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The Scenic City's Motorcycle Heart Beat

JANUARY 2012

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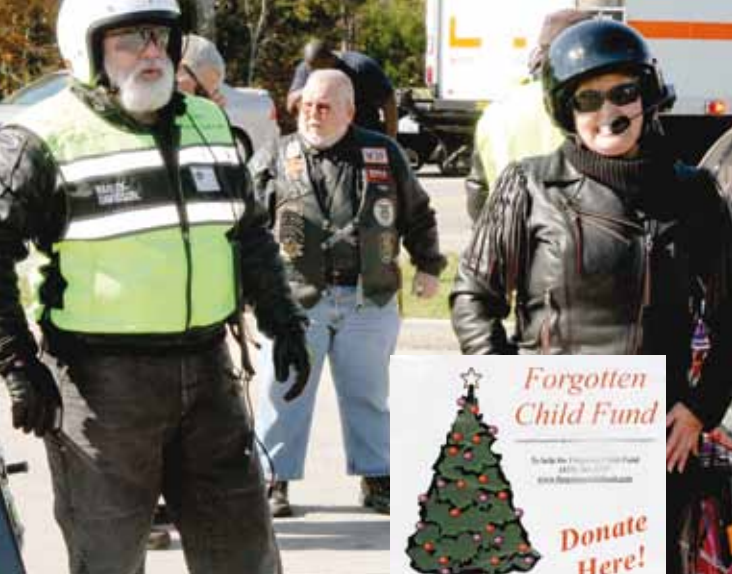
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Frank Pate





ROAD MAP

Road Map Photo: Austin and Emily KSU autograph session. You may remember them from the Road Map photo in the October 2011 issue.

Photographer: Stacey Birket
mxpaparazzi.com

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Cover: January, 2012
Photographer: Gregory Cook
www.gregorycookphotography.com



Janet H.

FROM THE EDITORS

As you read this it is most likely right around January 1, 2012. A new year is always exciting. What will the New Year bring? January 1st is a point in time where people strive to make changes in their lives. Perhaps it's losing weight, or stopping smoking. Maybe it's being nicer or just wanting to check off one more item from your "Bucket List." Whatever it is, now's the time to put your mind to the task and get it done. Simply put, a resolution is really a promise you make to yourself. Don't let yourself down in 2012.

Motorcycling is becoming more and more popular each and every year. We all know someone that has been talking about buying a bike year after year. For one reason or another they just never seem to do it. This might be the time to put a bug in their ear and get them motivated for that first bike purchase. Motorcycling in one form or another is an activity that everyone in the family can enjoy. I'll never forget the look on my grandson's face as he sat on that shiny new Honda 50 in the showroom of Honda of Chattanooga close to a decade ago.

Maybe you want to step out of the box in the New Year. Perhaps you've been riding the same brand, type, or style bike for a long time and just want to try something different. The nice thing about motorcycles, is that if you buy something you don't like as much as something you've had before you can just sell it and go back. I have to admit that I've owned a couple dozen bikes in my life and there's never been one that I didn't enjoy in one way or the other. In my world, all motorcycles are fun and they are as much a part of my life as breathing.

There's not a lot happening this time of year, but one thing I always look forward to in January is the World of Wheels at the Convention Center. I never get tired of seeing the custom motorcycles and cars and hanging with local gear head lovers. The World of Wheels is January 6 - 8. Coming up on February 4th is Pandora's yearly charity event to benefit The Austin Hatcher Foundation for Pediatric Cancer. Pistons and Fenders is being held at the Coker Tire Museum. It should be a blast and all the money goes to a great cause.

**Until next month, ride often and ride safe.
LTRAMAP,
Ronnie "Rock" Land
Ronnie@kickstandup.com**

Hello Everyone!
I hope this finds you well and happy, ready to start a new year of adventure. Me... I'm daydreaming about what I want to accomplish this year. Visions of off-road trails, mud and dirt, twisty mountain roads, and far-off oceans are going through my head. I'm looking forward to a busy year, but wait – I need to slow down and enjoy this moment and all that it includes. So many times I find myself rushing forward and forgetting to enjoy the now of riding; those nippy cold rides with layers of gear on and heated gloves, blue crisp skies, and a little cold spot right between my eyes.

We are very lucky here in the South when it comes to wintertime riding, at least most of the time. This month's cover for example, was shot by Gregory Cook, while riding in some rather slippery conditions last year. I'm happy he got the shot, but don't know if I'd be happy to go down that road! I prefer my rides without ice, unless it's my nose hairs freezing a bit...

World of Wheels brings in the new year here in Chattanooga. It's time to check out what everyone has been building in their garages; time to see all the toys! I'm sure Charlie Brown will be there with one or more of his super clean, three-wheeled creations, and I know the KickStand Up! staff will be there too.

February brings the Pandora's European Motorsports Pistons and Fenders to benefit The Austin Hatcher Foundation for Pediatric Cancer. If you like anything that goes fast, has a motor, or is motorsports related, you won't want to miss this unique event. Check out the ad on page 17. There will be live entertainment, a live auction, and the unveiling of the Ducati 1199 Pinagale; Ducati's all new innovative supersport motorcycle, the most powerful twin cylinder production engine ever produced. It's sure to be a good time for a good cause and at a super neat place - the Coker Tire Museum.

I hope you'll enjoy January's issue and take a moment to tell a KSU advertiser that you saw them here; KSU is Free because of them. It's all about helping each other out and buying local when possible. Thank you for your support!

**Until next month,
See ya in the wind,
Kim "HippyChicKim" Teems
kim@kickstandup.com**

"The secret of health for both mind and body is not to mourn for the past, worry about the future, or anticipate troubles, but to live in the present moment wisely and earnestly."

~ Buddha



CHATTANOOGA'S

KICKSTAND UP!

The Scenic City's Motorcycle Heart Beat

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KSU Community

SNAPSHOTS



Good Changes For American Motorcycles In 2012!

In an effort to provide better service to our customers and friends, we will be re-organizing our service and parts area. We will also be closing the showroom area in order to streamline our operations. We will, however, still be selling motorcycles on a limited basis.

We thank all of our customers and friends for their support and trust that our changes will serve you better in the future.

Mike Caron

Each month we are giving KSU gear to the first person to pull the new issue out of our 24/7 rack. The magazines hit the rack around the 27th of every month. When the new issue arrives the KSU flag will be flying above our rack in front of the Quick Tees building at 3472 Brainerd Road. Be the first person to get the new issue and win a prize along with getting your photo in next month's magazine.

Hamilton County Court Officer David Newman and (name unknown) are co-winners of this month's first magazine pickup contest. From the photo you can tell that they were going at it tooth and nail. Officer Newman is a big supporter and distributes magazines to our readers in the Hamilton County Courthouse. "Name Unknown" is the regular pickup man for the Chattanooga Public Works Department. He always gets a

Introducing **KSU Community Snapshots**...A place for you to share your two and three wheel triumphs, thoughts, and memories. Submit your comments and photos [try to keep it to 100 words or less with optional one photo - including photographers name - per comment] to KSU by email to kim@kickstandup.com or snail mail to:

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**Subject to KSU approval and space availability.*

least 50 copies for his co-workers. If "Name Unknown" is reading this now, stop by Quick Tees and make sure to introduce yourself! We thank you both for supporting KickStand Up! Magazine.

FACEBOOK FUNNY CAPTION



"Wheeeeeeee!!! Made it!!! Now, if we can clear the two Harleys coming up fast..."

Betty Loveless



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Tommy Crawford

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SLiPpeR Principle

Remember how you felt when you first started riding? Every action required conscious effort. If you were blessed enough to have a good teacher, you may have avoided some pitfalls but you still thought about everything you'd been taught. You thought about when to brake, how to brake, which brake to use. You worked to pull the clutch, shift and release smoothly. You really thought about that curve up ahead and what processes you needed to go through to make it.

Having just gotten my license in March, these memories are pretty fresh. It might have been easier if I'd learned to ride as a kid, but I didn't. I've learned that you can teach an old dog new tricks; it just takes longer.

For weeks I took each curve by working through what I dubbed the SLiPpeR principle to help me remember the acronym.

- **S**low down before you get into the turn
- **L**ook where you want to go
- **P**ress on the handlebar the way you want to go
- **R**oll on the throttle to accelerate out of the corner

Every action required my attention. My muscles were tight with the stress of

keeping my 600 pounds of machine upright!

With each mile, my confidence grew. I didn't think as much about that gentle curve coming up or concentrate so hard on how to shift smoothly. Those things were becoming more natural. Sharp curves still tested my nerves, especially if they involved a hill and other vehicles or objects, but each day, each mile, the processes became more automatic. Then a mishap would shatter my confidence. I'd go back to the basics, consciously thinking about each move and striving to overcome the fear of "what if I do it again?" More miles gradually reduced the fear, replacing it with a sense of accomplishment. Then another mishap would send me back to the basics again and shake my confidence but not as bad as before because I'd gotten back on and ridden again without incident. With each mishap, you start the process all over again till one day you realize you've put a lot of miles on those tires and you're starting to relax and feel comfortable. It's a good feeling, but don't get too comfortable.

I discovered while it is good to feel comfortable riding, there is also danger in letting our guard down and thinking we have made it. This lesson was pounded home again the other day. I was just marveling at how much more relaxed I am in general and how much more comfortable I am in turns after logging 3000+ miles. Then as if on cue, I turned slowly into my driveway – a sharp right-hand turn down a steep hill with a brick wall in front of me if I don't turn enough. My mind was concerned with all the cars at the bottom rather than my turn and

without thinking I hit my front brake in the turn. Both feet went down and I just gently laid it over at the top of the drive. I had to take my humble hat in hand and go ask my husband to help me pick it up. I mentally reviewed the basics that I had not followed.

How like that is our ride with God! Like me learning to ride a motorcycle later in life, some of you have just started your ride with God. You relate to that fear of falling again – that fear that can stop you from trying again if you dwell on the "what ifs." Just ask God to help you pick the bike up, dust you off, and help you back on the bike.

Unlike my late start in motorcycling riding, I learned to ride with God as a child and I'm pretty comfortable there, but I can forget the basics and find myself in a heap of sin. I've learned that chances are good I'll fall again, not because I plan to fall, falling hurts, but I'll fall because I'll lose my focus and miss a basic step. I've also learned the ride with Him is so awesome it's worth persevering. My bike is too heavy for me to pick up so I go to God and confess my mistake and ask for His help again. He has NEVER failed to help me, no matter how many times I come back with the same problem caused by making the same basic mistake. And He has promised in Hebrews 13:5 that He will never leave us or forsake us. That means He will NOT FAIL YOU. All you have to do is ask.

So to keep both wheels on the ground, periodically review the basics to be sure you are doing them. Remember SLiPpeR. It's a good acronym for some motorcycle basics and for some spiritual basics.

For Motorcycles:

- **S**low down before you get into the turn
- **L**ook where you want to go
- **P**ress on the way you want to go
- **R**oll on the throttle to accelerate out of the corner

For Spiritual Basics:

- **S**low down to enjoy the gifts God has surrounded you with,
- **L**ook where you are going and Listen to the still small voice with which God is nudging your conscience,
- **P**ress on the way God would have you go, Praising God and Praying for His guidance.
- **R**ead God's word.

Becky Djernes

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In The Headlight Unwanted MC

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Unwanted MC is open by invitation only to any law-abiding citizen who rides an American made cruiser motorcycle. Our members come from diverse background and various professions, but everyone understands our roots are in the Noble Professions. Unwanted MC became one of the few motorcycle clubs in American to open its membership to women with the acceptance of our first female member in 2002.



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Pandora's European Motorsports is now a fully authorized Gerbing heated gear dealer. This is our first year jumping into the heated gear market and we are all in. Everyone in the shop rides through the winter months, and we all have our different techniques for staying warm on the bike. One thing we all have in common though is some form of heated apparel...be it pants, jacket liner, vest, jacket, gloves, or boot liners. Personally I ride with a heated vest, it is just enough to keep me cozy in most all conditions. I've ridden my GS up Suck Creek with 15 degrees indicated, my torso was warm but my arms, legs, feet, neck, and hands were bitter cold. This year I am taking advantage of the gear we have available to us. I will be staying warm and cozy with a Gerbing jacket liner and Gerbing gloves....pulling into the shop parking lot in the morning shivering uncontrollably will be a thing of the past!

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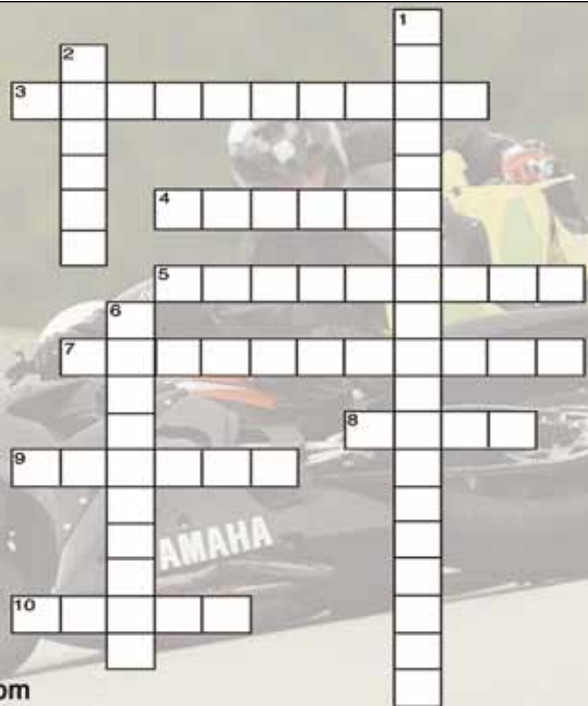
ACROSS

- 3 Italian bike manufacturer owner by BMW
- 4 The name of Pandora's Shop Dog (Mascott)
- 5 The State in which Pandora's is located
- 7 The City in which Pandora's is located
- 8 Number of riding modes on the S1000RR
- 9 Ducati was once a manufacturer of
- 10 K bikes are primarily cooled by

DOWN

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View From THE BACK SEAT

My soul mate Chuck and I are 47, went to school together, and were lucky enough to “find each other” two and a half years ago. Life is Beautiful!

Before we got together, I was living in Jax Beach and thought of getting a bike. Chuck had recently gotten an 883 Sportster. When we got together, we went everywhere! I have always loved to ride. My Dad had one since I was young(...er). I have never enjoyed it so much as I do now with my soul mate. I love the view from the back seat now that my soul mate's in front!

After awhile, we began the “ever tedious” (hehe) process of test-riding bigger bikes. We figured out what we loved; didn't like at all; and was nice but could live without. One feature

that I really didn't care for was a taller back seat...too much wind!

On Valentine's Day, our dream came true and we signed papers on an anniversary edition HD Ultra. Needless to say, there is no need for gifts on that day again, because there's no way we can ever top that!

She had 11,700 miles on her when we got her and as of this writing (Dec. 1), she's almost due for her 30k PM. The Sportster had 21 on her and I cried when we traded her in. We see pictures of it now and say, “How did we ever ride that little thing, let alone go so far on it?!” (for the record, I have NO idea)

The view from the back has a much better seat now. After a ride, we don't walk like we're 80 for three

days. After a lot of miles and a lot of responsible “passenger,” I am happy to be the “extra eyeballs” watching for roads signs, deer, traffic, and stupid people. It's not my Love's driving that makes me nervous, it's those other people. “They” don't know what they're going to do, how could anybody else presume to know? We have had our share of close calls (knock-knock). Just got rear-ended in a car back in May. If we had been on the bike we wouldn't have been very lucky. The guy was doing about 40 and we had just stopped. The car was totalled. “Extra” eyes be alert. It's that 1% when accidents happen. We've lost far too many in just a seconds time. Never underestimate our back seat responsibility. It's your life too.

On the back seat or not, I feel responsible to help raise people's SEE MOTORCYCLES awareness. I'm out there too, even though I'm not gripping handlebars. I use gestures (most nice) and wear reflective clothing and armbands whenever I can.

Life's Short, Enjoy the Ride!
Sue Albright

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Up! Magazine for taking all the great pictures. Together we raised \$400 for Wally's Friends. If you're in need of low cost pet care go by and see the great staff at Wally's Friends in Red Bank. Looking for a great place for your next party, meeting, or event? Choose Bart's Lakeshore in Hixson with the friendliest staff, great food, & live entertainment, and best view on the water in Chattanooga.

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- 2 pounds large frozen shelled shrimp thawed
- 1/2 cup olive oil
- 1/2 can plus Pabst Blue Ribbon
- 3 tablespoons lemon juice
- Creole seasoning
- Pasley flakes
- Lemon

Combine the shrimp, olive oil and Pabst Blue Ribbon beer in a bowl, cover and place in refrigerator for an hour or more. You can cook using water soaked skewers or just with some foil over your grill coated in non-stick spray or in the kitchen using a skillet with a bit of nonstick spray or olive oil. Cook the shrimp while sprinkling with Creole seasoning and parsley until the edges are browned and the shrimp is cooked. You can also bake this dish in the oven using a cookie sheet with a bit of non-stick spray. Dash with lemon juice and serve!

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.thedekchef.com or on twitter at www.twitter.com/theKentWhitaker

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Kim Teems

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Rick's Cycle Parts & Violent Choppers **BAMA SWAP & DRAG**

Hugh "Hey U" Teems and Chuck "Chuckamoo" Welch, cruised up to Sand Mountain Drag Way in Section, AL, in the Gus truck, to cover Rick's Cycle Swap & Violent Choppers Swap & Drag. There were a lot of nice and interesting bikes and the "Bama" boys and girls pulled out all the stops for their hot rod drag cars. It was a free for all at the drag strip. Lots of vendors, campers and smiling faces. Rumor has it they'll be doing again this spring so keep your ears open!




Chuck Welch
chuck@kickstandup.com

See more photos at
www.KickStandUp.com

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Rides & Rods



Chuck Welch

Gary & Diana Eaker



Rides: 2006 Wide Glide with Vance and Hines Pipes, Harley wide tire kit, Harley Thunder Star wheel, Harley Bullet shifter and controls, chrome front shock covers, Mustang seat, and a Harley chrome inner primary cover.

Chris Eaker's ride is a 2006 Street Bob with a lot of Harley chrome.

Rod: 1970 Plymouth Cuda – Two year ground up restoration, paint Go Mango, a 440 six barrel, 4 speed transmission with a Pistol grip shifter, a 3.55 : 1 Dana 60 posi, legendary interior and Firestone Indy tires.

In Gary Eaker's words, "If you don't ride you wouldn't understand the fun and beauty of riding."

I would encourage everyone to drive or ride on the back of a bike at least once. Even today, I don't tell my mother when we ride until we get back.



A special note Chris Eaker just returned from Logar Province, Afganistan. Thank you for your Service. Thank you Gary and Diana Eaker for letting KSU do your story.

See more pictures at kickstandup.com.

Chuck Welch
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In The Rearview Mirror
Vintage



Kim Teems

This 1968 Harley-Davidson Shovelhead is in a 1957 HD rigid frame. The paint job is a true 70's style metal flake paint job. The wheels are Invader style that was on every custom of the early years. I saved this piece of true American chopper history so we could enjoy it for years to come!

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Michael Lewis



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BMW GS Training Camp



Terry Walker

Heading off for a weekend of riding enjoyment, a friend and I rode through the hills of TN, NC, & SC arriving at our destination, the BMW Performance Center, located in Greer, SC. The 640-acre BMW Performance Center offers several different classes along with four different multi-day motorcycle tours. Classes range from one to three days for on-road, off-road, and /or a combination of both. A total of ten customers of Pandora's European Motorsports attended their first GS Training camp for the motorcycle off-road course. This is a first class rated facility and the instructors, Blair, Ross, and Ricardo, are highly skilled and knowledgeable. The class was from 8-4:30, with a meeting in the morning of a brief course overview. We were then off to

try our skills on the best built and most versatile brand on the market. Our choices of bikes ranged from the G650 to a R1200 GSA; all provided by BMW. The course that we participated in was the "off-road foundations," which was the one day course.

Some of the techniques learned: balancing points, body positioning, weight distribution, clutch and brake control, all types of terrain, inclines and declines, slaloms, obstacles, logs, gravel and sand pits [hard pack to loose], off-camber terrain, and water crossings. After each technique is learned, we then participated in "enduro laps" around the training facility to build on what we had just learned. These are just some of the many skills

learned. As the day progressed the day got more challenging.

An incredible lunch was provided by BMW that was prepared by the on-site chef.

Whether you're an amateur rider just learning or an advanced rider with many years of experience who thinks that you have nothing else to learn, (off or on-road) you're cheating yourself by not attending one of these classes. This is the ultimate playground to improve your skills.

Terry Walker
terry@pandorasmotorsports.com

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AMA SUPERCROSS

The Greatest Season Ever

Last year's AMA Supercross season has been dubbed "The Greatest Season Ever," and this season is certain not to be overshadowed. We have riders, Chad Reed, James Stewart, and Ryan Dungey, all shooting at the reigning champion, Ryan Villopoto, to steal the title.

Chad Reed faced some real challenges from the beginning of the 2011 season. He had just started up his new racing team, Two-Two Motorsports, and some would say that he had a disadvantage as a privateer. This year he enters the season with Factory Honda backing his team. Two-Two Motorsports will now be based at Honda's Racing facility in California, where they will have access to Honda's design and manufacturing facilities. This means better R&D for the Two-Two Motorsports team which will boost team morale, bike performance, and hopefully translate to more wins for the CR22 team.

In light of San Manuel Yamaha dropping from the Supercross scene, James Stewart recently announced his new contract with Joe Gibbs Racing. This means he will stay on the Yamaha, which many people blamed for his shortcomings last year, while others hold as the pinnacle of motorcycle manufacturing. Either way, this year will be completely new for Stewart. He will be on a familiar bike for him, which he has gotten used to over the course of the last season,

but with a new team and even adding another sport to his repertoire, we will see either a distracted James Stewart or a rejuvenated one.

Ryan Dungey is on a completely new bike after signing with the Austrian manufacturer, KTM. He has gone from an aluminum, Japanese frame to a Steel, European frame. This may not seem to be a big change for some, but this changes the dynamics of handling the bike substantially. Despite this change, he has looked very good on the KTM, and is reunited with his former team manager, Roger Decoster. Last time Decoster and Dungey were united, we saw an unstoppable Dungey. He is smooth, and controlled, and earned second place finishes on his new ride in the Monster Energy Cup.

Ryan Villopoto, last year's Supercross Champion, Motocross Champion, and Monster Energy Cup Champion, has the momentum going into this season. He had been known as an inconsistent rider leading

up to the 2011 season, but throughout this past year it seems that his catch phrase has become "I rode smart." Despite his improvement in consistency, he has some stiff competition all gunning for him in this upcoming season, and his recent races have not included the likes of James Stewart or Chad Reed. Will he use the momentum, or will he choke?

So, we have three of the top riders with drastic changes to their rides, and a reigning champion who has nothing to get used to. Again, it's anyone's championship. Again, we have riders on new bikes. Again, we have the promise of an exciting Supercross season. The first race is at Angel Stadium in Anaheim, CA. Mark your calendars for January 7th, and stay tuned to Speed TV for another exciting season of AMA Supercross!



Jeff Griffith
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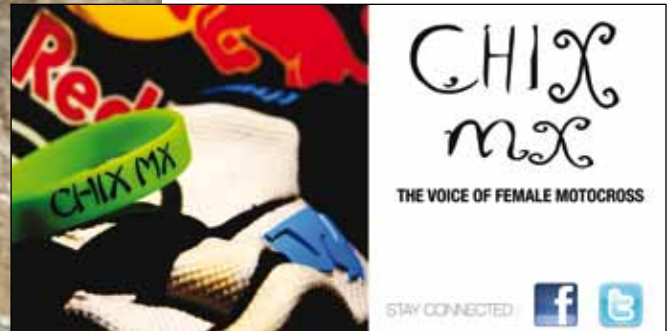
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When I started Chix Mx in the early spring of this year, I did not dream that it would have taken off like it has done so far. I am very excited and even more enthusiastic to continue to pursue my newly found project. Alas, for every positive outcome our mild manner organization experienced we also encounter huge brick walls that we are challenged with. Attitudes in the world of motocross concerning female riders are stubborn, to say the least. In order for the girls to get equal amount of sponsorships as the guys, attitude for the girl racers must change and be supportive. Putting myself as an advocate for girl riders, I have personally seen the response of so many people that are receptive to Chix Mx and desire a change for the female population in the sport of motocross. The amount of girls racing motocross is definitely on the rise. Our mission is to show the industry this growing trend and get them to support our female racers.



Top photo from left to right it is Darcy Jacks, Jessi Hanford, Abby Jacks, Chloe Jacks and Serratia Gonzales. Bottom left, Toni Kirby

This fall Chix Mx and two of our team members participated in the Mini O's at Gatorback Mx in Gainesville, Florida, the week of Thanksgiving. Jessi Hanford and Abigail Jacks represented Chix Mx in the Girls class and Women's class. Jessi Hanford got 5th in the Girls 12-15 year old class.

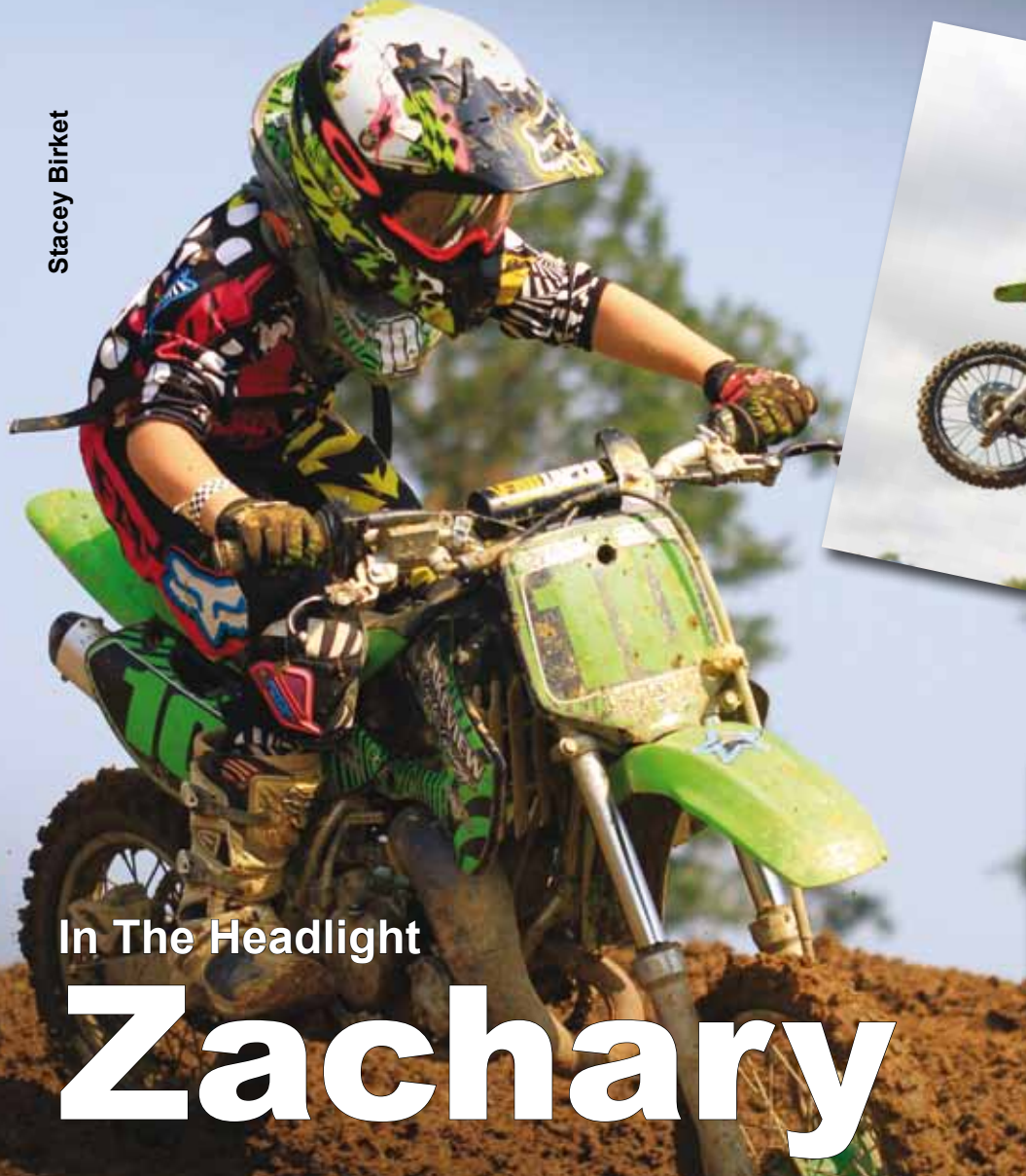


The beginning of December Toni Kirby and Abigail Jacks raced in the Women's class at Amp Mx. Toni took 1st place and Abigail took 2nd place for the overall., and then the following week Toni Kirby participated in her very first arena cross race in Cleveland, Alabama, at Southern Supercross Park. She won the Women's class and got 2nd place in the Open "B" class. To say that we are proud of her is and understatement. She turned many heads that weekend.

We are looking forward to our 2012 season and are hoping to gain more sponsors in the next few months so that Chix Mx can keep growing.

If you or your business is interested in sponsoring Chix Mx send an email to darlene@chixmx.com.

Darlene Jacks



In The Headlight

Zachary

Hi, I heard you might be interested in a new mx kid for your Headlights - well I have one! My son Zachary is probably one of the coolest kids you could ever meet. I never would have dreamed where this crazy world of motocross would take us or how really strong and dedicated my nine year old is. One Saturday morning three years ago a shy little boy came running into our bedroom and said, "Dad, you have to buy me a motorcycle so I can race the Calsonic Arena!!" We had NO idea what that meant or how to get started... so what did we do? Bought A BIKE!! One year later this cool little boy won first place in the beginner 65cc class at the Calsonic Arena. Zachary has amazed us from the moment he got

on the bike - yes he started at six on a kx 65 because HE wanted a clutch. He raced his first race at Meadow Creek Motocross in Crossville, Tennessee and we were hooked from there. Today, Zachary has won eight series championships from there and met one of his favorite riders, Chris Palmer, who continues to mentor him. Zachary is a member of the R.O.C.K team and we have been so lucky to have met so many wonderful people who have helped us along the way. Ultimately it has been the determination of our cool little boy that practices day after day in rain or shine, cold or hot, to get "good" enough to hopefully make it to Loretta's one day. We couldn't be more proud and enjoy everyday how he improves. He just won first



and third in the Big Show series and plans to race a few races in the Arenacross series this winter. Next season he plans to ride different tracks and get more experience for Loretta's. Thank You for the opportunity to share our story!

**Kevin & Jennifer Jordan
Murfreesboro, TN**



Andy Harper

BIG THINGS HAPPENING IN MIDDLE TENNESSEE

Fast Farms MX Park & Christiana MX Park

There is something special about the smell of exhaust on a sunny morning. Hearing the roar of motorcycles warming up for their races and feeling the anxiety in the air as everyone waits; waiting patiently for the gate to drop, the mud to fly, and dreams to come true. Dreams both big and small are played out lap by lap each weekend at motocross tracks across the country. Middle Tennessee has recently gained two new tracks - Fast Farms MX Park and Christiana MX Park. Both tracks are operated by Mid South Race Productions (www.midsouthraceproductions.com), whose founder, Phillip Myers is an accomplished racer himself.

In 2011, Mid South Race Productions put on The Big Show Race Series; a series which ran from spring to fall and proved to be a great series for riders of all levels. This year there were riders coming from all over the Southeast to see what all the talk was about. There have been rumors floating around for some time about a motocross track in Christiana, TN, and another one somewhere in between Chattanooga and Nashville. These rumors were of big AMA caliber tracks with great dirt, great layouts, and great maintenance

crews. I would be happy to settle this for everyone right now - these rumors are absolutely true!

In fact if you are looking for a place to train for Loretta Lynn's, there are none better in the Southeast than Fast Farms MX. Fast Farms has the size, speed and feel of a pro level track. The crew at Mid South Race Productions all ride and either race currently or raced in the past. These folks live and breathe motocross, and it shows every race weekend. Fast Farms has produced many Loretta Lynn's top ten finishes, several hole shots recipients, and they always have a good presence at the annual Mini-O's in Florida every fall. Great tracks produce great riders and Fast Farms is one of those tracks. But if that is not enough, they offer more.

Like any sport, the greatest athletes in motocross are always learning, training and perfecting their skills. Mid South hosted a few training days throughout the 2011 season with Travis Preston (www.travisprestonmx.com), a phenomenal pro motocross and supercross rider with a talent for teaching the skills riders need to grow in their sport. KickStand Up's own Tyler Davis made a great video documenting the last training weekend with Travis Preston - you can see it at <http://vimeo.com/33215431>. Riders of all ages have a great time, learn a lot and make lifelong friends at Mid South training day events. One of the great things about Mid South's tracks is they are designed

to be fast, fun, and safe for riders of all skill levels. Naturally that kind of attention to detail in track design is necessary and beneficial for hosting a good training day. That is just how things are done at Mid South Race Productions.

For 2012, Mid South is planning several one day race events, perfect for competitive riders from the Chattanooga, Nashville and Huntsville areas. Unlike larger series of races, single day race events do not require season-long participation. That can be quite appealing for competitive riders looking to try out a new track. Fast Farms for example, is just 60 miles from Chattanooga, and in the world of motocross that is considered a pretty short ride. Next year Mid South's one day race events at Fast Farms MX Park and Christiana MX Park are sure to be stacked with some of the fastest and most exciting riders in the Southeast.

Mid South Race Productions is tuned into the fan universe as well, and 2012 is going to bring even more fun for families and fans. Motocross is as much a family sport as a sport can be and Mid South understands that. Race day is not just about the riders, it is about the experience that non-riders, fans and families have as well. If you have ever wondered what a motocross race might be like, next year may be the time to learn firsthand. In 2011 there were lots of fans out there watching the races and enjoying some burgers or hot dogs and all that the events had to offer. That meant of course checking out the vendor tents like Sloans Motorcycle and ATV of Murfreesboro - a big sponsor of The Big Show Race Series. There were even a few dirt bikes raffled off this year and some happy winners! And of course there were some posters given away thanks to MX Paparazzi, who attends all Mid South races and provides fans and riders with photos of all participants at super low prices. For 2012 Mid South plans to go bigger.

That is right. For 2012, Mid South's founder Phillip Myers says it is time to go bigger. "It's The Big Show right?" he asks me. I nod. Here we go.

Andy Harper
limitedwave@gmail.com





Stacey Birket

1st place trophies reach over 6 feet



Rocky Mountain High



Mike Valentin

Rocky Mountain High Colorado June 21 – 28, 2011

What an incredible time we had traveling the roads of Colorado. It was a non-stop rush of senses from June 21st through the 28th.

Earlier in the year four of us committed, Hans Janggen, Maurice Lewis, Jeff Small, and I, to meet in Denver to ride the Rockies after juggling time and resources. The easiest way to get there is to fly from Boston and Hartford. The hard way is to ride. Maurice rode in from Chattanooga, and I rode in from Fort Worth.

Our plans were to daisy chain the roads and mountains between Denver, Mount Evans, Estes Park, Vail, Aspen, Frisco and Castle Rock, with a final departure from Denver.

The first full riding day was a trip to Mount Evans with our day finishing in Estes Park, sunny, cool and beautiful. On our way to the top of Mount Evans the Park Ranger collected our fees. Spiraling skyward, we smelled pine and peered through evergreen pollen so thick, as if man-made.

Prior to the ride Maurice mentioned to us that he was apprehensive about the climb through the clouds. At the top he was ashen. The combination of altitude, lack of oxygen, anxiety, and asthma had a grip on him. I was scared. Maurice needed a quick descent since there was 50% less oxygen at the summit of Mount Evans. He found two angels in disguise who took him down in their car. [See Going Out Is Good... on right]

Before I rode Maurice' bike down, I spoke to a Park Ranger in the parking lot to explain our situation and the possible need for back-up. Like a knuckle head from New York City, I told her, "Don't tow my bike away, Ok?"

I blasted down the hill and didn't realize I had passed Maurice and his helpers. When they arrived Maurice was visibly improved. Following our many thanks his helpers departed. He walked off to minister with medicine, food and rest, and I had to go...back up...again?!

At the gatehouse I put my thumb out for a ride and heard from the first car entering, "need a ride?" A retired couple, Gary and Cappy, in a rented Sentra drove

me to the top. I rode my bike down.

We all regrouped at the bottom. After some rest, some drink, and recharging with the views of the lakes and mountains, we headed out for an early evening arrival at Estes Park.

During dinner in Estes we talked about what happened during the day. The highpoint was the kindness of strangers who gave help when asked. Hans, who is a recent United States naturalized citizen, opined that Americans are quick to lend assistance even to a stranger. Hans, you could tell, was proud of his choice with America. I was too on both counts.

We continued to revisit our individual experiences and made them permanent with good food, friendship and well deserved sleep.

On day 2 we left Estes Park and headed for Vail via the Rocky Mountain National Park (RMNP). Adventuring along switchbacks and narrowing roads led to steeple chasing curves. Passing Longs Peak I remembered my time climbing in those mountains fifteen plus years prior with three points of contact, now cruising by on two.

At the RMNP entry tollgate we barely slowed down. Three miles later Jeff's RT shifter broke and was stuck in first gear. Jeff made a cell phone call to Bill Smith the proprietor of www.tourbikes.com. Bill tells us he'll meet us at that morning's hotel in three hours with a fresh bike. He arrived in 2-1/2 hours with a replacement R1200 RT (90,000 miles young!). His great service and positive attitude helped us to stay on schedule for a night in Vail. (Special kudos and thanks to Bill!)

The roads to Vail were superb. The air was brisk with no considerable traffic and the outlooks along the way were ideal. The roads covered a continental divide, Lake Granby, the Berthoud Pass (zoom, zoom, zip, and zip), Route 70, and the Eisenhower Tunnel with a quick arrival into Vail. Well, not so quickly. My GPS faulted. We finished the route to our hotel with a road map. We used the Butler map for Colorado trip planning, and it was money well spent. The G1 and G2 routes dominated this entire trip. If you don't know about the Butler maps, check them out.

As in our former trips, we gave this trip an irreverent name. This trip was, "Doin' the G1 or it's the K-Y", along with a commemorative plastic jacketed custom sticker for each of us.

On Day 3 we left Vail for Aspen motivated to make good time. Each curve became more familiar than the previous one. Like fish we followed the reflected curves of riverbanks below. Fishermen fly casting with felt bottomed boots; we skimmed above with cleat bottomed boots.

The road went by the historical site of the famous 10th Mountain Division of WWII. On the grounds are concrete footings of so many barracks slowly

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returning to earth. The location was beautiful, and solemn.

Continuing on, we crossed the Continental Divide at Independence Pass, the headwaters of the Arkansas River and quickly arrived in Aspen, a picture perfect town. Nice local shops with haute couture shops of Louis Vuitton, Christian Dior or Dolce Gabbana – is this Newbury Street? We spent some time walking, enjoyed lunch, some people watching and departed for Frisco to roost in simpler surroundings.

The fourth morning came quickly, and we departed for Castle Rock from Frisco, the engines humming and barking.

Further along the GPS faulted again and led us to - dirt! Big dirt... 4+ miles – fifteen degree sloped dirt, downhill curved soft shouldered with drop offs. We bravely rolled on, afraid to washout the front tire. Not Hans, he was sledding the road to Iditarod on his rented R1200GS; the road sealed Hans' decision to buy a BMW R1200GS when he got back home – which he did! Maurice at the bottom of the road gave me the infamous single-digit salute to show his appreciation for the great navigation.

Later we met two local dual sport riders at a restaurant who were figuring out the routing for their day. They asked where we had come from and we told them where we were. They said, "We would never go down that road." I was proud of the team and I wondered if anyone has ever put dual-sport tires on a K 1300 GT.

Time stopped for me on a beautiful road. The roads got better, my speed increased. Simple curves turned into sweepers. I was over my head quicker than a blink... I kept feeding in more lean... the right side of my boot scraped road... the front tire was passing the painted line... a digger in the making... grabbed more handle bar... more lean... lightened the throttle... the bike comes back into line pulling my heart along. I keep grinning in the grips of a Rocky Mountain High.

We had lunch, real New York Pizza, in the middle of 'Nowhere Colorado.' Big Apple pictures on the walls making me feel good, making me feel homesick. The

Continued on page 30

GOING OUT IS GOOD.... BUT COMING HOME IS BETTER

By the time you read this it will be over. No, not some life-ending scenario. The "it" is the long wait to ride again that caused my friend, Sandy, to wear a deep path between his living room and the garage with his blue eyes jelled into a forlorn gaze upon his beautiful bike, because the bike was ready to go - but he wasn't. Bikes are easier to repair than the arteries in a human heart. That's the point of this story; preventative maintenance for riders.

Wheeling off on a long trip without running through a checklist for your bike is a foolhardy prescription for pain and suffering somewhere along the road. The unexpected usually happens when you've just run out of cell phone range. It is equally foolhardy to skip a preparedness checklist on yourself - arguably the most crucial safety check of all.

But there's a bright side of this story for Sandy and many riders, myself included... We survived medical setbacks and are willing to share our stories with you. Some of you probably know these issues but don't spend much time thinking about them.

Clogged fuel injectors are checkbook painful but not the end of your mechanized travel on two wheels. However, the bright lights you see just before you pass out because of badly clogged heart arteries, as in Sandy's case, rapidly moved him into the realm of real pain and suffering, surgery, and rehab sessions. This gave him lots of time to clean his bike and wear out his wife's last nerve, until he got the all clear to ride again.

In the movie King Kong, 'they said it was beauty that killed the beast.' The beauty that almost got me was the lure of Mt. Evans, more than 14,000 feet of altitude in the challenging splendor of the Colorado Rockies. Mt. Edwards is the highest paved road in North America. It's more than two miles up, but not a challenge for my Kawasaki C1400 sport/touring super bike. But for me, the guy with asthma, it was the beginning of bright lights that could have led to eternity.

While some might question my clarity of thought under the best of conditions, the gradual effects of increasingly thin air tends to inhibit clear thinking. It also triggered what I'll call realization anxiety (holy s***) when I leaned left into a smart curve and saw nothing but blue sky and that damn RV that was drifting into my lane. Oh Baby!

My Asthma induced anxiety peaked atop Mt. Evans where in a blinding glimpse of the obvious, I surrendered my bike and key to my best friend Mike Valentin, and hitched a ride down the mountain with a wonderful couple in a car where my bike and I joyfully reunited.

Had I held a pre-trip consultation with my doctor, his advice would have been to buy a readily available canister of oxygen, \$10 to \$20, and take a few hits as directed. As for my friend Sandy, thanks to successful artery surgery he's on the road again, and me too, because we both know that, 'Going out is good, but coming home is better.'

Maurice Lewis



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Continued from page 29

pizza, had the right blend of thin crust, zesty sauce, salty cheese and grease; the amber red grease that drips down over the crust, to be avoided and welcomed at the same time.

We're finally in Castle Rock. We're cooked. The accumulation of 200+ mile days, blue sky, curves and altitude changes had taken its toll on us. The next and final day would be light. The squirrely GPS would take us to Lookout Mountain over Golden, Colorado, to loiter and finish the trip with group photos for our scrapbooks.

Jeff and Hans headed off, shooting down the road like two kids sliding down the waterslide for one more turn. It was over when Jeff came down off the mountain after an especially good run and said, "We better get outta' here, I think they called the cops!" We scooted away on our motorcycles, while inside my heart I was laughing and peddling down the hill for all I was worth.

The final morning bikes are returned, Hans and Jeff jet back to the Northeast in the afternoon. Maurice and I depart earlier at 5.00A (6.00A/FTW); cooler temperatures than expected. I tried to store the cold air for the later hotter hours. The colors of the sky and rolling landscape fluoresce with the first light of dawn. The clouds follow winking and dancing with shapes that I imagined as a child.

After breakfast at Denny's in Limon Colorado, Maurice and I split for our respective homes. My return home was long, and hot through the high plains of Colorado, Oklahoma, and Texas. When I got to the Texas Panhandle I finally understood the name. Couldn't call it Frying Pan, there's probably a town with that name already.

Between Amarillo and Wichita Falls it was 107°F for about 2 hours (I have photos to prove it). En route I stopped at a convenience store to refill my water and ice chest, and met an overheated soul who was riding through from Seattle via Roswell to Fort Worth. He wasn't geared up very well. He was concerned about the temperature and asked if he could tag along. I said, "Sure. But remember - ride your own ride." After 45 minutes of coaxing him up to speed, or slowing down to match the speed of his Goliath Triumph Rocket, he decided to ride his own ride.

Minutes and miles turned to hours and the trip was almost complete. Before I knew it, I had pulled up to a stop light about five miles from my house and my wife was right next to me! She was being driven home from D/FW airport after visiting our kids in Boston while I was in the Rockies.

Towards the end I pushed harder, to lead the way for my wife and her friend and assure the gate and garage door would be open for their arrival. At home

I dismounted from the bike, my legs and arms moved slowly. I incorrectly entered the security code for the garage door. Leaning against the door panel I was too tired to raise my arms, or attempt a second try. The bike had a quarter-tank, but I was out of gas.

In the end I pulled into my driveway at 9:15 PM and completed 803 miles in 15 hours and 15 minutes. The K-bike performed flawlessly, even though "K-bikes suck."

All of us went on a trip which had aspects of an adventure. But none of it was beyond our single or collective ability to deal with. We had flashes of adrenaline at times, which was the gild of gold to protect the uniqueness of this trip in our memories. The crossing of valleys and curves showed me that nerves of flesh and spirit are stronger than the granite of mountains. Moving from curve to curve, I was happy, but when I rode

with my friends among those majestic snowcapped peaks in the descending alpenglow, it was joyful.

We did so many good things and experienced even more. I learned again about the kindness of strangers and not to be so hardened by our current times. I will always remember where I was, who I was with, and what I was doing. The sense of place, time, and mix of senses, indexed these experiences into my brain – the part where all good things are remembered. This to me then, and now, is grace. It was all around me.

Ride safe everyone.
Mike Valentin
(BMWDFW and Yankee Beemer's)
Somewhere near Whiskey Flats, Texas



Hans Janggen (MA), Mike Valentin (TX), Maurice Lewis (TN), Jeff Small (CT)



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Lead a Rare Life Bikers 4 Boobs Breast Cancer Ride / FAY MORGAN

Fay, is a three year **Breast Cancer Survivor**. She has always helped out with donating to the Susan G Komen fundraiser. She would tell me that one day she may need them. In 2008 she was told she had stage 3 cancer. She never missed a day of caring for our grandson or anybody else that needed her. In 2009, Fay met another Breast Cancer Survivor when we went and bought a Harley-Davidson. Then from there, the two of them put together a motorcycle ride that is now a non-profit organization called **Bikers 4 Boobs Breast Cancer Ride, INC.** They set up a mammogram fund at our hometown cancer center, for uninsured and under insured women. Fay has fought this from her 20's until 2008. She fights for the young women, who doctors say are too young for lump or breast cancer. Her funds give women of any age a FREE mammogram. I have seen her sit with young ladies and crying with them and holding them tight. Telling them it's ok..you didn't do anything wrong. Helping her understand and how to tell her kids. Last year was the first ride, and they raised \$17,000, which gave 48 women mammograms. There was 600 bikes that did that ride! This year they raised \$18,000 and will give 100 women mammograms. This year 283 bikes rode in the rain. The ride was rained out, but the bikers that were there still did the ride...and in pink shirts! Fay works year round on this event; it's the only thing that fund's the mammogram fund. If she gets a call from the cancer center, she'll go and talk to the women who has had her whole life turned upside down, by just one test. I've seen her do a 5k run in the middle of her treatment; when her doctor said no, to help raise money for Breast Cancer. And now she has opened up a pastry shop on top of her foundation. She'll be the **Face of a Survivor**, in our county for the **Komen Race for the Cure** this year. She also work's with the ACS in a program called Reach to Recovery. Would you have time to be doing all this? She goes and goes, and loving life to it's fullest.



Thank You
Clay Morgan

Lead a Rare Life Contest - www.eaglerarelife.com

Editor's Note: Kay, you are a shining example of courage, determination, and kindness! Thank you for all you do! ~ KT



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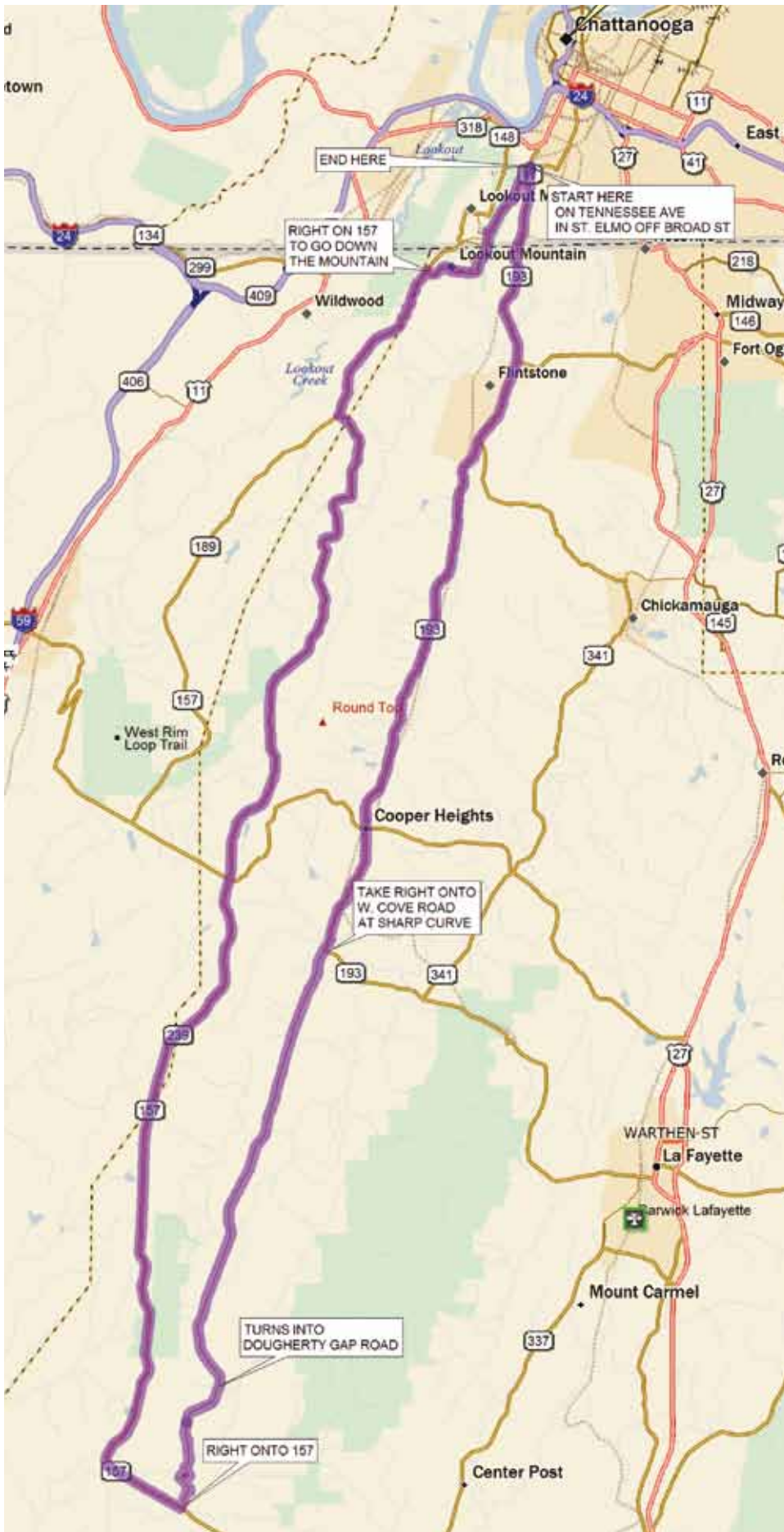
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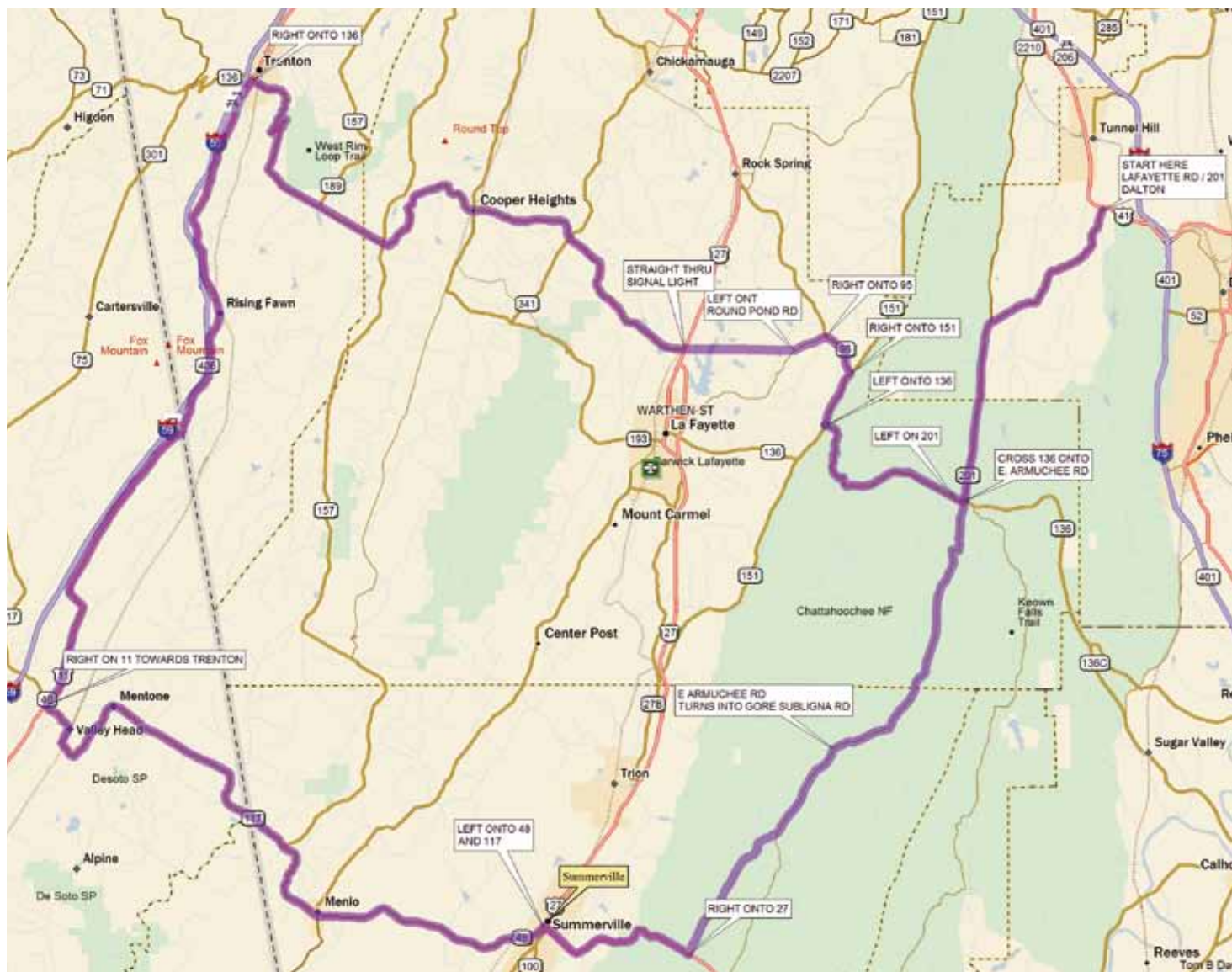
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Interesting Reading

GA Motorcycle Laws

Safety Helmet: Required by law for all riders; Georgia Code, Title 40, Chapter 6, Article 13, Part 2, Section 40-6-315

State Funded Rider Ed: Available for all eligible applicants

Eye Protection: Required by law unless equipped with windscreen

Daytime Use of Headlight: Required by law-modulating headlight permitted

Passenger Seat: Required if carrying a passenger

Passenger Footrest: Required if carrying a passenger

Passenger Age Restriction: None

Helmet Speakers: To be used for communication purposes only

Periodic Safety Inspection: None

Mirror Left(L) Right(R): One required by law

Radar Detector: No Restriction

Turn Signals: Not Required on motorcycles manufactured prior to January 1, 1972 40-8-25(b).

Muffler: No accoustical criteria.

Maximum Sound Level: No acoustical criteria.

State Insurance Requirements: 33-7-11 (a)(1) No automobile liability policy or motor vehicle liability policy shall be issued ... unless it contains an endorsement or provisions undertaking to pay the insured all sums which said insured shall be legally entitled to recover as damages from the owner or operator of an uninsured motor vehicle, within limits exclusive of interests and costs which at the option of the insured shall be: (A) Not less than \$25,000.00 because of bodily injury to or death of one person in any one accident, and, subject to such limit for one person, \$50,000.00 because of bodily injury to or death of two or more persons in any one accident, and \$25,000.00 because of injury to or destruction of property...

Handlebar Height: Maximum of 15" above seat

Rider-Education Waiver: Skill & Knowledge Test

Accept Motorcycle Endorsement From Other States: Yes

Motorcycles operating two abreast in same lane: Yes. 40-6-312 - (d) Motorcycles shall not be operated more than two abreast in a single lane.

Lane Splitting: 40-6-312 (b) The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken. (c) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.

TN Motorcycle Laws

Safety Helmet: Required by law, (to view you will need to agree to the LexisNexis terms of service, then search for) Tennessee Code Annotated Title 55, Chapter 9, Part 3, Section 55-9-302

State Funded Rider Ed: Available for all eligible applicants

Eye Protection: Required by law unless equipped with windscreen



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Don't trust your instincts

People have a normal fear of getting their neck adjusted.....like all instinctive fears it comes in varying doses like other instinctive fears do.....Headaches are normal in some situations...and not in most...first of all men do not normally get headaches..if you are a male and get reoccurring head pains, they are not normal and something is causing them..i have treated this symptom for over three decades and men typically respond almost immediately, certainly with significant improvement within 24 hours...even long term very stubborn history of head pain patients will be pleased with their progress after three treatments.....that is my experience and expectation...women can get headaches from their cycle, both ends.....all the other ones are "undeserved"i put TMJ patients in this paragraph also, they will have head, tooth, or gum or ear pain or symptoms in those areas.....but; my favorite patient is the one with a "sinus headache" when their sinuses are completely clear and they have had no fever or chills.....the drug industry is smart enough to put vascular and muscular head pain drugs in sinus medications..if these sentences describe what you suffer constantly or periodically from..do something to treat the cause of the symptoms the drugs treat.....neck manipulation is something i submitted to as a patient because I did not like to get my neck "popped or cracked" either.....your fear is instinctive, you were born with it...its wrong.....if you get headaches come and see why its wrong.....you get used to it and you actually look forward to it when you have one of "those headaches"

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Daytime Use of Headlight: Required by law-modulating headlight permitted

Passenger Seat: Required if carrying a passenger

Passenger Footrest: Required if carrying a passenger

Passenger Age Restriction: None

Helmet Speakers: No Restrictions

Periodic Safety Inspection: None

Mirror Left(L) Right(R): One required by law

Radar Detector: No Restriction

Turn Signals: Not Required

Muffler: No acoustical criteria.

Maximum Sound Level: No acoustical criteria.

State Insurance Requirements: The minimum coverage amount required by the state's financial responsibility law increased on April 1, 2008, to \$25,000 for each injured person, up to a total of \$50,000 per accident, and \$25,000 for property damage. (The limits prior to April 1 were \$20,000 for each injured person, up to a total of \$40,000 per accident, and \$15,000 for property damage per accident.) The limits will increase again on January 1, 2011, to \$30,000 for each injured person, up to a total of \$60,000 per accident, and \$25,000 for property damage per accident. Drivers will be required to comply with the new limits as their policies are issued or renewed on or

after the effective dates.

Handlebar Height: No restriction - (Effective July 1, 2005)

Rider-Education Waiver: Skill & Knowledge Test

Accept Motorcycle Endorsement From Other States: Yes

Motorcycles operating two abreast in same lane: Yes. 55-8-182. Operation of motorcycles on laned roadways. (d) Motorcycles shall not be operated more than two (2) abreast in a single lane.

Lane Splitting: 55-8-182. Operation of motorcycles on laned roadways (b) The operator of a motorcycle shall not overtake and pass in the same lane occupied by the vehicle being overtaken. (c) No person shall operate a motorcycle between lanes of traffic or between adjacent lines or rows of vehicles.

Lemon Law Coverage: Covers Motorcycles, but not Mopeds or Motorized Bicycles; Tennessee (TN) Department of Commerce and Insurance - Chapter 24, Motor Vehicle Warranties

Traffic Actuated Signals: After a complete stop, motorcycles may proceed through a steady red light with due caution; Tennessee Traffic Control Signals, 55-8-110, 8b.

See other state laws at
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History & Tradition Behind Maurice Colbert Toy Run

In 1967, my father, Willie Higdon, got me involved in helping those less fortunate than myself. He was a member of the Sequatchie County Rescue Squad and Dunlap Lions Club, and he was delivering food and toys to the needy on Christmas Eve and took me with him. He continued to do this until about 1987, when his health made it impossible for him to continue. I was involved off and on over the years. He passed away in August 1999.

In 1985, I met Maurice Colbert, a Vietnam Marine from Hell's Kitchen, New York, after he had moved to Dunlap and became a member of the 212th Engineer Company Combat Heavy of the Tennessee National Guard. We became the best of friends. In 1986 he became involved with the delivery of toys with the Rescue Squad and Lions Club. He got the Guard Unit involved. He received permission to use Guard trucks for the day, and got members of the unit to drive. I was one of them. This is still being done today, if the unit isn't deployed.

We were deployed to Desert Shield/Desert Storm in October 1990-April 1991.

Maurice went, even though he was fighting throat cancer. Maurice passed away in June 1992. I was still helping deliver toys and food, but it wasn't the same. I missed my friend and partner in crime.

In 1996, I was talking to my wife about how much I had enjoyed a toy run that I had been on and how much Maurice would have enjoyed it. She suggested I do something like that for our community. The idea materialized and I would have a way to remember my friend and also help families in need.

The first one consisted of two motorcycles and four cars. It was 45 degrees and rainy. In fifteen years we have had a total of 106 motorcycles, and five cars, with 50 degrees and sun, to four and five bikes and three or four cars, and 40 degree weather and sleet and snow.

For the last fifteen years I have managed, with the help of my daughter and her three children, to involve two county Sheriff's departments and one city Police department. I coordinate the ride with all the law enforcement. My daughter and grandchildren gather door prizes and

donations from local businesses. I have never asked for any outside help, and as long as I am able I will not. My close friends, Linda Stanley, Valerie Coppinger, Connie King and Joanne Peek, help with 50/50 door prize tickets and taking pictures. Otherwise this is a family deal, to honor my friend, Maurice, and keep a tradition alive. I hope my grandchildren will continue the tradition long after I am gone.

My father and my mother, who is almost 87 years young and still loves to ride when her sorry son will take her, gave me my love for riding when I was learning to walk.

Maurice you are missed, but you are remembered. There were 40 bikes and eight cars on this year's ride, and three members of the 212th that served with you.

If the GOOD LORD is willing, I will see all of you, on the first Saturday in December 2012.

Sincerely,
Jerry Higdon

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