent events in the Alabama BMW market have left thousands of BMW owners without a convenient solution for Warranty work. Pandora's is investing in the transportation logistics to effectively fill that void and service the BMW customer.

Our driver/technician will be present at Terry's Two Wheel weekly for the foreseeable future to pick up and deliver warranty work. Our scheduled pick up and

deliveries will be on Tuesdays with the truck departing Terry's Two Wheel no later than 2:30pm.

Normal working scenario for Warranty bikes is for Pandora's to complete the service actions between Wednesday and Saturday, so the bikes can be transported back Tuesday mornings. This will ensure Alabama riders are not without a bike more than a week. There are no hidden costs from Pandora's or Terry's with bikes that are being transported for Warranty work, only a \$30 Repair Order fee. This also gives Alabama BMW riders a convenient drop off and pick up point for more involved servicings that require diagnostic equipment only found at an authorized dealer.

We are very excited at the new possibilities this opens up. Terry's Two Wheel is a trusted service shop that has earned our respect and endorsement. For questions, comments, or to schedule your machine in please call Pandora's.

Pandora's European Motorsports Pg. 11

2011 AMA Supercross and Motocross American Honda

is pleased to welcome Trey Canard and Josh Grant to the Honda Racing team for 2011 to contest both the AMA Supercross Championship and AMA Motocross Championship aboard Honda CRF450R race machines. For 37 years, Honda has amassed an unparalleled record in AMA Supercross and Motocross, winning more championships than any other manufacturer. Canard added to that tally in 2010 by winning the 250 Motocross Championship.

2011 Honda Contingency Support: In 2011, Honda will continue its industry-leading contingency program. The Red Rider Rewards program will support racing all across the United States by offering contingency payouts to a wide range of Honda-mounted professional and amateur racers during the 2011 race season.

powersports.honda.com



Chattanooga's First Couple of Scootering...

Bill and Maxine Levy, both light up when talking about their scooters. Between the two of them, Bill and Maxine have or have had eight scooters in the last several years. It started when Maxine wanted to surprise Bill for his birthday and bought a Bajaj (manual shifting, steel body) scooter, to which he later added a sidecar. Then Maxine caught the bug and purchased a Genuine Buddy, then a Buddy Blackjack. Bill not only has the Bajaj, but he also has a Buddy and has recently purchased a Kymco Like 200cc fuel-injected.

Their love of scooters is contagious; when they are in the shop at Scenic City Scooters and a customer walks in, we just turn around and walk away. No one can sell a scooter like Bill and Maxine! They have been responsible for at least a dozen new scooter riders.

They, along with Doc Tracy, are also the co-founders of The Fossils Scooter Club, originally a club for "mature" riders, but one that now boasts over 50 members of all ages. They have a blog, <http://scootfossils.blogspot.com/> and the club makes an effort to put together a ride on a fairly regular basis, weather permitting.

If you see Bill and Maxine "riding the wind", please give them a wave...or better yet...join them.

Jen Obal
Scenic City Scooters

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Thunder Creek Harley-Davidson Advertiser In The Headlight

Change is in the air at Thunder Creek Harley-Davidson. For those of us who love H-D products, and those who have yet to discover H-D, the opportunity has never been more inviting.

Keith Morrison, the new General Manager at TC since October, is a hometown guy who is passionate and intensely customer focused. Keith is excited to be at TC and he is full of ideas to "improve our customer's experience and we will strive to get it right until we do."

TC has already made a few changes. Because Keith believes in dealing directly with customers, he has an open door policy. So one of the first things he did as GM was to "knock a hole in the wall of my office and have a door installed into the showroom. I think people need to know where they can go if they need to speak to someone in charge and be in a place that is easy to get to."

Desiring to build strong relationships with his clients, Keith says "You have

to have pride in what you're doing so the customer will come back and buy again." He welcomes all feedback from customers, past, present and future. Keith has a reputation of success and has been managing Harley-Davidson dealerships for eleven years, spending the previous four years as the GM at Mountain Creek. Born in Fort Oglethorpe, Georgia, Keith grew up riding Harleys with his dad, "Wedge" Morrison and bought his first Harley-Davidson 27 years ago from the local Harley Dealer, Pate's. He has owned a Harley ever since.

Drop in to TC and you will feel the excitement in the air. One of Keith's goals for Thunder Creek is to become "one of the friendliest Harley-Davidson dealerships in the United States." He wants customers and employees to be proud to call TC their hometown dealer. The friendly, welcoming smiles of the TC staff already create a fun, relaxing environment to shop, visit and hang out. Upgrades to the facility are noticeable when you drive into TC; the landscaping is refreshed, and new signs are on the way. Keith plans to, "continue

upgrades to the facility and to work with the employees to provide each of our customers with a great purchasing experience as well as create an environment that makes people proud to say they shop here."

Keith is proud to say he is, "married to my beautiful wife Wyndi and we have four children, Lacey, Sabra, Austin, and Tanner...oh, and I have a grandchild on the way." Wyndi grew up in East Ridge. Both she and Keith have lived in this area most of their lives.

Anything else he wants us to know? "If you get the chance, come on by and stick your head in my door and say hi. Until then, ride safe, ride often, and tell everyone you know, there are some good changes going on at Thunder Creek Harley-Davidson."

Thunder Creek Harley-Davidson is located on 7720 Lee Highway, just off I-75, in Chattanooga, Tennessee. You can see their ad on the back cover.

Kathy Kile
kathy@kickstandup.com

Rocky Sisemore

Kathy Kile



Kenny Reynolds
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MOUNTAIN CREEK HARLEY-DAVIDSON

Mountain Creek Harley-Davidson Advertiser In The Headlight

Mountain Creek Harley-Davidson has a strong reputation in the North Georgia and Tennessee area. Located in Dalton, this H-D dealership is known for their friendly, helpful staff. With a new General Manager coming on board this past October, you can expect to see the same great service, attitude, and consistent enthusiasm for helping satisfy your Harley riding needs. Kevin Sewell is new to MC but not new to The Creek family. He came into the industry in late 2000 and has been fortunate to work in The Creek family for his entire career. He worked from 2000 to 2007 at Killer Creek in Roswell, Georgia. From 2008 to October of this year, he led the reins at Albany H-D before coming to Mountain Creek.

Originally from just north of Atlanta, Kevin was born and raised in Gwinnet County. He is happy to

be closer to family and especially happy to inherit such a well run dealership at Mountain Creek. He knows the value of relying on good staff and is proud to say he won't be quick to fix what isn't broken. Not that he doesn't have some new ideas brewing for customers, with some new activities and plans to keep things interesting at MC, but he is proud of his new store and plans to move slowly in implementing any changes.

One of the possible new events he mentioned is a drive-in movie night, where you can settle in for the evening after shopping all day at the store. Mountain Creek will continue to have garage parties to welcome women riders and educate them about the joys of Harley ownership.

Kevin owns three motorcycles and loves to ride. He has a Street Glide, the bike he rides most frequently.

His 2002 Soft Tail Standard has had a lot of motor work and is a super fast bike. With a 230 hp engine and a nitrous kit, Kevin has to be selective about where this HOG is ridden. He also owns a Custom Chopper he won from a local radio station. A former drag racer, he got caught up with the thrill of riding Harleys and put his cars on the back burner. He was in the automotive industry before starting to work at H-D and since getting into the motorcycle business, he hasn't looked back. Motorcycles all day and motorcycles all night. Sounds like a dream life to me.

Mountain Creek Harley-Davidson is located in Dalton, Georgia, at I-75 exit 333. You can see their ad on the back cover.

Kathy Kile
kathy@kickstandup.com

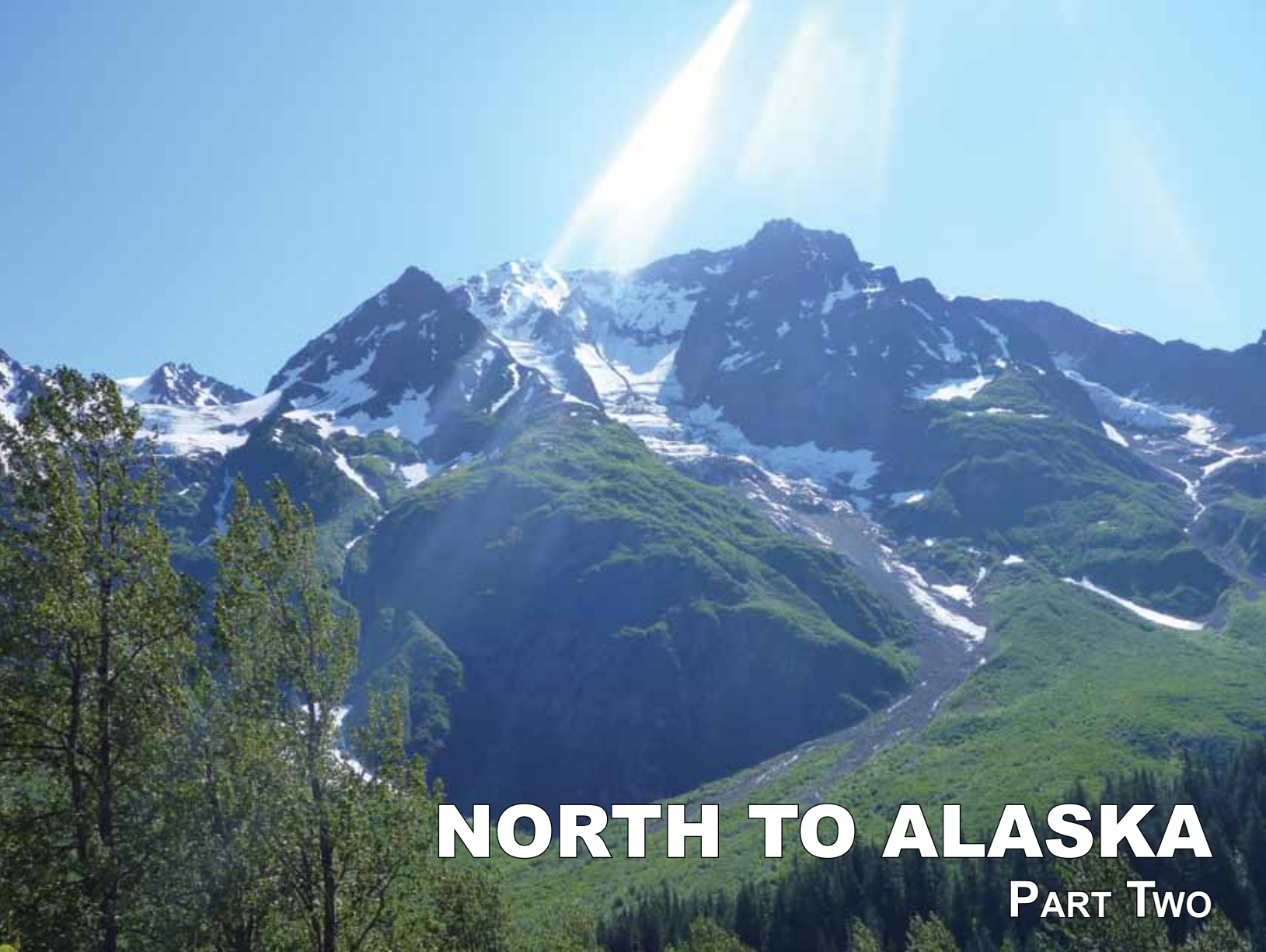
Rocky Sisemore

Kathy Kile



SEQUATCHIE VALLEY WINE & SPIRITS
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The advertisement features a decorative border of grapevines with clusters of purple grapes. The text is centered and provides the name of the business, its location, and a phone number.



John Queen

NORTH TO ALASKA

PART TWO

You could easily spend months touring the great Northwestern territories of Canada and Alaska but we had 16 solid days to ride our trip. Our goal was to reach Deadhorse, Alaska — 240 miles north of the Arctic Circle — on the eighth day and then turn East to Banff, Alberta before heading southwest again to Seattle. Unlike roads traveled in the lower 48 states, there are not multiple routes to get from point A to point B. Roads are few in number and conditions change on a dime so hitting our targets was never guaranteed. Every day was a gift wrapped in the greatest adventure filled with unpredictable weather, road conditions, bike performance, and physical endurance. It's impossible to tell all the stories so I'll just mention some "must-see" places on our way north and then talk about THE ROAD.

Hyder, Alaska serves as the gateway to Salmon Glacier which is one of the most mind-blowing places we have ever seen. There's no way to describe the size and

awe of this incredible hidden treasure rarely seen by most travelers. You need to plan on arriving in Hyder with at least 2 hours of daylight if you want to go to the glacier. The road is gravel with steep grades in places. Most touring bikes can make the trip but it will be a slow challenge.

Dawson City and Top of the World Highway [TWH] is a "got-to-see." The little city's appearance hasn't changed much since the late 1800's when it was the heart of the gold rush. It sits on the banks of the Yukon River that you cross by ferry to access the most phenomenal 66 mile dirt road on the planet. The day we traveled the TWH we didn't see another person the whole time...it was as if the Canadian government had closed the road just for us. There's no way to describe its far reaching vistas and deep contrasts in landscape. It was truly a spiritual experience. You really feel as though you are on the top of the world.

Wiseman, Alaska is tucked off the Dalton

Hwy about 25 miles north of Coldfoot. Most who dare traveling the Dalton think that Coldfoot is the only place to spend the night and they miss the best kept secret in Alaska. Berni and Uta Hicker at Arctic Getaway B&B are the greatest hosts in the state and their cabins and breakfasts are incredible!! There's no question, this was our favorite place to stay on the trip. I recommend booking two nights for lodging up and back to Deadhorse.

Finally, Deadhorse Alaska is a destination only the most fortunate riders in the world will ever see. The actual place is far from spectacular. It's nothing more than a gigantic work camp run by BP Oil Company. It's serious business up there—no alcohol, no entertainment, no frill lodging. The only reason you go to Deadhorse is bragging rights. There's not much in Deadhorse to see but the trip up is an experience of a lifetime. The 480 mile run north from Fairbanks is one of the greatest roads we will ever travel and if we never had the opportunity to travel another place, we consider ourselves blessed to





John Queen

have ridden the Dalton Highway. On a scale of 1-10, the road to Deadhorse is a 40.

If you've ever heard a word about the Dalton Highway you've probably been seduced into the mystery that enshrouds this never-ending path of dirt, chip and seal, and deep mud that crosses the Arctic Circle. The road has its own mythology. When I was introduced to the Dalton, I heard first-hand accounts of horror stories about its deep and long "oatmeal slug" stretches of grade. Talk runs wild about the gigantic trucks that haul massive loads and don't give a flip about bikers. I was warned about the totally unpredictable weather conditions north of Brooks Range that can cause hypothermia in minutes. I was coached on the possibility of riding for hours on my pegs and averaging no better than 25 miles an hour. I was advised to say my prayers before I left and be sure to

thank God when I returned. Let me say, the road was a little of everything mentioned above, but for the most part it was utterly fantastic!!! Like most fish-tales, the challenges are inflated. There were some parts of the road where I ran 80 mph just to say I did it. Granted, we changed our tires to knobbies in Fairbanks (very smart move) and we road great endure bikes; but if you've got the right bike and the right tires and use common sense, anyone can make this trip. It's not beyond the reach of any serious minded, well equipped adventure rider.

My advice is to save, sacrifice, work hard, dream big, and do whatever you can to ride the road to Deadhorse, Alaska. You will never forget it and never regret it. For us...it is the best adventure thus far in life.

John Queen



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Isn't it shocking that the most repeated physical activity you have ever done or will ever do (sleeping) could be the source of your chronic pain.....

Gentle reader....let me give you a clue.....structure is complex and if you wake up feeling worse than you felt when you went to "rest" it might be because you are sleeping in a position that didn't feel uncomfortable the first 15,000 times you slept like that....stop the madness....find out about this stuff...

Twilley Chiropractic Center...899-6941....

BACK ROADS

Jack Daniel's Annual BBQ Cook-off

We reviewed the weather forecast, as we always do before a ride. We knew it was going to be one of those Tennessee days where the temperature fluctuates 40 plus degrees, so we prepared with plenty of water, energy snacks, and layers of clothing. I love my saddle bags and tour pack this time of year.

We left Hixson about 8:15 a.m. with it quite chilly at 40 degrees and headed to Thunder Creek Harley-Davidson to meet our fellow riders. They arrived in their winter suits at 9:00 am and the temperature had risen about 10 degrees...much better...our cheeks had begun to thaw. When we departed, we knew it would be a great ride. The sun was beating its rays on our backs as we headed west.

Our decision was not to run the interstate, since we were in no hurry to reach our destination. We headed toward Monteagle Mountain. Flawless cruising curves! We reached the top of the mountain, had a cup of coffee,

and checked with our leader on our final destination time of approximately one hour to Jack Daniel's Distillery in Lynchburg, Tn.

As we descended the mountain, it seemed like we had stepped back in time. Old barns, dated Chevy trucks, front porches with folks waving to wish us well...were we in Mayberry? Again, the ride down the mountain was just as spectacular as the ride up the mountain. Bless the folks who created these roads!

What an event, with food and vendors galore from all over the United States. The Lynchburg Square always has their traditional Jack Daniel's General Store items. This is Nostalgia!

What a great ride! If you enjoy cool, crisp weather, a day ride, beautiful FALL leaves, and a trip back in time... this is your ride. Plan for next year's event or just plan a trip to Lynchburg, Tn. Take a tour of the Distillery. The ride is worth it. KickStand Up!

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- Turn right at Jasper town square staying on 41 South
- Follow 41 South up mountain through Tracy City
- Into Monteagle, TN, where you pick up 41 Alt
- Take rest break at Jim Oliver's Smokehouse
- Take a left out of Smokehouse parking lot onto 41 Alt
- Take 41 Alt through Cowan, TN and into Winchester, TN
- Turn left at Winchester town square on Rt. 50
- Follow Rt. 50 to Lynchburg, TN.



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Motocross Physically Demanding? Better Get In Shape!

So, a few days ago I had a friend tell me that motocross is considered the most physically demanding sport. It definitely is very demanding on the body, but I was still a skeptic, so I Googled it. Turns out that when you type "most physically demanding sport" in Google, you see several references to Motocross. Results, however, were inconclusive.

Whether the world recognizes it or not, motocross is very rough on your body. It takes a lot of strength to throw a 250 lb bike and a 150 lb pound body around a 180 degree turn. It takes even more strength to get that done in time to get a good drive out of the turn so you can hit the next jump at the right speed.

When you hit that jump, you are standing up on the balls of your foot (ideally), but you're not standing up

all the way with your knees locked; it's more like squatting slightly and holding it there against your weight and the acceleration of the bike pushing you backwards (ever sat against the wall without a chair?). Then you get off of the face of the jump and you're holding on for dear life... with your knees. You better hope that you have been exercising with that thigh master.

Your arms aren't out of the picture though. When you land and go into the next corner you're holding that back break tight, getting as much braking done as late as you can into the corner, then you pull that throttle back as you come out of it. Many riders get what we call "arm pump" (basically a cramp) from gripping the bars, squeezing the brake, grabbing the clutch, and pumping the throttle. This is done over and over in a race. If your arms aren't in shape or you haven't been eating the right foods, you'll come off the track and not be able to move your hands.

Straight-aways are what we call our rest time, but it's still no leisure. We're holding the throttle wide open and setting up for the next turn, and the whole time being barraged by bumps on the track. We have to

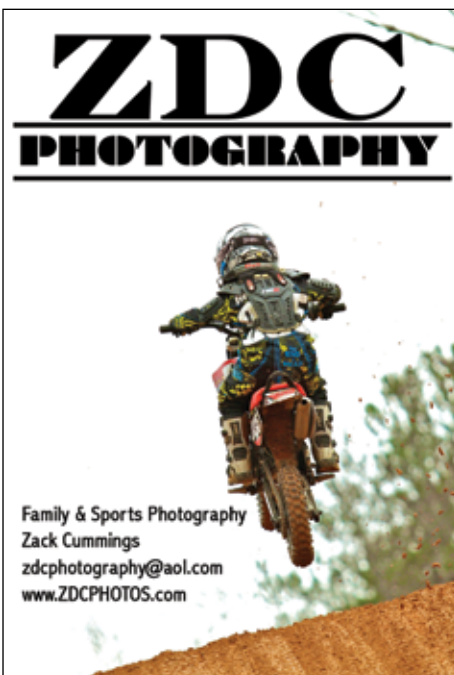
react to these bumps and hold our bikes steady to stay on them. That's why you will see our elbows in the air many times, so we can react to these things.

Some that haven't raced wouldn't consider this to be a cardiovascular sport, but it's the best cardiovascular exercise I've ever done (ranked alongside soccer). When I first started, I would get off the track and collapse immediately. The last lap was grueling. Five laps really takes a toll on the untrained body, but the pros go for 30 minutes! That's not an enduro, that's standard.

Bumps, rocks, roots (HURTS!), jumps, ruts. All these things come at you fast and you have to react to each one. Each obstacle takes strength, skill, and agility to overcome. It takes a great deal of endurance to do this lap after lap. So, if you're thinking about getting into motocross, know that your first practice session will consist of a cycle of two laps and a break. It will definitely get you in shape.

Jeff Griffith
Gary Griffith Cycle
jgriffith@griffithcycle.com

Zack Cummings



ZDC
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Motocross Physically Demanding! How To Get Shape!

Core exercises should be your primary focus on training. Your core strength is essential to your health and performance. The core muscles are usually considered the abdominal area and the lower back. Trainers often neglect these muscles groups, because they simply are not fun to do. Most trainers are familiar with MX or Off-Road riding for that matter.

Lower back pain is a common problem for many. The integrity of the lower back is essential for normal body activity especially athletic activity. The lower back is probably the most neglected body part among those who exercise regularly.

LUMBAR HYPEREXTENSIONS are probably the easiest to do. All you need is a clean surface to lay prone (face down). While laying prone place each of your hands, palms up

on each respective gluteus muscle (buttocks). Now contract your lower back muscles in the up position when you do these exercises. The reason you place your hands this way is you're trying to concentrate on the lumbar muscles (lower back muscles) exclusively.

Another exercise for the lumbar muscle group is the **SUPERMAN**. You start off in the same position, however this time you raise your legs and arms out in front of you all at the same time. Hold for 20 seconds, relax and repeat with three reps. You should look like you are doing a swan dive when doing this.

If you want to add balance and coordination to your reflexes, you can perform these same exercises using a fully inflated **STABILITY BALL**. In fact, I recommend a stability ball be included somewhere in your program for that very purpose.

Abdominal exercises, everybody hates these guys. But strong abs are not only essential for your athletic performances, but your overall health. People with strong abs tend to have fewer incidents of the chronic illnesses we see today. **SITUPS** are probably the best

period, because they move the whole midsection as a unit. They also use your hips and lower back as well. This allows you to train as a unit rather than a part. MX riders need to function as a whole unit like machine.

When performing these, bend your knees and hook your feet under something and rise up. You can place your hands in front of your chest, not behind the neck. Do as many as you can and try to increase the numbers every week by at least ten reps.

You can also add **V-UPS** to this routine. While lying on your back, and keeping your legs extended, raise your arms and legs up at the same time like you are trying to touch your feet. Hold the position for a few seconds and do about 10 reps. Repeat for three sets.

Of course you have **LEG RAISES**. While lying on your back raise your legs about 4-5 inches off the deck for 10 seconds. Repeat for three sets.

Danny Thompson
Riverpark Chiropractic
wthom25852@aol.com

Zack Cummings

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Troy Steele

Families That Ride Together Meet The Kelleys

Wes, Robin, Ty, and Grey Kelley often spend their weekends riding dirt bikes. Wes rides a Honda CRF 250X, Robin rides a Honda CRF 100F, Ty rides a CRF 70F, and Grey is on a CRF 50F. Their favorite places to ride is Prentice Cooper State Park, their family farm in Pikeville and numerous other public riding areas throughout our region.

Wes bought a 1979 XR250 at the age of 15. He has lost count of the number of bikes he has owned over the years everything from Harleys to Hondas. He said that, "street bikes are great, but dirt bikes are my favorite." Robin started riding a Honda scooter at the age of 16. She could often be seen cruising the streets of Hixson. "I was the only girl in the neighborhood with one. It was awesome." When they first met, Robin thought he was crazy riding in the woods, but after a few rides she

had to get a bike of her own. This started a weekend tradition they both enjoy, THEN CAME THE KIDS!

With such cool motorcycle parents Ty could not grow fast enough. He got his first bike from Santa at the age of 2 (it did sit for a while). Robin was reluctant to see her baby boy take off for the first time, but was reassured when she saw all the safety equipment available for kids these days. "The proper riding apparel is definitely a must for enjoying a great sport," Wes says. "In my opinion, with the proper supervision and equipment, motorcycling can be as safe as any sport." Another key Wes feels is "knowing your child's riding abilities, which comes with close supervision." Grey's ability is totally different than Ty's and recognizing their strengths and weaknesses, once again is a must for children.

With television, computer, and video games capturing the attention of children these days, riding provides a great outlet to explore nature. It definitely assists in hand eye coordination and is great exercise. This is coming from Robin, a former schoolteacher that plans to return to teaching when the kids



get a bit older. It also provides great family time. We often pack a picnic and make a day of it.

For any questions about getting started we are fortunate to have a great group of motorcycle dealers in our area. They can assist in bike sales, service, public riding areas, etc.

Alan Kelley
alan@kickstandup.com

Editor's Note: Since Robin took the photos, we missed seeing her lovely face! Something to remember for the next Family That Rides Together.



Robin Kelley

CHATTANOOGA Police Dept

Photo from the archives of Joe Pate of Pate's Harley-Davidson, Chattanooga's first Harley-Davidson dealership. The photo was taken in 1951 with Joe's dad O.L. Pate standing to the left.



Hamilton County Traffic Division

The Hamilton County Traffic Division is comprised of five deputies consisting of one Captain, two Sergeants, and two specialized traffic investigators. All personnel are certified re-constructionists, with one being ACTAR (Accreditation Commission for Traffic Accident Reconstruction) certified.

Responsibilities of the Traffic Division include routine patrol for deterrence and enforcement of traffic violations, as well as investigation and reconstruction of vehicle crashes (with special emphasis on those which involve serious injury and/or death.) Traffic deputies make presentations to our local schools, various organizations, and the neighborhood community upon request.

Traffic deputies conduct internal training in Basic, Advance, and

Reconstruction crash investigation, DUI detection and enforcement, Emergency Vehicle Operation, and computer based traffic crash reporting (TraCS). Two

deputies are certified police motorcycle instructors and one a certified civilian motorcycle instructor through the Motorcycle Safety Foundation. Motorcycles are utilized by the Hamilton County Traffic Division in the performance of enforcement, parades, and escorts for VIP's, visiting Political Dignitaries and funerals of active and retired public safety officials. Traffic Division is concerned with child safety and has certified child safety seat technicians who are available to install and inspect child safety seats. The goal of the Traffic Division is to insure the safety of the citizens of Hamilton County and to save lives.

Capt. Charles Lowery Jr.
Hamilton County Traffic Supervisor

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BIKERS' DOZEN

BY EDDIE RAHM
CHATTANOOGA, TENNESSEE AND SURROUNDING AREA
BikersDozen.com



THE TELlico LOOP

What a day this has been! Today's scenic loop took me on back roads with a mix of straight and curvy sections of two-lane highway - some parts with very sharp curves. I also passed along a beautifully scenic section of the white water rapids of the Ocoee River. In the most rural sections I had to be careful to watch for gravel washed-out in the road from driveways and for dogs that may not be in fenced-in yards. This loop took the majority of the day to negotiate, mainly because of its abundance of curves. Enough said; hit the road with me as I recount to you the journey - one you may want to take!

Starting point: Tennessee Welcome Center
Route Length: 196 Miles
Elevation variance: 670' to 1764'
Fatigue factor: Moderate



Eddie Rahm





Loop 1 – Partial Description:

Since much of the day will be on the curvy roads I have elected to take my Aprilia Tuono RSV 1000R sport bike, which is very much at-home on the curvy roads I will be negotiating for most of the day. Beginning at the Tennessee Welcome Center (I-75 N, north of the East Ridge Exit) I head north on I-75 for about 10 miles until its goodbye to boring interstate via Exit 11 (Ooltewah Exit). At the end of the ramp the route takes a left on US 11 (Lee Highway) and then after about 0.2 miles takes a right on Mountain View Road. The route only stays on Mountain View Road a block, then a left on Snow Hill Road.

Snow Hill Road begins the scenic part of the Route that will provide several hours of relaxing riding. I will cruise on Snow Hill Road for about six miles on a winding two-lane road traversing an area that's a combination of residential, farmland, and lake front properties. Then it's a left on SR 312 (Mahan Gap Road) and about 0.7 miles until reaching highway SR 58, and time to make a stop at one of the convenience stores for a Moon Pie and a Coke. Tradition says the combination should be a Moon Pie and an RC Cola, but since Moon Pies were first created in Chattanooga and the first Coke was bottled in Chattanooga it seems more appropriate to opt for the locally based combo.

After my break I head north on SR 58 for some cruising through mostly farm country. In the pre-interstate days SR 58 was once a main travel corridor between Chattanooga and Knoxville but now has been relegated for commuting mostly locally. In this section of the route are long, straight, hilly sections mixed with sweeping curves to keep riders alert. I cruise for

about 37 miles on SR 58, passing through Decatur TN (pop. 1395) a small town that provides travelers with some fuel and fast food options. Decatur is named after Commodore Stephen Decatur, Jr., an early 19th-century American naval officer renowned for his exploits in the Barbary Wars and the War of 1812. Upon reaching SR 68 the route turns right and remains on SR 68 for a total of 69 miles, starting with terrain similar to that which was experienced on SR 58, but as SR 68 progresses further east the terrain changes. I relax while I can because as I progress further east, the gently sweeping curves and slightly sloping terrain give way to ridges and sharp

See the Chattanooga Convention & Visitors Bureau web site, www.chattanooga.com, for the complete route description, with maps, directions, and photos.

..... elect to take another break by pulling over at the Scenic Overlook near the Ocoee Dam #3 for a photo shoot and to wave at other bikers zipping by. Then, back on my red Tuono and about another 26 miles down US 64 until reaching highway US 411 where the Loop turns south, and continues in straight-line cruising mode for about 13 miles. This section of US 411 runs parallel with a main-line CSX Railroad and crosses over the state line into Georgia along the way until it turns right on SR 2. Winding around on SR 2 is a pleasant two-lane section through the country for about 22 miles but riders must pay special attention to the road signage since there are several turns at intersections to be made along the way. Upon reaching the intersection of highway US 41, which prior to I-75 was the main north-south corridor to Florida, I turn right on US 41 and soon am back in the area of congestion with daily commuters that I have successfully avoided for most of

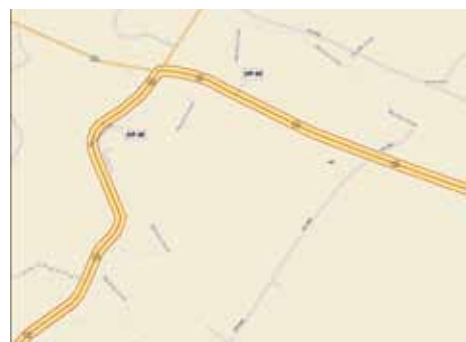
the day. In this section the loop passes through Ringgold (pop. 2422), the town Dolly Parton was married in, as well as the marriage place of George Jones and Tammy Wynette. After a total of about 11 miles on US 41, I reach I-75, and take the ramp north back to my beginning point the Tennessee Welcome Center.

It's been a great day! I'll get supper at one of the many great Chattanooga restaurants downtown tonight and enjoy a good night's sleep. Tomorrow I'll get to decide whether to take on one of the longer loops or a shorter one- it's all about the freedom of the ride!

Eddie Rahm
eddie@kickstandup.com

As we hit the road we should always be thankful for the health provided by the Lord to enjoy his handiwork. It is my prayer that you will be safe and that you have placed your life in the hands of our creator. As Proverbs 3: 5 & 6 says, "Trust in the Lord with all your heart and lean not unto your own understanding; in all your ways acknowledge him and he will direct your paths."

The Bikers' Dozen is a thirteen part series highlighting thirteen scenic rides in the Chattanooga and surrounding area. The complete package can be found on the Chattanooga Convention and Visitors Bureau web site, www.chattconvention.org. The accompanying article is a brief summary of Loop 1.



Rocky's Review Nitrogen Or Not?

While researching the practice of using N2 (Nitrogen) to inflate tires on cycles and autos alike, I kept an open mind, and I am always open to personal opinions and testimonials from you, the readers. In last month's issue I featured Dyna-Beads. The feedback I received was fantastic. Whether one had never heard of Dyna-Beads, was using them currently, or now considering using them, I just wanted to thank you all.

By its makeup, nitrogen depletes O2 (oxygen). Yes, even though our atmosphere is mostly nitrogen, nature's balance remains in tact. There are conditions and usages that N2 plays for manufacturers and yes, even tire pressure.

In the natural order of the universe, oxygen is needed for fire, explosion, decay, and life itself. I'm not a chemist, although some would call me a mad scientist, what I have acquired in my own mind has come through personal experience with the gas itself.

When you place your fifty cents in a machine to air up your tires,

you receive about 78% nitrogen (N2), and around 21% oxygen (O2). The remaining is made up of other gases and moisture. You will need up to forty quarters (up to \$10 per tire) if one desires to use nitrogen.

The airline industry uses nitrogen in aircraft. I can truly see the reasoning behind this usage. Since N2 cannot cause or accelerate combustion in case of fire or explosion, it is an understandable expense.

Perhaps another upside, being a lighter gas you will save 4% (about an ounce overall) in weight if that benefit seems worthy of your applications.

It will not attack rubber, since oxygen has to be present for any matter to break down. Does it make a real difference in extending tire life? In the real world, tires wear from the outside due to use and/or abuse and neglect. I've been told that rotations, air pressure, and balancing are the real life-extenders of any tire.

There are motorcycle manufacturers putting nitrogen in the tires of new motorcycles. Some automobile manufacturers do the same. Yes, there are kits available

for the do-it-yourselfer, and at this time shops and dealers can be found without your facing the black-market for supply.

I know there are people on both sides of the opinion. Hey, that's your choice. After studying the pros and cons, filtering through dealer and manufacturer "wisdom" and "logic," I will end this investigation with one *published question and answer:

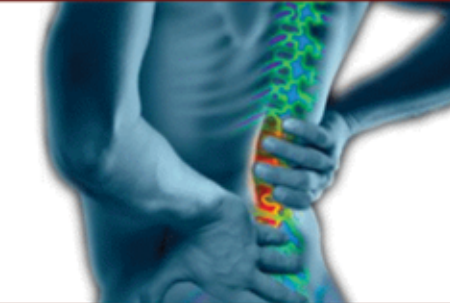
Q: Seems to me that since the difference is so small and nitrogen is difficult to get and more costly, that it is not worth the effort and the cost.

A: That's a logical conclusion.

Rocky Sisemore
rocky@kickstandup.com



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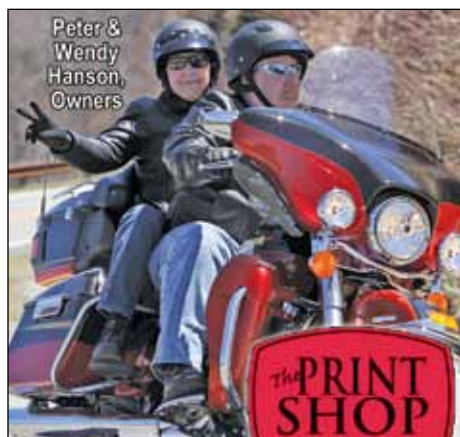
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WINTER BIKE STORAGE TIPS

Here are a few preventative and easy tips to save you some money in the spring and get you rolling quickly!

- Disconnect the battery (only the (+) positive is OK), and make sure it is fully charged (12.6 V) when you disconnect. It's best to connect a Battery Minder or Battery Tender, which are chargers that have a computer chip in them, referred to as smart chargers. They don't charge all the time and will put a drain on the battery and then recharge it. This makes the battery work and is better for longevity. If you have a regular charger (not automatic) don't leave it on all winter because this will hurt the battery in the long term. If the motorcycle will be stored outside take the battery inside.
- If you will not be using your motorcycle for three or more weeks, put some Stab-Bil fuel stabilizer in your tank. This will prevent corrosion from moisture and varnish build-up. Mix it in really good and run the engine for awhile so it makes it to the carburetor(s), so you won't have to drain it or them when it's time to ride again.
- Check tire pressure [check your tire sidewalls for proper tire inflation amount]
- Finally, now is a good time to do an oil change so it will be ready in the spring and you won't be pumping all the old oil in the engine when you get back on the road.

Mike Caron
American Motorcycles of Chattanooga
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The BMW Survival Toolkit includes everything needed to perform basic maintenance and more easily while on the road! It starts with a custom designed ballistic nylon pack that keeps a T-handle tool set, CO2 tire repair kit and other four essentials handy. You'll be prepared for just about anything with survival items like Quicksteel, fire starter, duct tape, epoxy, wire spool, flashlight, whistle, and mirror. The kit even includes a tow strap so you can help others in distress. The kit can be worn as a fanny pack or mounted to your bike with the included hardware and a little ingenuity. Kit Dimensions: 10" x 6" x 4.2" Weight: 5.2 lbs.

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- Sliding T-Bar 4"
- Drive extension – 6", Hex Sockets – 6, 8, 10, 12, 13, 14mm
- Allen bits – 2mm-8mm; Phillips bits #1, #3
- Slotted Bits – 4, 7mm
- Torx Bits – T10, T15, T20, T25, T27, T30, T40, T45
- 14" – 3/8" adaptor
- Universal Joint; Spark Plug Socket – 16mm
- Open-End Wrenches Low Profile Combination Type – 8mm x 10mm; 12mm x 13mm; 12mm x 14mm
- Multi-Tool Stainless Steel Contains: Adjustable wrench, Long Nose Pliers, Wire Cutters, Serrated Knife, File
- Hybrid Tire Inflator works as a hand pump or Co2 inflator
- Co2 cartridges – 2 per kit
- Tire Repair Kit – tubeless type
- Tire Gauge – standard pressure (1-50 psi)
- Quicksteel – steel reinforced epoxy putty
- Loctite 242 – Blue type for aluminum fasteners
- Duct Tape Pack – 3" x 18" strips
- Electrical Tape – 10' roll

In The Headlight Product Review



- Zip Ties – Assorted – 4" & 6"
- Safety Wire – 20' Spool Stainless Steel
- Tow Strap – ballistic nylon 15'
- LED Flashlight – high intensity with emergency whistle and magnet
- Storm Proof Lighter – includes built in compass and signal mirror

Available at Pandora's European Motorsports
 [Page 11]



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In The Headlight Harley

Harley McGhee got his first dirt bike at age three. His dad, Jon, loves to ride his Harley, but never imaged his son would take such an instant attraction to dirt bikes. It just wasn't in the family genes. But take to it Harley did. His Mom, Angie, says ever since the training wheels came off, he's been riding non-stop in their yard and she affectionately calls him her "yard rider." Angie says, "If it has to do with motocross and dirt bikes, Harley is totally into it. He eats, breathes, and lives motocross." At the age of

seven, with the support of his parents and grandparents, James and Kathi Hensley, Harley was able to live his dream and began racing on the track. In a little over a year and riding a KTM 50 Pro Senior, Harley has won 42 trophies, with 30 of those first places. When asked about his goals, his reply was, "to qualify for the Loretta Lynn Amateur National Motocross Championships." At the rate he's going, I see that happening very quickly!

You can catch Harley in the air at Chattanooga Motocross track.

Kim Teems
kim@kickstandup.com

Check out more photos of Harley at KickStandUp.com

Stacey Birket, Kim Teems, Angie McGhee



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The Broken Spoke

Editor's note: The Broken Spoke will be a monthly column dedicated to looking, and commenting, on things that are happening that will affect the motorcycling community in the Chattanooga area. This column will be written with smiles. We hope you smile while reading it. [The smiling stops us from having Gary put in an institution.]

To wave or not to wave, that is the question. I do not have a clue as to the answer. Really I don't. I am naturally a very friendly person. I greet strangers that I see on the street and in stores. I always try to wave at other bikers because I feel that we have a brotherhood, or sisterhood, or whatever. But I must admit that I feel like a fool when I wave and the person on the oncoming bike does not wave back. Like he or she is too cool to wave at me. Usually they are wearing a black leather vest only, no shirt, and have a helmet that is just a shell with an iron cross on the top of it. They just stare at me as if I have no right to be on the same road with them. And they are usually riding a certain bike that you would normally associate with that type of persona. You know what I mean...Accountants.

There are other culprits as well. BMW riders lead the pack in not waving back or being very friendly. Obviously this is not true of my friends at Pandora's Motorsports, but as a rule most of the people riding BMW bikes just can't seem to wave at other bikers, even other Beemer riders. It's like there is this air of false European superiority that they cannot be bothered with lowly riders of other bikes. Or maybe they are afraid to take their hands off of the bike while riding. I'll go with that. All I know is that Ducati riders and Triumph riders wave back. And some of my best friends ride BMWs. At least they used to be my friends. Then they bought BMWs.

So I have come to a crossroads in my life. This is a big question. Should I stop waving to other bikes? Do I turn into a grumpy old man who just stares at people with their hands out waving? Do I just stare straight ahead because I am so darn cool and into myself that I can acknowledge no one else? I am not sure. I do not want to dislike other bikers, but these people who do not wave back are making it so easy.

I am sure that there are legitimate excuses for not waving. Sometimes people are busy trying to ride their bikes. They may be thinking of where they are going.

They may be thinking about what gear they are in. They may be constipated. THAT'S IT! These are not unfriendly people, they are just seriously constipated. Maybe the non-waver, evil-doers should be doing prunes or massive quantities of fiber before they go riding.

Being constipated would explain a lot of things. I mean if you were backed up all of the time it would be hard to be very friendly to anyone and trying to ride any bike in that condition might be making it worse. I am going to suggest a new promotion for BMW...buy a bike and get a free case of Metamucil. Those non-wavers will be free to wave in no time at all. Unless the problem is the pain and itch of hemorrhoid tissues.

That seems to more likely with the hard core, leather clad, "I'm on a cruiser and trying to maintain an image crowd." They are true hard core bikers. Except of course Monday through Friday when they are hard core accountants. Why just last week one of them rode 26 miles. But the pain and itch can make you look like you are sucking on a pine tree. And the last thing you would want to do is wave. What is funny to me is that the older riders of these same bikes seem to be friendlier. Maybe they have all had the surgery to correct the problem. It's the thirty something riders who just bought their first bike that seem to have the problem. So maybe a case of Preparation H with each cruiser would improve road manners.

And how is one supposed to wave? Is there a proper waving etiquette that they teach in the MSF courses? Do you have your own signature wave that says, "Yes, I'm waving but I'm still cool.?" Do I have to wave back at riders of scooters?

Of course the rudest bikers of all are the ones on motocross bikes. They don't wave at me at all. They just stare at me like I'm from Mars or Chicago. Just because I took a wrong turn and ended up on a goat trail for 62 miles on my luxury touring bike doesn't mean they can't wave back at me.

I guess I will just keep waving. The few who refuse to wave back are not going to spoil it for me. Maybe we can come up with a Kickstand Up! Official Wave and Salute. I don't know what that would look like but it sure would be cool. So this winter as we drool over the keyboards surfing the net looking for things we need for our rides, think about your wave. And when you wave, use all of your fingers.

Gary Boyd
gboyd1800@yahoo.com



Kathy Kile

Freedom Worship Center 7th Annual Biker Sunday



Freedom Worship Center in Soddy Daisy held their 7th Annual Biker Sunday on October 31st. Pastor Mike Battles, who rides a 2004 white Harley-Davidson Fat Boy, describes FWC as "different, with a purpose." The church wants to reach out to people who want to "come as they are" to church and who might prefer a less traditional church environment. Church members and staff at FWC are friendly and welcoming and several of them ride motorcycles. The parking lot on Sunday sported Hondas, a Big Dog Chopper and several Harleys. It is easy to see why the riding community is dear to their hearts.

Sunday's event included a free continental breakfast, church service, free lunch and a group ride afterward. Riders came from as far away as Lafayette and Chickamauga, Ga. Prize tickets were given to all attendees and drawn during lunch. Gift cards from Walmart, local restaurants, and other businesses were among the prizes given.

Freedom Worship Center is an interdenominational church and is located at 11150 Dayton Pike in Soddy Daisy. Their website can be found at www.freedomworship.com

Kathy Kile
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Enter your church motorcycle events at KickStandUp.com/events.html

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Kathy Kile

Crash pad. For most of us, that word conjures up the image of a friend's couch, an inflated mattress in your brother's living room floor, or maybe a lumpy sofa bed at your mother-in-law's for Christmas. If you're a rock climber, it's the pad that shields you from getting banged up on the



rocks in case you make, shall we say, sudden unexpected contact. So when I read about two rock climbing college buddies who moved to Chattanooga from the Boston area and were building a Crash Pad in Chattanooga, it caught my attention.

Here to take advantage

of the plentiful rock climbing opportunities of the area, Max Poppel and Dan Rose had come for the pure joy of the Chattanooga outdoors. It didn't take long for their creative, entrepreneurial minds to spot an opportunity. Outdoor enthusiasts needed an affordable, safe place to sleep while exploring Chattanooga. More importantly, they needed a sort of hub where everyone could sit by the fire, share adventure stories and, well, party!

Hospitality, a love for people, the desire to create a warm, safe environment where groups of people can gather and make new friends. These guys may have come from Boston, but they sounded the epitome of Southern Hospitality. I contacted Dan and Max to congratulate them on their new venture and to share what seemed an obvious connection. I knew another group of travelers who love adventure, the outdoors and having a place to gather and share their stories, and okay... party – motorcyclists! What if The Crash Pad served as a place to introduce these two sets of adventurers? Their enthusiastic response was immediate, "Tell us more!" After a brief chat, they both agreed. "We can picture our hostel, half filled with motorcyclists, the other half with rock climbers, hanging out on the property, having a great time and getting to know each other."

For those unfamiliar with "hostels," it's a brilliant concept. Not a full service hotel, hostels are scattered around the US but found in abundance in Europe. Often they are converted homes or the upstairs of a business; typically thin on amenities, but very easy on the wallet. Max and Dan's Crash Pad is anything but typical. Sporting 5,000 square-feet, their two-story building will contain six private rooms with queen size beds, unusual privacy in a Hostel. There will also be 12 twin-size bunk beds and cots available if needed. The main floor will have a kitchen/living area shared by both floors of the building, and a separate male and female bath/shower and sleeping area. On the second floor, there will be another male and female bath/shower and sleeping area and an owner's apartment. Bed rates will range between \$25 and \$60.

In choosing the location of The Crash Pad, Dan and Max decided to join in the revitalization of the Southside area of Chattanooga. They bought property at 29 Johnson Street, located just off Main Street downtown. Ground breaking began in early December and we look forward to meeting friends, old and new, at their opening in spring of 2011.

Kathy Kile
kathy@kickstandup.com

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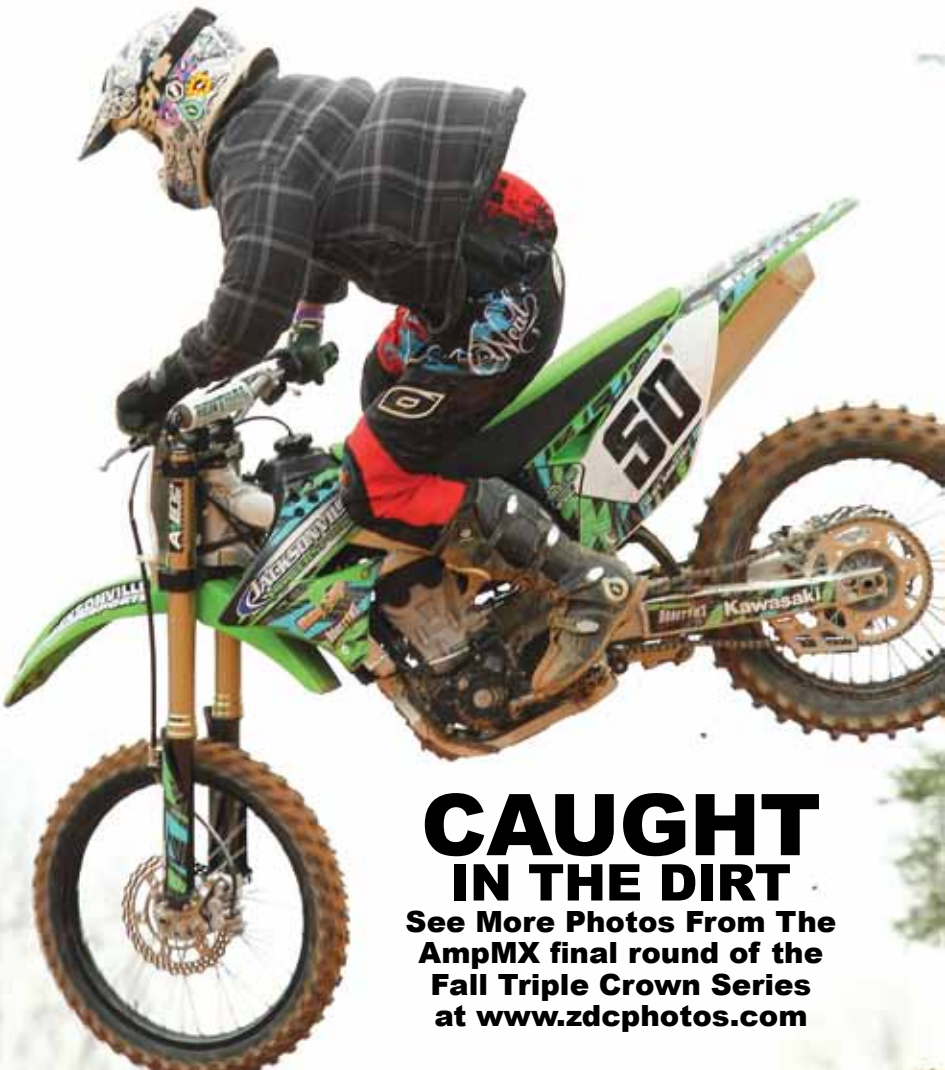
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The children of Polk County will have brighter smiles come Christmas morning. Saturday, November the 13th, approximately 135 motorcycles roared out of the Plaza Green Shopping Center in Cleveland, TN to the annual Polk County Empty Stocking Toy Run. After the Southern Cruisers made a brief announcement, a prayer was offered for the safety of the riders and especially the children of Polk County.

I want to take this moment to thank the Bradley and Polk County Sheriff departments, along with the Benton Police department for watching our front and back door on the ride. I have never felt comfortable with blue lights and sirens around me, but this day was an exception. Onlookers lined the road to watch and listen to the herd pass by to the Mercy Tabernacle Church with toys strapped to their rides. It was a pleasure meeting Rick Cooper and Chris Gordon of the Southern Cruisers, along with many others and making new friends.

The good people from the Mercy Tabernacle were gracious and had prepared loads of homemade chili for the riders, as we had a wonderful time of one another's company. The weather was displayed like a custom order, with blue skies and sunshine above and the colorful leaves below.

For many of the children, these gifts will be all they receive on Christmas morning, and it was a joy to be a part of this worthy and much needed ride. Thanks to everyone that took part in this ride and all the rides throughout the season that help bring joy to children on Christmas.

Rocky Sisemore
rocky@kickstandup.com

See photos from a variety of the Toy Runs from the Chattanooga area at KickStandUp.com



Kathy Kile, Wayland McKinney, Rock Sisemore, Janet Wilson, Chuck Welch, Randy Lyons



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