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STAFF



Ronnie "Rock" Land
Publisher / Editor
rock@kickstandup.com



Frank Pate
Photographer
frank@kickstandup.com



Julie Land
Associate Editor
julie@kickstandup.com



Gary Boyd
Contributor
gary@kickstandup.com



Kim Teems
Web & Facebook Master
kim@kickstandup.com



Maurice Lewis
Contributor
slick@kickstandup.com



Greg Cook
Photographer
greg@kickstandup.com



Alan "BooBoo" Kelley
Contributor
booboo@kickstandup.com



Jeff Griffith
Contributor
jeff@kickstandup.com



Sandy "Sandman" Hodges
Contributor
sandman@kickstandup.com



Joe Warren
Contributor
joe@kickstandup.com

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FROM THE EDITOR

We're Back!

Well, after a year's hiatus I have decided to revive KSU, only this time we are 100% digital. This means that you will be able to access us 24/7 anywhere in the world on your smart phone, tablet, or computer.

There are many more exciting things that we can offer including links from advertiser's ads directly to their web site or email address. Also, we are able to include links to cool motorcycle related YouTube videos that you can access directly from an article or ad (see pg 31 - link in Rock's Two Cents to MotoGP crashes.) Lastly, and more importantly, you can access us anytime, anywhere instead of trying to run around town trying to round up a copy at one of our advertisers. It's always a bummer when you get there to find they have already been snapped up.

Our goal is the same as it has always been. Our photographers will cover many events and we will feature more of their photos than ever before. Since we are not restricted by the traditional number of printed pages, the photos will be larger and there will be more of them. I'm sure Greg Cook will be covering Nightfall again this year so be looking for the smiling Incredible Hulk in a neon yellow shirt emblazoned with KickStand Up!. He's the one with a dozen cameras strapped around his neck. Frank Pate will be hitting the event scene hot and heavy so make sure and tell him thanks after he takes your picture.

In addition to our staff photographers we have Alan "BooBoo" Kelley out and about with his iphone camera trying to catch some candid shots as you are riding around town. We encourage other riders to use their camera phones and send us photos anytime you see or do something cool. We will have a special page just for those photos.

KSU wants to support all the motorcycle clubs and riding clubs in our area. We

encourage you to send us info and pics of your events or gatherings. We will run any charity event's full page flyer for FREE. I guarantee you they will be published. We will also support Facebook Riders, the new informal group started by Lobo Robertson. We will be looking to them for pics, short articles, and any other info that they want to disseminate. You will see more local content here than anywhere else.

In addition to our local coverage, we will be covering MotoGP, AMA Supercross, and will publish any local motocross photos, schedules, and articles that the local track and riders send in. Our association with Red Bull will allow us to publish some great pics from events around the world such as Dakar, Baja, and the XGames. These spectacular photos are taken by some of the best motorsports photographers in the world.

Whew! What else? Oh yeah, we will be running a new monthly contest called "Find the C Note" and I don't mean musical. I'm talking moola, dinero, shekels, dough. A \$100 dollar bill will be hidden every month. Well, the bill itself won't be hidden, but a good representation will be, no it's not counterfeit, but you'll know it when you see it. To win, you must find the "C note" while out on your motorcycle and the find must be verified by an on the spot photo taken at the hiding place of you, your bike, and the "C note." You then email the photo to rock@kickstandup.com and the cash will be traded for the "C note" imposter at an undisclosed location. (See page 22 for details.)

We will also be giving away four KSU "Motorcycling It's A Lifestyle" t-shirts every month. (See page 30 for details.) These shirts are safety green and will make sure those texters and other idiots see you while you're riding.

I guess that's it for this month, but 2014 should be a lot of fun. I would appreciate you telling all your friends about us and send them a link to this month's issue. You can subscribe free at kickstandup.com and receive our magazine in your inbox the first of each month.

LTRNTT,

Rock

rock@kickstandup.com

KSU Viewing Tech Tip

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

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

Windows or Mac OSX.

1. Launch Adobe Reader
2. Open the KSU pdf
3. Go to the View menu
4. Select Page Display
5. Set to Two Page View

KSU should now display properly with two pages open.

In the navigation bar at the top of the magazine you can also go full screen and download individual pages or the entire magazine for viewing later. ENJOY!



Pablo Azocar / Red Bull Content Pool

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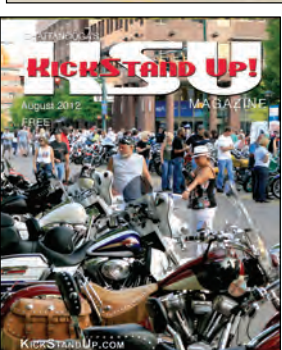
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There were only three bikes that made it over on this day in 2011. This is what the ascent to the Cherohala Skyway looked like at the one third point (1700'). You can imagine what it looked like at it's highest point (5400'). By this point I had dropped it once and was determined to make it over following Gary Boyd & Alan "BooBoo" Kelley. Julie was terrified, but we made it all the way. Would I do it again? Not unless I had too. Julie say's NO! - rock

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A Wing . . . and a Prayer

by Gary Boyd

KickStand Up!

Not just a magazine. A way of life. My life. I love spending my time on a motorcycle. I love hanging out with people who ride motorcycles. I have since being a little boy sitting on my Dad's 1972 74" Electric Glide with the white bicycle seat. I always loved riding on two wheels. Even if it was a Schwinn!

I still have that passion to ride fifty years and almost a million miles later. I wonder if I'll ever grow up.

I hope not.

When I throw my leg over the bike, I feel transformed. I feel like this is what I was born to do. I feel comfortable and alive. And last week?

Last week I just felt cold.

One of the downfalls of getting older is that you don't handle the weather as well as you did when you were younger.



So I cheat. I wear electric clothes and install electric heated grips and I try not to shiver in public. But that is the price we pay for getting older.

And we are all getting older. Is your life lived KickStand Up? Or are you willing to sit on the sidelines of your life? Life was never meant to be lived as a spectator sport. One of the great things about riding a motorcycle is the feeling you have of being involved with it. Most of us have a very personal connection to the bikes we ride. We are emotionally involved with our motorcycles. We spend time and money and effort on them. We will clean and maintain them. We will read about them, study new things and invest hours of our lives in the pursuit of all things motorcycle.

But it is not just the machine itself. It seems to me that the people who share our passion are just as important as the ride. That is why there are so many clubs and riding associations and group events. That is why Facebook Riders, Facebook page devoted to riders in the greater Chattanooga area has grown to

over 1300 members. Facebook Riders was the brainchild of Lobo Robertson. Lobo, we can't mention his real name, which is Ricky, because he is in the Federal Witness Protection program. Lobo started this page on Facebook to connect bikers to just have fun and enjoy each other. And not just on Facebook.

We have had several rides and on the very first ride, I was the only one to show up on a bike. Sure it was a monsoon and I was drenched to the core, but I rode.

The funny thing was that over seventy people showed up in cars that Saturday to have lunch when the forecast was for 200% rain, and it was raining 300%, Lobo cancelled our ride. Lobo is a wimp. But don't tell him I said that. I'm a bigger wimp.

The next time we had a ride to Mike's Seafood and over 100 motorcycles showed up. And we had a great time.

We have since then ridden together on toy runs and charity rides and just rides to have fun. And everyday we connect on Facebook. We pray for each other and give each other a hard time and love each other. We have a community. A Motorcycle Community, just like KickStand Up!.

Gary Boyd

gary@kickstandup.com



Remember that perfect ride on that perfect day with the your favorite group of people. A ride where everyone got along, everyone showed up with gas in their tanks and air in their tires. Everyone felt good.

I mean usually there is something that isn't quite right. Too rainy, too hot, too cold, snow covered roads. Too much traffic, too many speed limits and of course, too many cops.

But there will come a day when everything will be perfect. Every tear will be wiped away. Every body will be perfect. No sickness. No infirmities. Jesus will have come back and there will be a new heaven and a new earth. The question is will you join us?

But now that you have been set free from sin and have become slaves of God, the fruit you get leads to sanctification and its end, eternal life. For the wages of sin is death, but the free gift of God is eternal life in Christ Jesus our Lord. (Romans 6:22, 23 ESV)

And the Bible tells us that when Jesus returns and sets everything right, we will have one thousand years of peace and perfection on earth. Perfect rides on perfect motorcycles on perfect roads. Perfect weather. No fear of accidents or injuries. No fear of death, for we have escaped death. Shalom. Perfect peace in the presence of The Father. Again, will you join us? The choice is up to you.

Gary Boyd

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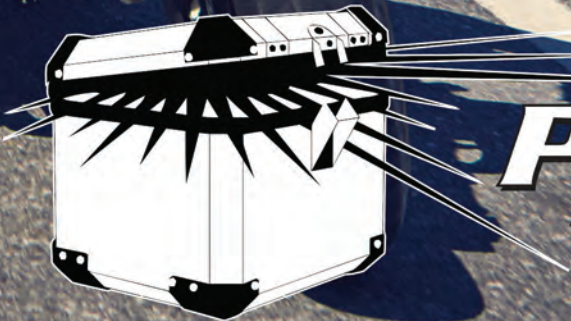
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Go R @ 6th stop light

Go L .9 mi past 1st stop li

Go L 1.8 mi

Go R @ stop sign

Go R @ stop sign

Go 9.2 mi to pull off on ri

descending again you've c

C-Note will be found with

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2. Highway 58

3. Light

4. Light (if you start
gone too far)

5. in 9 paces of my bike.



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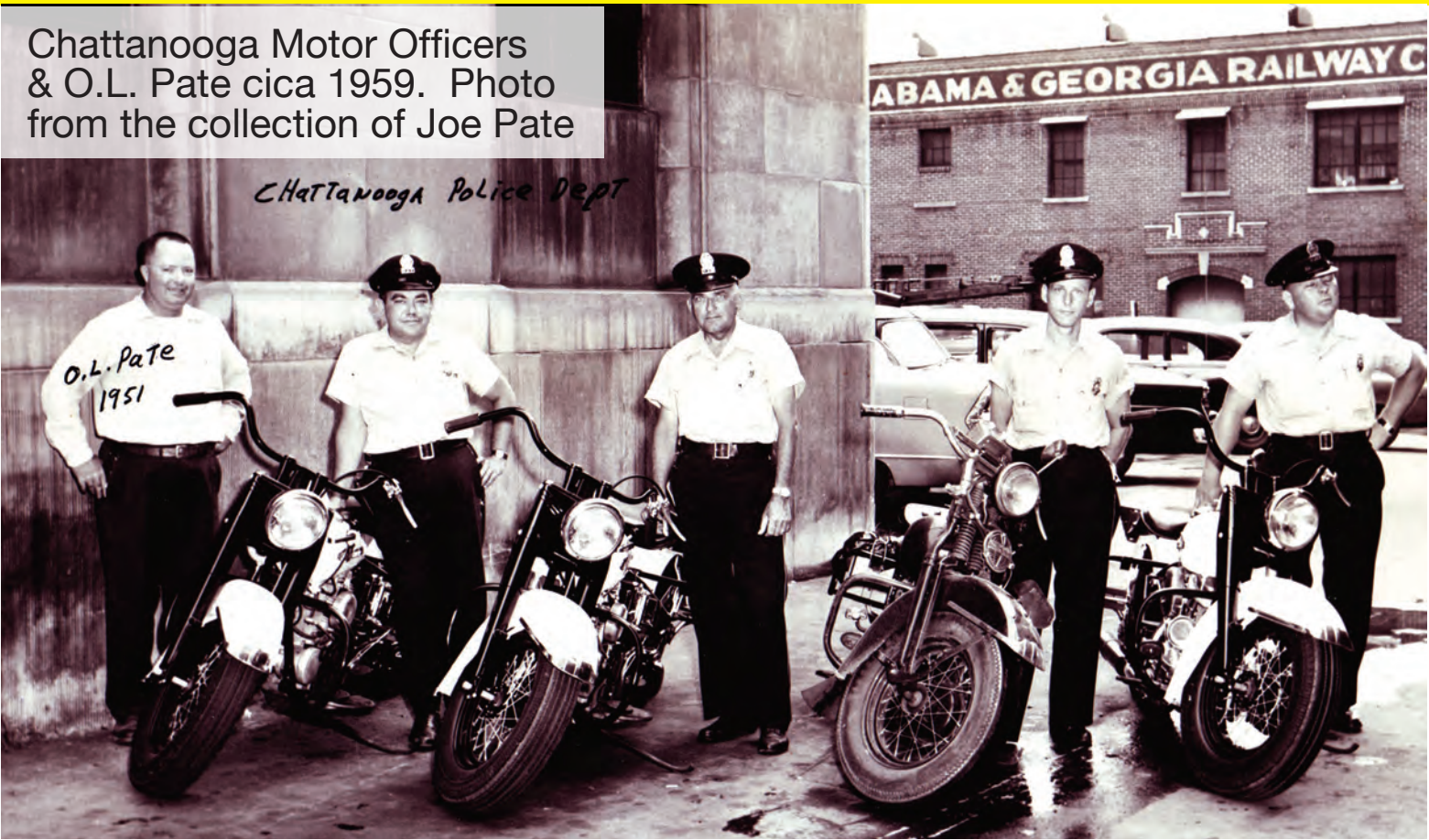
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Photos by Frank Pate



Chattanooga Motor Officers & O.L. Pate circa 1959. Photo from the collection of Joe Pate



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SHINY SIDE UP

A series of articles designed to educate readers on tips for riding safely.

I need to introduce myself. Or re-introduce myself. Some of the readers may remember way back when I wrote for the former magazine Road Rash, back when the first issues were in black and white. But for the rest of you I am the Motorcop you see working the interstates of Chattanooga almost on a daily basis. Some of you may have met me personally, and if so, have you slowed down yet?

I stopped writing for the Road Rash magazine years ago after Tom the Bomb refused to raise my pay for my contributions, and quite frankly I just plain ran out of time to write for a monthly publication.

Fast forward about ten years or so and the promises of high pay for quality page filler is still just beyond my reach. To top it off I seem to have even less time now than before.

However, as an avid rider and motorcycle enthusiast, and one who works daily from two wheels, I look around and see many riders in Chattanooga who appear to be lacking in some common motorcycle safety sense, and many have paid the ultimate price for their lack of knowledge, training, and experience. I look around and see my friends, neighbors, and fellow bikers riding, and to keep what insight I may have all to myself is simply selfish.

Now that KickStand Up! is publishing again this is my cue to pick up the pen once again and do my part to make our passion for life on two wheels just a little bit better.

The series of articles I have planned

are based on my experience and training as a Motorcycle Officer, my experience as a Police Motorcycle Instructor, my experience as a traffic crash investigator, and my studies of all things two wheeled over the years. These articles I write are not intended to be delivered with an "I'm a better rider than you" attitude by any means. I am still learning and still open to ideas and suggestions that make me a better rider, and I fully intend to bring to the table things that we all can benefit from and learn from, because after all - we all want to be better and safer riders.

I also want to tell the reader that much of my experience includes the investigation of serious and fatal motorcycle crashes. While I will never name names or refer to any specific crash, I will generalize from a sampling of the many motorcycle crashes I've worked. I believe that learning from the mistakes of others is a valuable tool that we often overlook in our desire to respect those who have gone before us.

You'll hear many bikers claim that there are two types of riders, those who've gone down and those who will go down. I disagree. "Motorcycling, in and of itself, is not inherently dangerous. It is however extremely unforgiving of inattention, incompetence, ignorance, and stupidity." This quote (author unknown) is a tagline I have used



at the end of my emails at work for a number of years now. It is also my creed or belief when it comes to motorcycle riding. And that belief is simply this, motorcycling is only dangerous when you make it dangerous. You read it right, I'm not blaming the cagers on the majority of the motorcycle wrecks out there, I'm blaming us, the riders.

Before you cancel your subscription, let me clarify. I believe that most motorcycle crashes (not all) that I've worked over the years were preventable by the rider. Some were totally the fault of the rider. Ridiculously excessive speeds or very impaired riders have been the cause for many fatal motorcycle wrecks. Many wrecks were single vehicle crashes. It's hard to blame anyone else for the crash than the only guy in it. And many of the crashes involving cars violating the right of way of the rider, also could have been avoided, with the proper mindset and the proper skill-set.

How do I know? I ride 8 hours a day, in traffic, often times at speed running hot or chasing down violators. Occasionally I have to execute an emergency maneuver to avoid being in a crash where someone has dangerously violated my right of way. And in the course of a week's worth of riding, I'll have to execute an accident avoidance maneuver at least once.

After 15 years of riding on patrol, I'm still here and my bike's still shiny. If you're one of those who believes you can learn something new every day, stick around and let us improve our riding skills together.

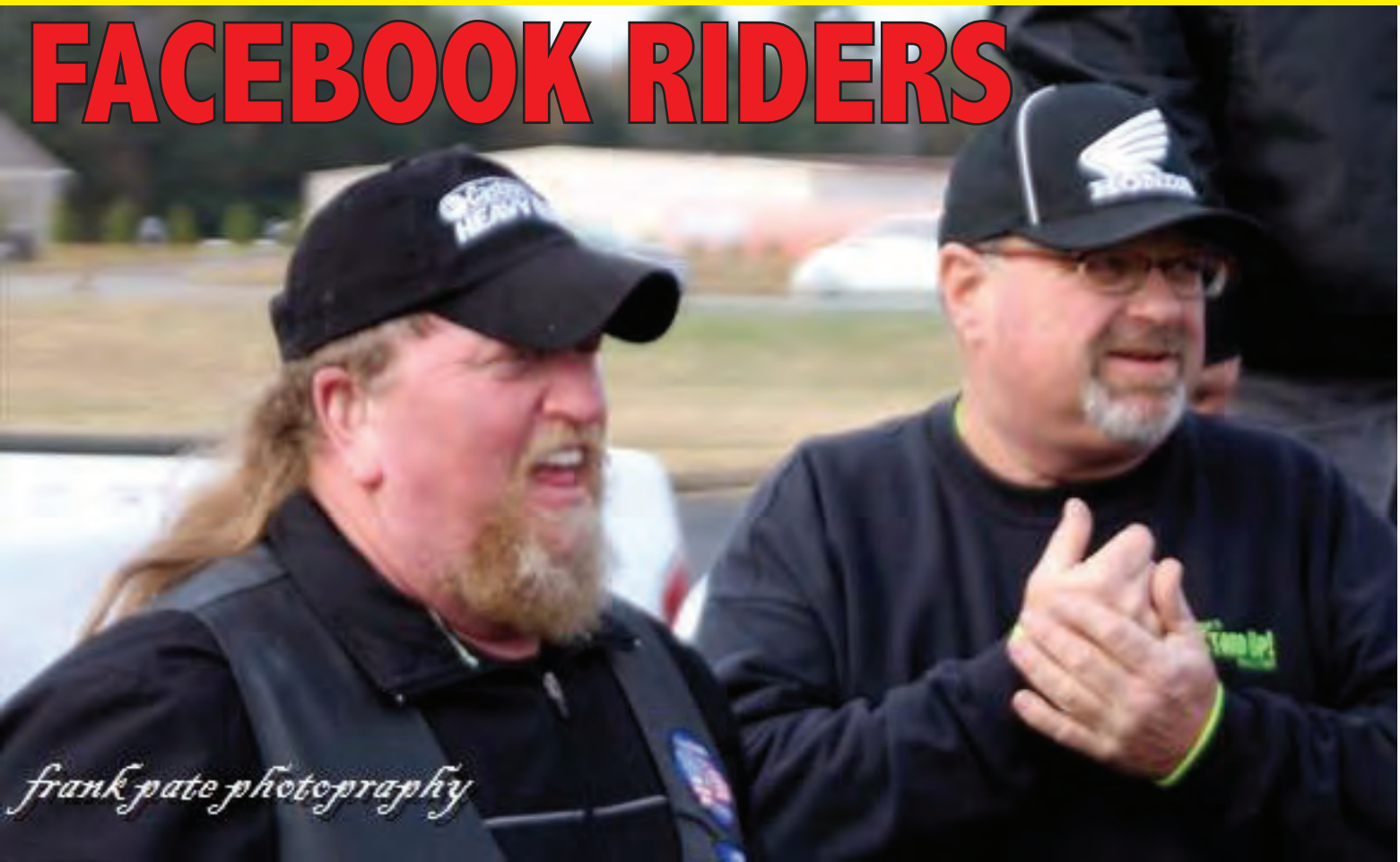
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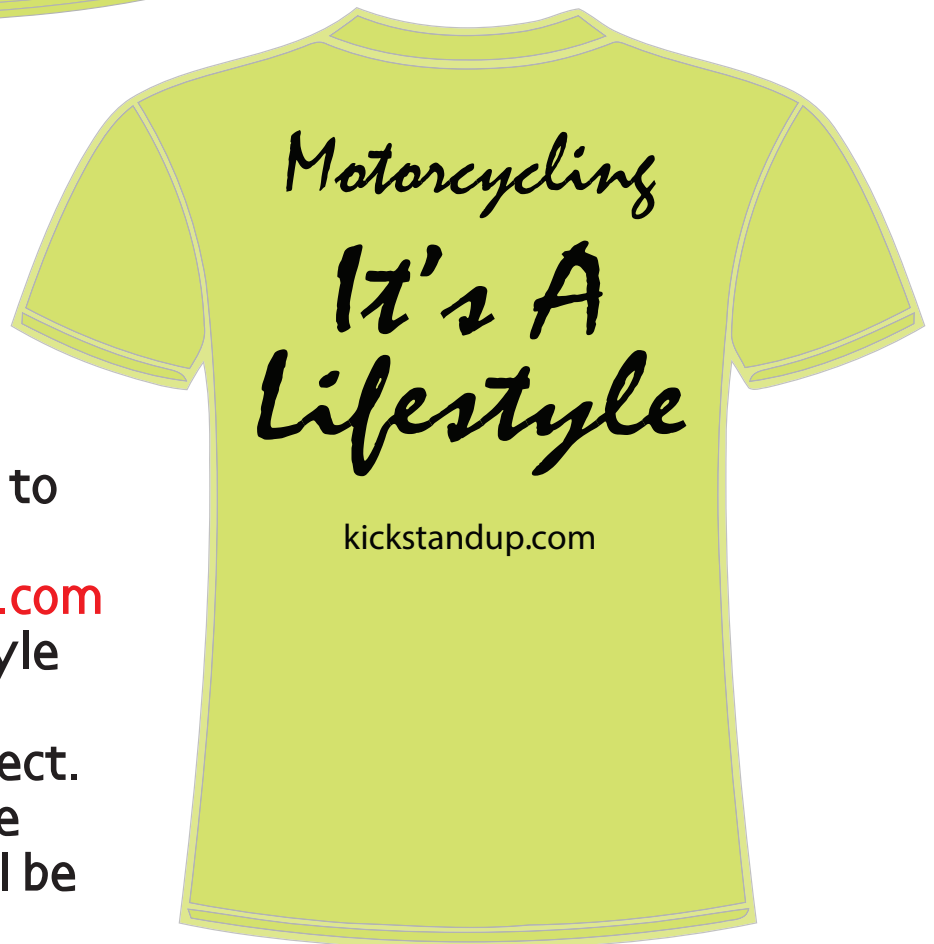


FRONT

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The first four readers to send an email to lifestyle@kickstandup.com will win a KSU Lifestyle t-shirt. Just put LIFESTYLE as the subject. Make sure to include your size. Winners will be notified by email.



BACK



Just for fun, let's compare MotoGP to NASCAR. One only has left turns while the other has plenty of twisties and 200 mph straightaways. In one, the drivers pit when it starts to sprinkle while the other, riders ride in the pouring rain. Another major difference is

be thrown 20 feet in the air before they hit the pavement. Then, most times they get back up and try to get their bikes started again. Some have even ridden with broken collar bones. Click here to check out some of these crashes on [YouTube](#). These riders are as tough as nails. I don't know if Dale Jr. could take a high side and get back up, I know Jeff Gordon couldn't.

Hey Folks,

I have often wondered why so many motorcycle people love NASCAR so much, yet they don't watch motorcycle racing at all. There are many different types of motorcycling racing from AMA Flat Track to Super Bike, SuperCross and the top of the food chain, MotoGP.



Now before you get your panties in a wad, let me explain. I'm really not intending to put NASCAR down as much as I am trying to build motorcycle racing up and encourage you to start watching.

Mostly, I am a MotoGP fan, but I'll watch anything that involves motorcycles and going fast. After all, I have been a rider my entire adult life, and I love all things motorcycle and all things fast.

that the NASCAR driver's are all strapped in with neck supports and every other conceivable safety device while the GP riders have none.

I also love to watch SuperCross. These guys are in unbelievable shape to be able to take the physical beating they take in every race. And that's if they don't crash . . . which they do frequently. Crashing hurts in any type of motorcycle racing just as it does in plain ole everyday riding.

I have seen riders high side and

Well . . . that's my Two Cents for this month. Stay tuned next month for a couple more useless pennies.

Rock

rock@kickstandup.com

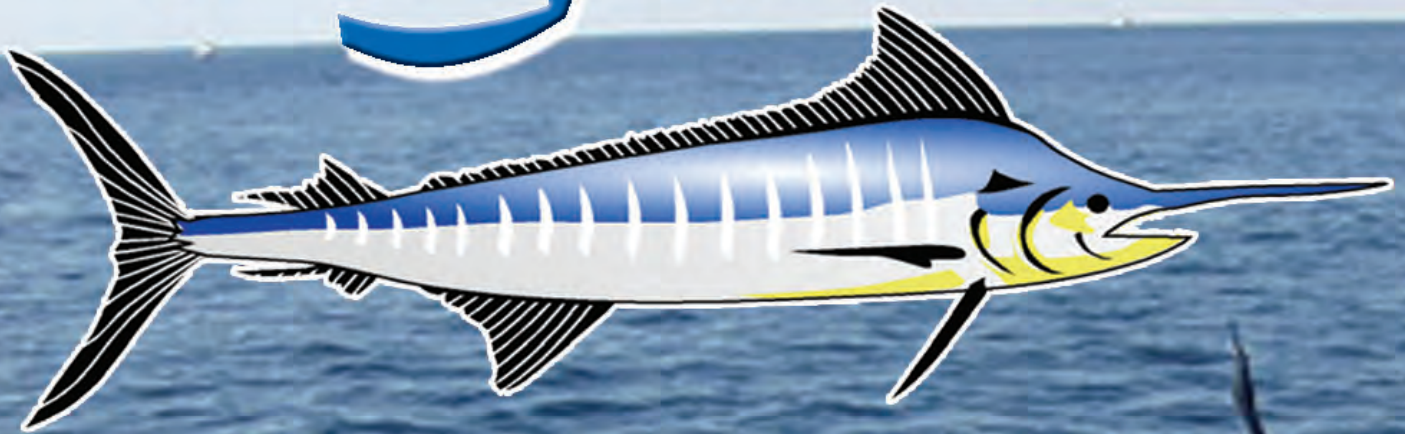


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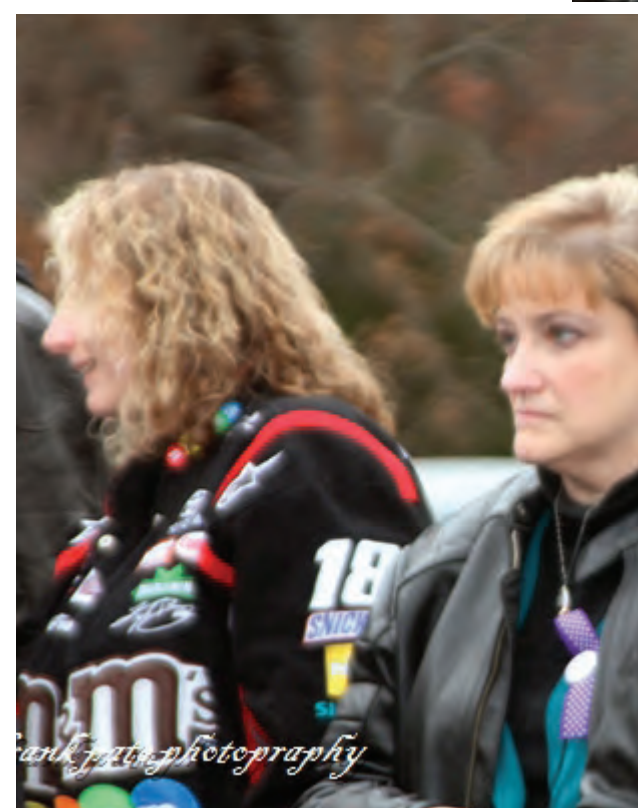
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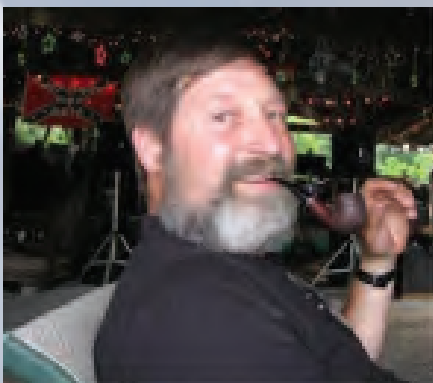
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PIC OF THE MONTH





Marquez takes Championship as Honda celebrates 2013 Triple Crown

Repsol Honda rookie, Marc Marquez, has won the 2013 MotoGP World Championship by taking 3rd place in the final race of the season in Valencia. Teammate Dani Pedrosa took second to complete the team's eleventh double podium of the season and claim Honda's 62nd Constructor's Championship in the premier class.

The race began with Lorenzo taking the lead and trying to bunch up the field. Dani pursued him and attempted several passes, but was unable to make them stick. At the beginning of lap 10, Dani and Lorenzo touched briefly and this allowed Marc to come through and take the lead with Dani dropping to 5th. Lorenzo would not give up so easy and on lap 11 he re-passed Marc. By lap 14 Dani was back up to 3rd and closing in on Marc. Dani recorded a new lap record on lap 22 with 1'31.628 and passed the young rookie on lap 26.

With just 4 laps remaining Marc, showed maturity and patience, knowing that his position was enough to claim the Championship. He passed the line in 3rd place and took his first MotoGP crown on his maiden year, becoming the youngest rookie at 20 years 266 days to win the Championship.

Dani Pedrosa / 2nd / Championship Standing: 3rd - 300 points

"The race was difficult at the start because of the overtaking moves between myself and Jorge. However, we fought to the limit until I was taken a little off the track and lost ground as a result. Above all, I want to congratulate Marc today. He has done an excellent job this season and had a great campaign. We should take our hats off to him because he has achieved something historic; to win the MotoGP title as a rookie is incredible"

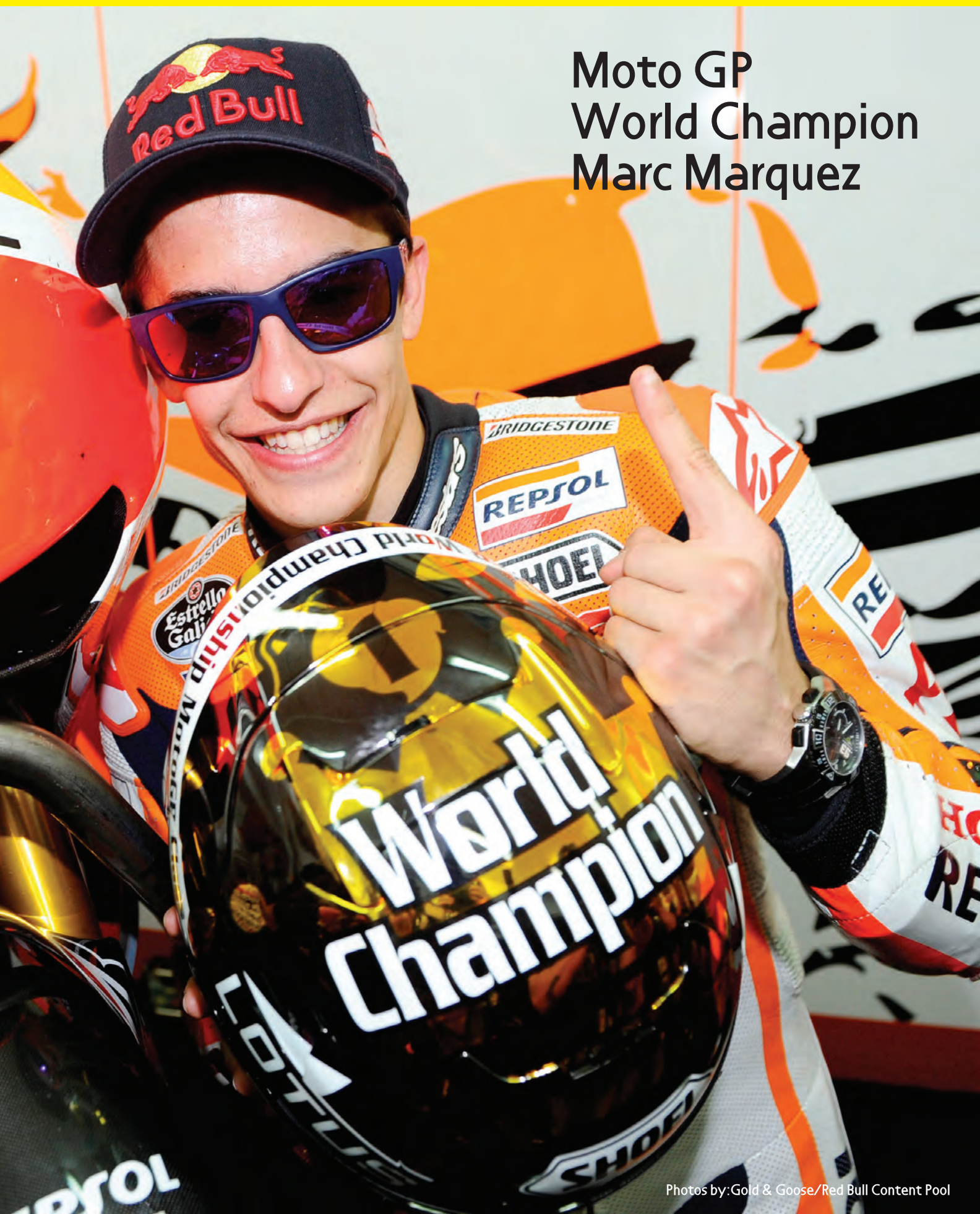
Marc Marquez / 3rd / Championship Standing: 1st - 334 points

"It was a really long race, maybe the longest of my career! At the start I was very nervous, I know I said I wasn't but if I'm honest I really was. Jorge had a very good start, as usual, and I wasn't sure which tactic to take. I followed Jorge and Dani and began to settle into the race. Then towards the end, I decided not to push as I knew my position was secure and safe to take the Championship. It has been a fantastic year, I am still in a dream! I really didn't expect this at the beginning and I am really so very happy. So thank you to all my team, my family and of course Honda and all our sponsors. The support from everyone and all my fans around the World has been incredible and I dedicate this Championship to you all!"

Source: repsohondateam.com



Moto GP
World Champion
Marc Marquez



Marc Marquez & Dani Pedrosa dragging knees & elbows as they jockey for position.







MOTUL MOTUL
MOTUL MOTUL



POLK COUNTY TOY RUN




Photos by Frank Pate





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The ROAD makes it's case

Got your gear on, it's just gotta be black leather and jeans, looking the part, brand name blasting, grinning and doin' that walk to where there's an eye popping creation of chrome and engineering patiently waits for instructions from hands not inhibited by meddlesome gloves. What's it gonna be sport? A quick snap of the throttle to hear them pipes to get your blood pumping, or to warn the neighborhood that not everything can be controlled with medications. The inter-cranial argument rages on over why the stupid helmet is necessary when a kerchief looks so much cooler. Never know who you might meet on the road!

On the flip side, it's the rustle of modern synthetic fabrics like Kevlar and Cordura, that shout with orange and day glow colors that the riders in the yellow or white helmets believe that being heard is one thing, but being seen is oh so much better. There is much to be said in favor and against the clothing choices that riders make, hopefully tempered by the money, the mission, the weather and most importantly, it's the road!

The road makes its case every time you kickstand up and roll off into that

energy relationship that is special to motorcycle riders. If it is true that love don't love nobody, then 'ain't no love, ain't no pity' is gospel about the road. The road makes its case and it never loses. The road shows what's there, like the un-gated crossing where a testosterone fueled voice sneers that you can surely beat that damn train. The undertaker is not dying for your business, just waiting for the call.

For those who do more than slabbing down the highway there is another heartwarming reality. There is a humorous road wink that warns of unseen objects like the dogs waiting over the hill just before that hairpin curve with no guard rail! On the other hand, the road has no sign that says 'the large fast moving object approaching in part of your lane is closer than you think' but, the case is made for "what will you do?"

The road makes its case with the people you meet along the way and that was never truer than meeting a rider that I will call, 'CatNip.' By definition catnip is a mint like plant "used as a recreational substance" that can produce a variety of behaviors in all but one feline species (lions). Just a little bit of catnip and that ball of fur and claws can put on a show. CatNip the rider is something else, but on two wheels.

Any curve triggers a reflexive response for CatNip to roll it and

throw down. Watching CatNip chafe with resentment when anything gets in front of him is an OMG moment. He freely admits that if he could, road clearing heavy weapons would be mounted on all of his bikes because it's more effective than giving the one finger salute.

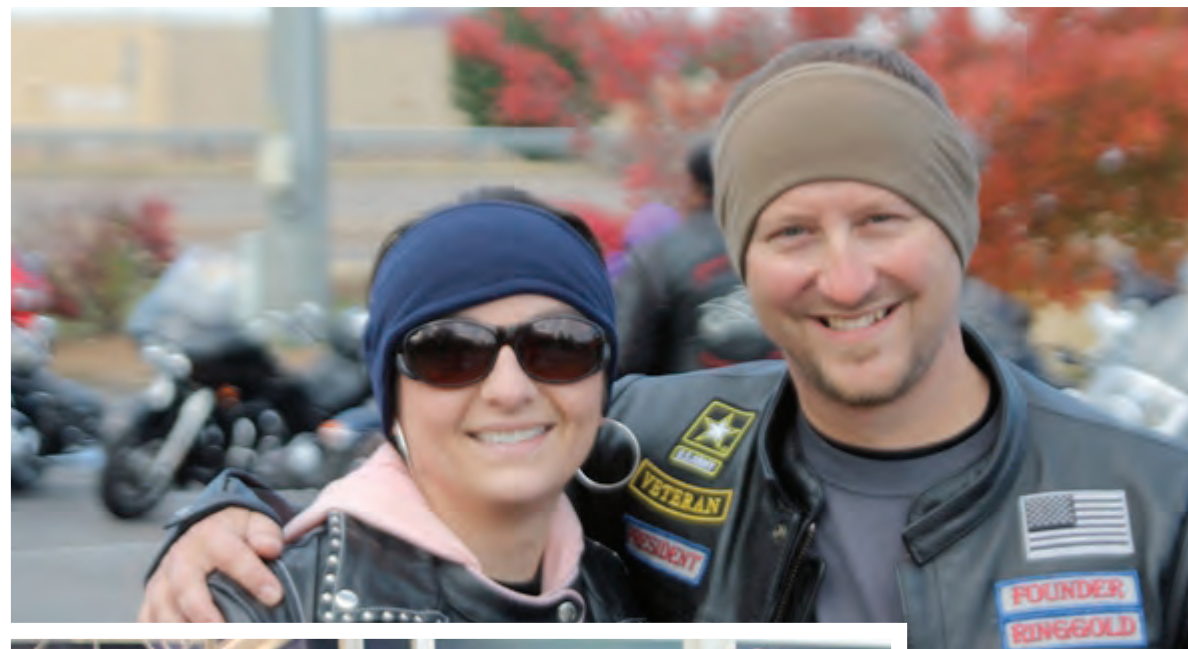
Fear not, CatNip shoots, but with multiple cameras and he knows some awesome routes from his lair in Chattanooga where the road makes its case just as surely as Bob Seger did with his classic song "Roll Me Away." Watching CatNip whip and meld with his machine brings singer Kid Rock to mind and his hit song "Born Free"....fast, on a rough road riding...high... to the mountains, climbing, twisting, turning further from my home." Kid Rock continues, and sings "young like a new moon rising, fierce through the rain and lightning" but, as in the case with my man CatNip, and everyone that rides, permit me to substitute the word young with alone. We are always alone, only one person drives the bike, and as the road makes it's case we listen and learn or else. Biking is being born free. It's a true love of the road that never dies, and if the road makes a case that calls you, it will be a love affair that lives in your soul.

Maurice Lewis





SONS OF GOD TOY RUN



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Sandman sez

Greetings,

It's winter. Or close to it. This is the best time of year to ride if you enjoy less traffic. The proliferation of "squids" (squirrely kids) on crotch rockets ripping through the Cherohala and the Dragon disappears in winter. The explanation is simple: there is no defense against the cold on bikes with no windscreen; flyscreens really don't work much better. Of course, on the flip side of the coin, the lack of leaves on trees encourages riders to negotiate the Dragon a tad more energetically. Besides being able to see other traffic coming around turns, the man has more difficulty finding hiding spots! Or so I've been told.

Many riders now use heated gear to fend off the cold. Simply plug into the battery and cruise forth in comfort. Current heated gear no longer makes you feel like

the Pillsbury doughboy (or the Michelin Man) as did the older stuff. There are heated insoles that plug into heated pants (or chaps) that plug into a heated vest or jacket which in turn can power heated gloves. And of course many bikes now come with heated grips and/or heated seats. All this stuff is available as aftermarket accessories if need be.

I have only two additional rules for riding in the winter: I truly prefer not to ride when the temperature gets into the 20's, and I do not enjoy encountering snow or ice on the road. One can get surprised when discovering snow or ice in an unanticipated shaded area of the road. Usually, though, exercising appropriate care when riding in freezing weather prevents unpleasant surprises. We once got duped into a wintry ride over the Cherohala. Actually, it may have been my idea, but I don't think so! It had been snowing here about two days earlier and we anticipated the snow would have melted up there. After all, it was melted here. Generally the temperature drops only about ten degrees as you ascend the Cherohala; this time it dropped considerably more. The road was completely covered over with about three inches of snow and the compressed tracks of trucks resulted in solid ice. After dropping the wing a couple of times on the ice (no injuries, thank goodness!), Amelia (my more sensible half) demanded we return from whence we came. The other riders went on for a rather tense—if not intense ride.

Other than those two restrictions, the singular spring, summer and fall rule applies: no leaving for a pleasure ride when it's raining. On a trip, however, the rain rule does not apply. You gotta make time or distance...regardless. On our last trip to Nova Scotia, Amelia and I encountered a gray, messy, foggy, misty drizzle for six continuous days. Nothing can be done about it. Don the rain gear and press on regardless. The only relief was being able to sit inside the ferry while traversing the Bay of Fundy from St. John to Digby, N.S., which took a few hours. And a few beers.

Oh well, spring will be here in a few months! When all is beginning to be green again and the temperature is back up into the 70's, everything is right with the world! For me, it's often something akin to a God-like experience: observing—and participating in—the current evolution of creation often produces an overwhelming sense of well-being. That's the ultimate riding experience!

RIDE WELL!

Sandy "Sandman" Hodges

sandman@kickstandup.com



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A close-up photograph of three wine bottles, showing their necks and cork caps. The bottles are arranged in a slightly overlapping, diagonal line from the bottom left towards the top right. The lighting is dramatic, highlighting the texture of the cork and the dark glass of the bottles against a dark background.

Family Owned, Robert & Valorie Cox

CHATTANOOGA HOG CHAPTER CHRISTMAS PARTY





FACEBOOK RIDERS CHRISTMAS DINNER



Photos by Frank Pate



FREEDOM RIDERS MC - ONE STEP UP POKER RUN





FREEDOM RIDERS MC - ONE STEP UP POKER RUN







CHANGING THE WORLD ONE HEART AT A TIME

The Christian Motorcyclists Association (CMA) is an interdenominational evangelistic organization. As a worldwide ministry, CMA is dedicated to reaching people for Christ, primarily, but not exclusively, in the motorcycling community. CMA is not a Christian club or riding group designed to segregate Christians from the influences of the world, but rather it is a ministry designed to put members into the adventure of spreading Jesus to the motorcycling community. As with any motorcycle organization, the logo (back patch) says much about what they stand for and who their leader is.

The Bible is the center of the organization because CMA believes the Bible is the Word of God given to us as a guidebook for our lives, similar to the manual for your motorcycle. Who better to tell you how to get the most of your motorcycle than the maker of your motorcycle and who better to tell us how to get the most out of life than our creator? The cross on the Bible represents the gift Jesus Christ gave us in taking our sentence for our sins so we could live with Him now and for eternity. Jesus, though innocent, was crucified on a cross in our place and rose again to offer us life eternal with Him.

Like other organizations, CMA is made up of chapters where members are an integral part of the fabric. CMA's organizational structure is as follows:
Board of Directors – The Directors meet throughout the year to seek God, set the vision for the ministry, and review/update policies. The CEO/Chairman of the Board oversees the CMA International/National

Support Center and the Evangelistic Team.

National Evangelists – The U.S. is divided into six regions with a National Evangelist overseeing a region. Each National Evangelists' job is to implement the decisions from

chapters specifically assigned to them.

Chapter Officers – Are elected by the chapter to help lead and coordinate the chapter's involvement in various activities.

Chapter Members – Active in



the Board of Directors throughout their regions. Each Evangelist is responsible for communicating and working with his team of leaders to grow CMA in his specific area of responsibility.

State Coordinators – One who oversees and coordinates the work and ministry of CMA in their state.

State Area Reps – Assistants to the State Coordinator. They encourage chapter leadership, share state and national information, and visit the

testimony and Christian witnessing to all motorcyclists.

Definition of CMA Logo:

Triangle Shape - Father, Son and Holy Spirit.

Praying Hands - The way God would have CMA grow.

Cross - The message and statement of faith (1 Corinthians 2:2).

Bible - God's direction for CMA.

Blue Color - The way of the cross leads home (to Heaven).

Yellow Color - The crowns and rewards that will be for the faithful Christian
Red Outline - The blood that makes everything it encloses effective.

**The logo is a registered trademark and can only be purchased and worn by members who have completed the Member Training Course.

Anyone desiring to join CMA should contact the president or another officer of the local chapter so they can explain the role of active membership and help them with Member Training Course. The training material is available for purchase at <http://shop.cmausa.org>.

After obtaining an official back patch some chapters will have a dedication service for the new member. This is a special time of commissioning the individual into the ministry and



officially welcoming them into the chapter. It is expected that members should represent CMA by following Biblical standards and Christian integrity in walk and actions to the best of their ability, even when not wearing the CMA logo (back patch.)

The ministry of CMA can be wrapped up into one phrase: "Changing the world one heart at a time." For more information or to find a local CMA chapter visit: www.cmausa.org

[WATCH THE CMA VIDEO HERE](#)



GREG COOK

P h o t o g r a p h y

Gregory Cook
Owner/Photographer

gcook63@gmail.com

ph. 423.716.1657

www.gregorycookphotography.com



Our pictures on pages 61 and 62 are from the TC HOG 2013 Christmas party at the Marriot Residence Inn.

We have a busy year planned and if anyone wishes to be a member of our chapter you must be a member of National H.O.G. first. We welcome you to join us. Lori or Cassandra have our contact info at the Receptionist desk at Thunder Creek.

The first big event for us will be our Blazing Saddles at Thunder Creek HD on Saturday, February 22nd from 11 a.m. to 3 p.m. or until food runs out. There will be beans, chili, soup, cornbread, cheese and all the condiments. The cost will be \$5.00 for all of you that care to eat, drinks will be \$1.00 and desserts for a donation. We always have a great time at this event and it is a good way to get to know us and what we do as a chapter. We have our chapter meeting every second Monday of the month at The Western Sizzling Restaurant in Ooltewah. We welcome visitors, the meeting starts at 7:00 pm but we start arriving at 6:00 pm for dinner and fellowship if anyone wishes to join us. Thanks

Paul Daugherty
Director TC HOG



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7 SUPER CROSS

2014 is upon us and Supercross is just around the corner! The 2013 Supercross season seems to be just a distant memory after the excitement of Motocross, The Monster Cup, and the riveting Moto GP season this year. But as I write this, we are just 2 weeks away from the first gate drop of the season at Anaheim, California, and Ryan Villopoto has the target on his back as everyone will be gunning for him if they want to be this year's champ.

Last year Davi Milsaps surprised us all by taking the first checkered flag of the season, proving that anything can happen at Anaheim. This unlikely winner didn't stop there as he went on to threaten to steal the championship away from incumbent, Ryan Villopoto. A few mistakes and a bit of bad luck kept him just short of that goal, but the past is the past, and Milsaps is moving forward with a new team, Rockstar KTM. With the new ride, Milsaps believes he has that extra push he needs to put himself on the top of the podium week after week. The team has already had its setbacks, however. In pre-season practice, Milsaps suffered an injury to his leg that has forced him to focus more on being ABLE to ride in Anaheim rather than being competitive. There is still some doubt whether he will be able to race. If he cannot make it to Anaheim he may have

already given up his shot at being 2014's champion. In the interim, Ivan Tedesco has agreed to take his place if Milsaps is unable to compete.

Another rider threatening the champ is James Stewart. Last year was a fiasco for the 2 time champion. He crashed often and had to sit in the stands for some rounds. This isn't a secret. But what also isn't a secret is that when James Stewart is on two wheels, he is blistering fast. This year he too has a new ride with Suzuki. He didn't BLAME his Yamaha for his failures per se, but he was never comfortable aboard the YZ450F, and he struggled to get comfortable. This led to a lot of trial and error that resulted in a lot of error. Now that he's on a Suzuki, he says he feels at home again. He also indicated that he found something in the off season that will give him an edge. In his words, "I just gotta be James Stewart." Stewart's victory at this year's Monster Energy Cup proves that he has the talent and WILL be a championship contender this year.

This year, we have 3 blistering fast Rookies in the 450 class that all stand a chance of spoiling it for the veterans. Ryan Dungey's new team mate and West Coast 250 Champion,



Ken Roczen, said that he wants to shoot for a championship in his rookie year just like Dungey, bold words from the German native. He's going to be putting his head down and demanding attention this year. Meanwhile his East Coast counterpart, Will Hahn, shares a similar goal, and with the backing of Honda, he stands a good chance. Competition will be fierce. Next is Eli Tomac, a crowd favorite and very talented rider. He just barely fell short of a championship last season on the 250, but was beaten fair and square by Ken Roczen. He should be a major player in this year's race to Las Vegas. Any of these guys stand a chance at winning this year's title, but if



win from him this season. Ryan Dungey is consistent and always a front runner who just fell short this 2013 motocross season of being champion. He has a shot of winning this year. Chad Reed seems confident in his new team and indicates that he found something in his off time that he just didn't have in his 2013 season. Remember, anything can happen in Anaheim, and after that race, everything said in this article may turn into complete and utter hogwash. Look for that surprise winner or rookie spoiler. When the gate drops, all bets are off.

Jeff Griffith

jeff@kickstandup.com

Photos by:Garth Milan/Red Bull Content Pool

not that, they will certainly play spoiler a time or two for anyone chasing that 25 points.

Of course, this would not be complete without talking about Ryan Villopoto. He is currently a 3 time Supercross champion and he chases his fourth to put himself on equal footing with motocross legend, Jeremy McGrath. Villopoto is consistently fast day in and day out. He certainly wants to meet records and break them, but this year he has a lot of pressure coming from the championship contenders that I have mentioned above. He has the intensity, but there are others who want it just as much as he does, so he has to

put everything into this season if he wants to win it. He has the target on his back and the others are truing their aim.

There are others that I cannot finish without mentioning. Justin Barcia is wicked fast and charges hard, we will see a



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we will include it in our next issue.

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TECHNICAL DETAILS

ENGINE

Design	Single-cylinder, 4-stroke, spark-ignition engine, liquid-cooled
Displacement	690 cm ³
Bore	102 mm
Stroke	84.5 mm
Performance	50 kW (67 hp)
Starting aid	Electric starter, automatic decompressor
Transmission	6-speed, claw shifted
Engine lubrication	Semi-dry-sump lubrication with 2 rotor pumps
Primary gear ratio	36:79
Secondary gear ratio	16:40
Cooling system	Liquid cooling system, continuous circulation of cooling liquid with water pump
Clutch	APT ^C ™ Anti-hopping-clutch / hydraulically operated
Ignition system	Contactless, controlled, fully electronic Ignition system with digital Ignition timing adjustment

CHASSIS

Frame	Tubular space frame made from steel, powder-coated
Fork	WP Suspension Up Side Down
Shock absorber	WP Suspension with Pro-Link
Suspension travel front	135 mm
Suspension travel rear	135 mm
Brake system front	Disc brake with radially mounted calliper
Brake system rear	Disc brake with single-piston
Brake discs - diameter front	320 mm
Brake discs - diameter rear	240 mm
Chain	5/8 x 1/4" X-Ring
Steering head angle	63.5°
Wheel base	1,466±15 mm
Ground clearance (unloaded)	192 mm
Seat height (unloaded)	835 mm
Total fuel tank capacity approx.	14 l Unleaded premium fuel (95 F)
Weight without fuel approx.	149.5 kg

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HARLEY-DAVIDSON REVEALS ALL-NEW PLATFORM TO INSPIRE THE NEXT GENERATION OF GLOBAL RIDERS; BIKES COMING IN 2014

The Street 750 and Street 500 Feature New Liquid-Cooled Revolution X Engines and Dark Custom Styling

MILAN (Nov. 4, 2013) – Harley-Davidson (NYSE: HOG) is continuing its monumental ride, which began with the introduction of Project RUSHMORE in August, by revealing two new Dark Custom™ motorcycles designed for young urban riders around the world.

The Harley-Davidson Street™ 750 and Street™ 500 motorcycles – the first all-new platform from Harley-Davidson in 13 years – are built for urban environments with all-new liquid-cooled Revolution X™ powertrains, nimble agility and the sound and look that lets everyone know they are genuine Harley-Davidson.

“These are the newest motorcycles to join our Dark Custom lineup, which helped make us the number-one selling brand to young adults in the U.S. for the past five years,” said Matt Levatich, President and Chief Operating Officer, Harley-Davidson Motor Company. “Both the Street 750 and Street 500 were designed with thousands of hours of input from young adults in cities around the world. This input guided both the attitude and capabilities of these motorcycles. They are proof that being customer-led continues to be a core driver of our product development process.”

Urban, Authentic Harley-Davidson The Street 750 and Street 500 from Harley-Davidson are built for an urban environment. Each motorcycle features the new Revolution X engine, designed to match the demands of stop-and-go traffic with nimble agility, while delivering instant throttle response to escape city gridlock.

The Revolution X engine will be housed in a new, narrow and lean chassis built for agility, with a super-low seat height, new suspension and broad handlebar sweep that provides confidence and maneuverability when managing tight turns and fast moves. Both signature Dark Custom motorcycles feature a premium, minimalist style that serves as a blank canvas for riders to customize.

“These new bikes are leaner, yet still have a mean streak – they’re the real deal, made of real steel.” said Mark-Hans Richer, Senior Vice President and Chief Marketing Officer, Harley-Davidson Motor Company. “They’re designed

to handle the abuses of urban environments and provide authentic opportunities to customize.”

The Harley-Davidson Street™ 750 and Street™ 500 will be rolling into dealerships in select markets starting in 2014. More information is available at www.h-d.com/street.





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