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KICKSTAND UP!

A Magazine For All Motorcycle Enthusiasts

MAGAZINE

December 2010



PREMIERE ISSUE

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10.16.2010
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Presentation
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10.28.2010 Last Bike Night
Of Year at Hooters



10.30.2010 Hamilton
County Toy Run for the
Forgotten Child fund



10.30.2010 Chattanooga
Motorcross Park



Wayland McKinney - Kim Teems



10.16.2010 Bart's
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December 2010 Cover
 Location: Stringers Ridge, Chattanooga, TN
 Riders: Tammy Pierre/Harley-Davidson
 1200 Sportster, Alan Kelley/BMW GS1200
 Photographer: Kim Teems



New Beginnings

A new beginning. Everyone loves a new beginning. Especially people in Chicago. A new beginning is the warmth of spring replacing the slushiness of winter. And in the annals of major league baseball, there has never been a slushiness the likes of the Chicago Cubs. It has been over one hundred years since the Cubs last won the World Series. Cubs and futility go hand in hand like Chattanooga and great riding.

And yet each spring, Cub fans by the millions are promised a new beginning. This is the year that they go all the way. Spring is full of hope and promise like a new born baby. And each year the Cubs let their faithful down. But we love the new beginnings. We love grand openings. We love when people on the edge of disaster in their personal life get fresh starts. Usually those people played for the Cubs and then were traded to another team to become World Series heroes. Joe Carter comes to mind, but we love fresh starts.

Kickstand Up! is a new beginning. It is going to be the best magazine for motorcyclists that Chattanooga has ever seen. It is going to be full of great rides and great adventures. It is going to highlight people who love riding and the rides that they love. It will hopefully be your favorite magazine. The goals and purposes of this magazine are to positively highlight the vibrant motorcycle community in which we live. No matter what you ride or how, this will be a magazine that you will want to read.

I love to ride the back roads and I love to eat. So I am going to explore various routes and adventures and new eateries. Do you know that you can ride over 200 miles and eat in a new place and still be in Chattanooga? When you ride with me it is not only possible but probable. That's because I make many

wrong turns and get lost a lot.

This is going to be a magazine that you will be proud to have in your home and office and be proud to advertise in. You will find positive articles and positive people. And with my column each month you will have liner for your birdcage. There will be stories and pictures of landmarks of one of the most beautiful cities in the country. When is the last time you drove to the top of Lookout Mountain and just stared out over the city below? Yes, of course I am talking about Chattanooga. This will be a spotlight on the city that we live in and love. It will be a spotlight on people who love riding and their stories, their adventures and their machines.

I will write about a group of GoldWingers who ride to Mississippi just to buy cantaloupes and ride back that same day. Is it the cantaloupe? Is it the friendship? Is it the bikes? Is it the ride? The answer is yes. I will explore the rides that other groups and other bikes take and try to tell their stories with humor and passion. The roads and the adventures are always filled with humor or drama and it will be up to me to point it out. Or just make it up.

I will write about the best places to show visitors as they marvel at what we ride with every day. I did this recently as a group of old friends came in from Chicago and I spent 4 days riding through the country with their eyes. I ate at restaurants with their pallets and listened to what they liked. I think every month we need to ride with a new group and feel the ride through their eyes.

I want to spend time riding with the BMW riders group and find out why they don't waver. I want to know how they feel about riding in Chattanooga. How do they like their bikes and why did they choose BMW? Or why Harley

riders decided to buy the bikes that they ride. Do the people who ride cruisers just love the same roads as the people who ride sport bikes?

New beginnings represent a new perspective on the same old area where many of you have spent your lifetime. Hopefully Kickstand Up! will remind you of an old friend that you have lost contact with. You may rediscover a hidden treasure of a road that you have long forgotten. You may be reminded of an eatery long ago. There may be tastes of your youth that will bring back warm memories and future promise. Who knows what we will find together, but we will find it together. And that is the point. This new adventure will be more about you and what you want. We may ride there differently, but we will ride. And we share what we find, the good and the bad.

You will read about this adventure and can live vicariously through my words or come live the adventure yourself. I prefer that you come so that I will have more fodder for my column, but the choice is up to you.

I try to write with humor and compassion. My commitment to this magazine and to the readers of this magazine is to present positive stories that enlighten, encourage, and enthuse the people who love to ride motorcycles. I may embarrass someone along the way but that will not be my intention.

I hope you come along with us for this ride. It should be a very good ride indeed. Now I have to go out and get new tires and a GPS.

Gary Boyd
gboyd1800@yahoo.com

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KICKSTAND UP!

A Magazine For All Motorcycle Enthusiasts

MAGAZINE

STAFF

Ronnie Land, Editor

ronnie@kickstandup.com / 423.400.6419

Kim Teems, Editor

kim@kickstandup.com / 423.774.0549

Eddie Rahm, Sport Bike Editor

eddie@kickstandup.com / 423.618.7819

Jimmy Cornett, Distribution

jimmy@kickstandup.com / 423.400.2635

Julie Land, Proof Reader

423.400.5217

SALES STAFF



J.J. Hendrixson

404.550.7605

jj@kickstandup.com



Sandy Hoffman

423.240.1919

sandy@kickstandup.com



Alan Kelley

423.903.2068

alan@kickstandup.com



Kathy Kile

423.653.1613

kathy@kickstandup.com



Wayland McKinney

423.314.2934

wayland@kickstandup.com



Chuck Welch

423.322.4105

chuck@kickstandup.com

CONTRIBUTORS

Gary Boyd

Mike Davis

Joe Gionti

Doug Graydon

Jeff Griffith

Sandy Hodges

Kathy Kile

Ronnie Land

Scott McColpin

Jen Obal

John Queen

Eddie Rahm

Rocky Sisemore

Kim Teems

Chuck Welch

PHOTOGRAPHERS

Doug Graydon

Kathy Kile

Wayland McKinney

Jen Obal

John Queen

Eddie Rahm

Rocky Sisemore

Kim Teems

Steve West

Chuck Welch

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December 2010

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LEGISLATIVE CORNER

Wow! The elections are now in the past, and there have been a lot of changes in the capital. The democrats lost 14 seats, which puts the republicans at 64 seats. For the first time, since I started going to Nashville and lobbying, we will have a republican speaker of the house.

While at the legislative retreat this year someone brought up the issue of motorcycle parking in downtown parking spaces. So I decided to get involved. I wrote an email to a person on the city staff and asked the simple question, "Is more than one motorcycle allowed to park in a metered parking space." After about two days, I was told that the law didn't address the issue. In fact the current law for the city of Chattanooga only says "vehicle." Even the traffic engineer didn't think that motorcycles were ever considered when the law was written. So, I then called my City Council member, Jack Benson and talked with him about the issue and asked him what was the best way to get this issue addressed. He told me that I should bring it to the city council. The city council allows any citizens to speak for up to three minutes about an issue, so I wrote a short speech and went to the meeting on October 26. Not only will I never forget that night because I was a little nervous, but that was the same night we had a tornado in town. Here is the last sentence of my speech. "In conclusion, I respectfully request that the City Council Members change this antiquated law to allow for more than one motorcycle to park legally in a given parking spot."

I'm now told that the City of Chattanooga is working to amend the current law to allow for more than one motorcycle to park in a parking spot legally. My point is, it doesn't take but one person to do much to be involved. What does your city say about parking motorcycles? Do they even allow more than one to a space? Do you know? Take the time to make the little changes and work with your elected officials. As one elected official once said, "you have to take the baby steps first..." Once

you take the little steps and work on a relationship with your elected official, then you can start taking on bigger steps. One day you just might get it all accomplished. Like maybe "Freedom of Choice" in the state of Tennessee. In January, 2011 the new legislative session will start in Tennessee.

CMT/ABATE will plan on filing two main bills next year and these will be a reciprocal bill and a freedom of choice bill. Have you talked with elected officials? New or old they will be working on state laws that

will affect you. So get with it and take the time to communicate with your elected official.

So remember, I can't do it by myself. It takes everyone to get involved. Or you can watch your rights fade away.

Scott McColpin
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Wayland McKinney

Hello Chattanooga and welcome to a new beginning – KickStand Up! Magazine. A vision of all that makes riding in the wind good. Come in and share your love of the ride, the twists and turns in the road, the mud, the wind, and all the things that make riding a thrill.

Let me introduce myself, and give you a bit of my background. You may know me as the person with the orange and yellow tie-dyed helmet and a camera glued to my eye when I'm not riding. Some people call me HippyChicKim, Chick, Hippy, and a lot of you just call me Kim. I answer to them all.

I've been riding motorcycles for about eleven years. I owe my love of it to my dad, Hugh, who has been a rider most of his life. When he offered me the use of his '72 Honda 500/4, with the stipulation that I passed the motorcycle safety class, I jumped at the chance. I can still feel the thrill of that first ride by myself, and the wind blowing past my face. I've been hooked ever since and have a thirst for more - more different kinds of riding experiences.

KickStand Up! Magazine will be giving me the opportunity to explore the vast arrays of riding styles out there, which I will be sharing with you the reader. The first on my list is dual sport riding, and my dad just so happens to have a '91 BMW R100 GS that I can learn on [Thanks Dad!]. I hear that Pandora's Motorsports has a GS Adventure Training Park. Now that sounds fun. I'll keep you informed on my progress.

In the mean time, keep your knees in the breeze. I wish you safe travel wherever your wheels take you.

Kim
kim@kickstandup.com





KillBoy.com



Kim Teems

Welcome Chattanooga riders to KickStand Up! Magazine. We are very excited about this, our debut issue, and we hope you will enjoy it as much as we enjoyed compiling it for you. We are a free, monthly, advertiser supported, motorcycle magazine. Our format is family friendly and we will include articles on all types of two and three wheeled vehicles. Our name is synonymous with an almost unconscious act that all motorcycle riders can relate to. No matter what type or brand of bike you ride, we must first, put our kickstand up (unless of course you are a MX rider or own a trike). Yes, we will cover trikes too.

My name is Ronnie Land, although many people know me as “Rock.” I have been riding motorcycles for forty years. I have owned well over a dozen bikes in those four decades, most of them Harley-Davidsons. Interspersed with the Harley’s were Honda’s, Kawasaki’s, Yamaha’s, Husquavarna’s, and now a BMW sport bike. The fact is, I just love to ride motorcycles. You could say that it is my passion.

Over the last 15 years my main interest has been in long haul touring, but lately sport riding has become my obsession. I have ridden close to 400,000 miles during those 15 years. I have no idea what my lifetime mileage is, because when I was young I didn’t keep score. I didn’t realize then that the one with the most miles wins.

My wife, Julie has accompanied me on most of these miles, from Glacier National Park to Bear Tooth Pass and Yellowstone. She is my partner, navigator, and at times, my conscience. Her favorite saying when it’s pouring rain, too hot, too cold, or breakdowns has always been, “but honey, it’s an adventure.” Yeah, it’s been an adventure alright. From riding inside a herd of 300 buffalo in Custer State Park to watching my buddy, Jimmy wreck running 90 mph in Enid, Oklahoma. Yes, he lived, and he is still my right hand to this very day.

My goal with this magazine is to encourage others to get outside their comfort zones and try something new and different. From taking that long talked about trip to riding a different type or brand of bike. Life is too short to procrastinate. Motorcycling has something for everyone. It is my personal psychiatrist.

Ronnie
ronnie@kickstandup.com

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She Said YES!
Announcing the marriage of
Jason Battles & Glenda Cates
December 11, 2010

Ride to Dine

Blackwells on the Lake

Summer is giving up. The leaves are in full color. The sky is a deeper blue. The temperature has finally relented from the summer's heat. What a beautiful time to ride.

So we planned a beautiful fall ride to Mike's Seafood. The forecast was for a spectacular day with clear skies and a high of 78 degrees. The forecast was wrong. But we are riders. We are not stopped by inclement weather. We have heated suits and rain suits, cell phones that include internet and GPS. But we are road warriors all the same and it is with anticipation that we band together at the local BP in Ooltewah to head out for lunch this day. With empty bladders and full gas tanks, it is time for our kick stands to go up and for us to go off. Just one thing. The "we" that I am referring to is just me. I was all alone. The others had decided to forego the day's ride as the inclement weather threatened from above. So I had to decide. To ride or not to ride; that was the question. It had been a while since I had ridden and I decided to go all by myself. I also decided that Mike's Seafood Grill is a great place but, I would go there another time, when I could introduce someone new to his eatery. For now, I would just follow my nose and see where I ended up.

"I have been here before." I think to myself as I pull into the parking lot of Blackwells on the Lake. Funny, but it

never seems as if there are a lot of cars in the parking lot, but I remember the food being good so I make this my lunch spot. It is very stark as décor goes, a few fishing and boating items hanging on the walls. This is not an upscale restaurant, but it has a great view of the lake. It is totally down to earth with my favorite, down to earth prices. The guy who greets and seats me is the owner. Well, not really. He is the owner's husband and a very pleasant fellow who is trying hard not to get in to trouble with his wife. He gets my drink and quickly hands me over to a waitress who is most pleasant and personable. She must like me. No, she is working for tips I remind myself. She only wants my money.

The food is excellent. My favorite was the catfish sandwich. The catfish is some of the best that I have had and I understand that there is an all you can eat catfish night. That sounds like a great plan to me. The waitress took great care of me even though she was extremely busy and never did I lack for my tea glass being filled. I am coming back here again and soon. This is a great spot to ride to on those days that you want to ride a few hours to lunch or dinner and ride back.

The food was outstanding but the weather was not. The trip was great, with time for reflection of what it means to ride a motorcycle here in the Chattanooga area. We have a plethora of fine roads and curves that allow every rider to ride to his or her limits. I look forward to riding with someone next time

so that we can share the adventure. How about you? Is this your kind of ride?

We will post our next ride on Facebook so that you can join us. Please do, as we would love to see it through your eyes.

Gary Boyd
gboyd1800@yahoo.com

DIRECTIONS TO:

- East towards Cleveland on Lee Highway/ Hwy11
- Right on Edgmon Road
- Left hand turn where it dead ends into Tallant Road.
- Right on S. McDonald Road
McDonald Road leads to Blair Road (only goes left)
- Left on Blair Road across Alabama Highway which become Candies Creek Road
- Second right is California Lane
Take California Lane to Tunnel Hill Road [Stop Sign]
- Right onto Tunnel Hill which turns into Wesleyan Road.
- Left on Weatherly Switch
- Left on Blue Springs Road
- East on APD 40 towards Route 64 & the Ocoee River.
- Blackwells on the Lake will be on your right [Lake Ocoee Inn & Marina]

DIRECTIONS BACK:

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- Right on 411 to 163
- Left on Bowater Road. (only goes left)
- Left on 11
- Right at Route 308 just out of Charleston
- Cross Interstate 75 and 308 blends with Route 306
- Follow 306 past Route 60
Shortly after crossing 60
- Right on small road Bigsby Creek Rd NW
- Left on Rabbit Valley Road
Rabbit Valley Road will empty into Harrison Pike
- Right onto Harrison Pike and finish up your ride through White Oak Mountain. Mahan Gap and Ooltewah-Georgetown Road. If you go straight, you will hit Route 58.
- On 58 and you are soon back in Ooltewah and close to the Interstate.



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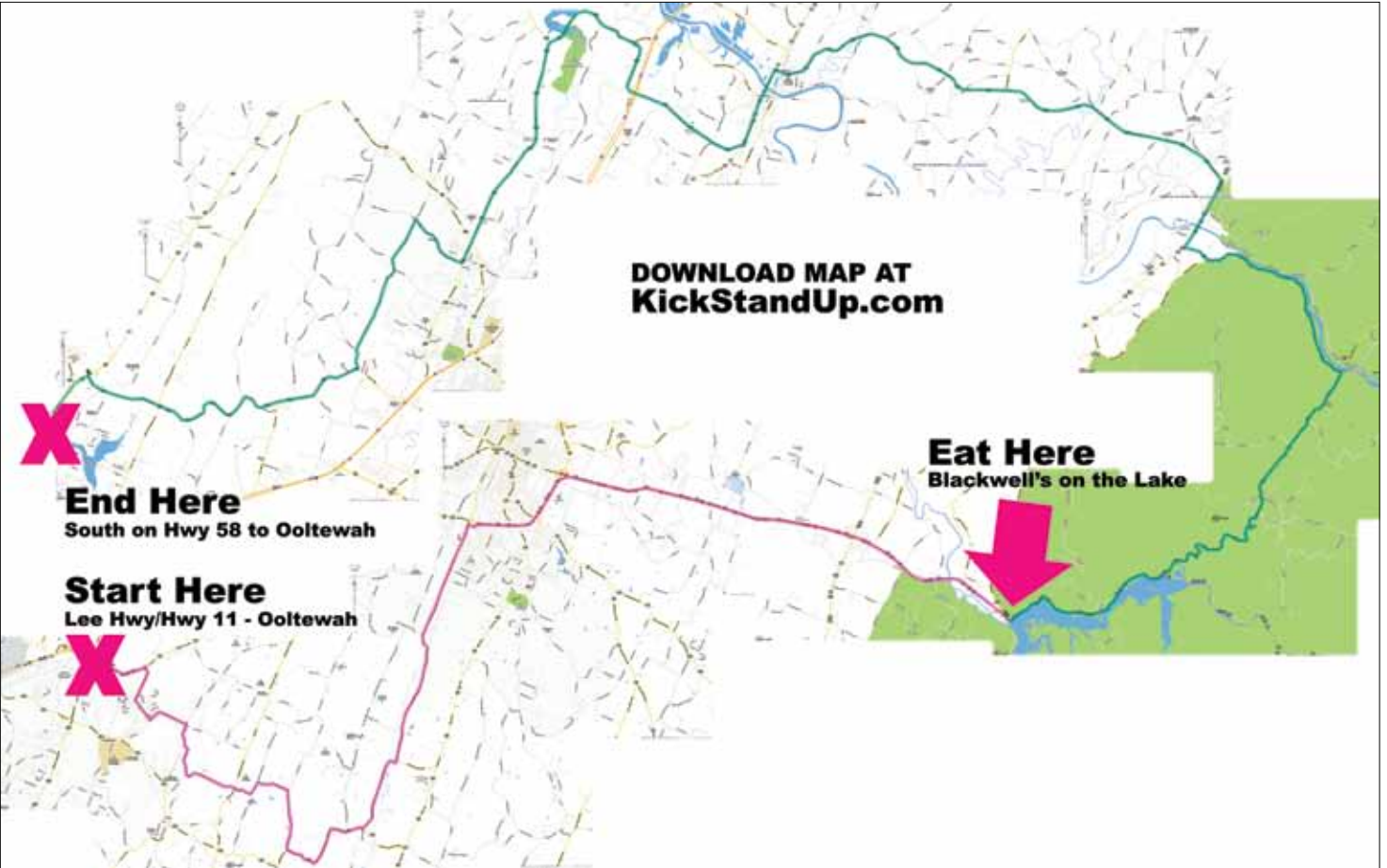
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Concert at the Cove at Mountain Cove Farm

It was a beautiful day for a motorcycle and car show, and a pretty nice turnout for all. Jerrie Tramel and Rolling Thunder TN, Chapter 2, who do a lot of great work for vets with special needs and relentless work for POW'S and MIA'S, were there.

Down at the airstrip they were having the car and bike show where I found Elvis, AKA Sam Mosier, and his wife Robin. They were showing his beautiful Yamaha V Star 650, painted with an Elvis theme by Gary Stroud, which won best in show. A Boss Hoss trike took 1st place. The music was provided by Chickamauga Rodeo Band, and they were great.

The event was put on by the Chickamauga VFW post 3679 and the 6th Calvary Museum. Larry Hester and Ray Viera will be putting on another event next spring, so keep your eyes open.

Chuck Welch
chuck@kickstandup.com



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Chuck Welch

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In The Rearview Mirror Master Mechanic Dolas Ferguson

Dolas Ferguson was a great guy. He loved his family and enjoyed life to the fullest. He worked for General Motors at several dealerships in Chattanooga, including Trotter Buick and Indian Motorcycles. Dolas also worked part time at Honest Charley's Speed Shop and Garage. During his four years there, he went to all of the out-of-state shows, setting up booths and helping with sales. He did the wiring on the Honest Charley's Double Exposure hot rod.

Dolas and his wife Nancy loved to travel. They rode their Harley to Key West, Buffalo New York, Niagara Falls and Canada. When they got home they traded the Harley in for a Honda Gold Wing. Between the two bikes they rode 14,000 miles in four years. Dolas also rode to Daytona three times with his riding buddy Louis Johnson. When he wasn't working or riding, Dolas spent many hours in his shop building or working



Chuck Welch

on a hot rod or bike. Dolas left this world in early October and will be greatly missed.

Chuck Welch
chuck@kickstandup.com



Honest Charley

A large advertisement for Budweiser featuring a red motorcycle. The motorcycle is the central focus, shown from a side profile. It has a red fuel tank with the Budweiser logo, a chrome engine, and a long, straight exhaust pipe. The background is a solid red color with a subtle circular pattern. The text 'Cap Off a Safe Ride With a Cold Budweiser' is written in a white, stylized font across the top left. At the bottom, the Budweiser logo and the slogan 'RESPONSIBILITY MATTERS' are displayed.

ADVERTISER INDEX

KENT'S CROCK POT BRUNSWICK STEW

1 med onion chopped
 1 small green pepper chopped
 2 16oz cans crushed tomatoes Do Not Drain
 1 pound shredded BBQ beef, pork or chicken
 (Or how about some of each.)
 2 cans whole kernel corn or 1 whole kernel and 1 can cream corn
 1/2 cup favorite BBQ sauce
 1/2 tsp salt
 1 1/2 tsp pepper
 1 tablespoon sugar
 Dash of hot sauce
 Pinch of garlic
 Beef or Chicken stock or bullion



DIRECTIONS:

Brunswick stew, by nature, is a catch all. This recipe is a great starter for a Brunswick stew. If you have something else you want to toss in, feel free to. Combine all ingredients in crock pot. Cook on low for 5-6 hours in a covered crock pot. Add some water and barbecue sauce for desired thickness. You can speed it up on the stove. But the crock pot really simmers the flavors together. Recipe by Kent "The Deck Chef" Whitaker. Recipe from his book The Tennessee Hometown Cookbook.

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

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CANNONBALL COMES TO TOWN

The Cannonball Antique Motorcycle Run stopped at Coker Tire in Chattanooga on Monday September 13, 2010. The event started in Kitty Hawk, NC on the 10th and ended in Southern California on September 26th. Many of the bikes on the ride were built before 1916. These bikes were mounted with Coker Tires. After leaving Chattanooga the riders traveled to Huntsville, AL and continued on to California to finish the race. The locals enjoyed watching the antique motorcycles roll into Coker Tires.

CW
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CAUGHT IN THE HEADLIGHT

Eddie Rahm

Kenny Reynolds

Local Legend

In The Headlight

Our area is very lucky to have a nationally-known craftsman who also enjoys working on motorcycles. This craftsman is Kenny Reynolds, and he specializes in painting bikes of all types, from stock restorations to full customs.

Kenny grew up in Gonzales, LA., just outside of Baton Rouge and north of New Orleans. His uncle had a mechanic shop, a wrecker service, and did fleet work, so he grew up in a mechanically oriented world. He eventually moved on to high-powered boats, participating in all aspects of the work. Kenny especially liked the artistic side of creating a machine from the ground up, and began to lean more and more



toward painting the finished product. He worked at body shops in Baton Rouge in the seventies; got his first job by walking in and saying he could paint whatever they wanted. And he did so, painting murals on custom vans, flames on hot rods, pin striping and whatever else they needed. Working on vans on the side, he got quite busy from reference work and repair work. Folks would customize their van, wreck it or get chips on it, and bring it back to Kenny for corrective work. He and his partner even had a custom van in the centerfold of *Playboy* magazine!

He worked in several body shops and frame shops here, and was asked to teach auto body repair at Southern Adventist University, which he did so for ten years. At the same time, he was painting motorcycles more and more, and finally left teaching to pursue his goal of painting motorcycles exclusively. He's owned all types of motorcycles, from dirt bikes to baggers and everything in between. When

Harley-Davidson freed itself from AMF ownership the quality of their bikes spiked. He jumped in the field full time and "...increased my livelihood tenfold." He would buy an old bike, fix its mechanicals and then put on a custom paint job. He'd sell that one and start another project. One thing led to another and he began to get reference jobs from people who liked his work. When the custom bikes were all the rage a few years ago, he created a 210 hp beast with a blower and the stretched-out front end. It doesn't even use street fuel; the owner has to take his fuel with him wherever he goes! It's one of Kenny's favorite creations. One aspect of his philosophy of work: "I don't expect any of my work to come back because of something I did or didn't do. I do get work back as a result of a chip on a gas tank or so, but never as a result of my workmanship."

And the scope of his work is nationwide: a fellow in California wanted a chip repaired, found out who painted



Kenny Reynolds



Kenny Reynolds
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the custom bike originally, sent the tank to Kenny who repaired it and sent it back. He has had two custom baggers in *Hot Bagger* magazine, one of which was on the cover. He's painted cars for David Allen Coe, Robin Williams, Terry Pendleton and many well-known Nashville entertainers.

Just as customized soft tails were all the rage at one time, only to be replaced by custom Road Kings and those later replaced by long, low one-off customs, so now custom baggers are becoming all the rage. He provides custom work on baggers now, and has a waiting list; you have to take a number to get in line. Big baggers take up to a month to complete. Kenny works on two at a time and he is slammed with work. It appears that the economy has something to do with that. A bike gets several years on it and the owner wants to replace it (we've all been there!). It's quite a bit more cost effective to get a Kenny Reynolds Original one-off bike than it is to purchase a new bike and begin buying custom parts for it.



He's been extremely lucky in turning a hobby into a small business and then being able to rely on word-of-mouth growth to realize a comfortable living. He's been married for 35 years to Jo, has two children and a five-year-old granddaughter who happens to have



(and ride) her own motor. "I'm probably one out of a hundred folks who truly looks forward to going to work every morning. I can't wait for the rooster to crow so I can start slinging paint on something."

Sandy Hodges

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NORTH TO ALASKA

It's been three and a half months since leaving Chattanooga for Deadhorse, Alaska. Today, the temps in Fairbanks were in single digits and there's only a handful of hours left of daylight. Man, what a difference a few months make. Alaska may be wrapping herself up for the winter, but the amazing memories, thrilling adventure and constant seduction of her phenomenal beauty will be with me and my buddies the rest of our lives. Just in case you don't read another line of this report let me say without reservation: Our 16 day motorcycle adventure through the Canadian Northwest Territories and Alaska's mind boggling landscapes was the greatest trip of our lives. It was at least three times better than we ever expected. There's not a day we would do different. There's not a thing we would change. For me personally, it was one of the most unique and treasured times I've ever lived. I know things will eventually change, but I can honestly say that everything since Alaska has been

dull...nothing compares.

The dream was about 16 months in the making and involved a lot of planning, some gambling that people would actually do what they promised, and, of course a small fortune in extra equipment and gear. But no regrets; every hour and nickel spent brought huge returns and was well worth the investment. Once you equip yourself for Alaska, you're equipped for anywhere and anytime.

It almost goes without saying that the most important part of any motorcycle trip is your fellow travelers--simple to say...not always simple to accomplish. Finding someone who shares similar riding styles as you do and who shares the same travel standards is not easy. Add one more person to a couple of riders and the chemistry is bound to change. Add another, and suddenly you have a small caravan.

Maybe that was the first miracle about our trip. There were four of us. None of us had really traveled with one another before. Alan and I

met each other just months before through one of the great events hosted by Pandora's Motorsports. I met Terry, who lived in Naples, Florida at the time, by chance one day on the Cherochala Parkway. We had spent two weekends together on the road prior to Alaska. Terry, Alan, and I had only ridden together one time. And nobody knew Pete except for me. I met Pete when I flew up to Aerostich to be fitted in one of their famous suits. Pete had been to Alaska six times before and I knew his knowledge and experience would be a huge benefit. The fact that Pete would even consider going with us southern boys was an adventure all his own but he quickly became the glue that held us together and proved to be a tremendous asset to us all.

The great thing is that everybody got along so well. We all left our egos and agendas at home. For the most part, the cell phones were turned off or didn't have service. Our time together was like no other time shared before. We were all seduced



John Queen

day after day by the unfolding roads and gigantic vistas that would appear, dissolve, and then appear again completely new.

The southern boys shipped their bikes to Seattle. The shipping went flawlessly and I would highly recommend skipping the lower 48 states for time's sake. We arrived fresh and as excited as 10 year old boys on Christmas Eve. It only took a little over an hour from landing in Seattle to be on our bikes. We had shipped the bikes already packed except for electronic equipment and some personal gear. All camping equipment, tools, and travel gear were waiting for us with our bikes. We simply put on suits, checked our tires and fueled our bikes, turned on our Garmans, and we were riding off into the sunset of a gorgeous Seattle afternoon.

The first day was the most unpredictable but its success set the stage for the rest of the trip. Our goal was to get across the Canadian border and make our way to Hope, BC. Everything was tentative because

we had no clue if the flights would arrive on time, if the bikes would be ready to travel, and how much time would be taken crossing into Canada.

You hear all types of horror stories about border crossings, but we didn't have a bit of trouble. Of course, we didn't carry guns, had validated insurance certificates for Canadian travel, and had all our paper work in order. We also had no prior DUI's on our records. Canadian's consider DUI's a felony no matter how long ago the event happened.

We crossed over from Sumas, Washington into British Columbia and found our way to Hope just as it got dark. It was the perfect start to what would be a perfect trip. Only the Lord knew how much fun was in store for us over the next 15 days of traveling together.

... to be continued next month

John Queen

STOP THE MADNESS

Dear reader...go and Google "abnormal weight bearing in joints." You will discover thousands of sites that discuss multiple problems with the same end result...degenerative joint and disc disease, i.e....Osteoarthritis! This common condition starts with very mild symptoms that disappear with movement; a re-occurring "pulled muscle"...temporary neck or back tension after any long ride...headaches you've become "accustomed to"...any large joint pain that is "familiar."

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Time Needed: 2-4 hours
Difficulty: Easy to moderate

DIRECTIONS:

Dual Sport From Chatsworth head east on Highway 52 and enjoy the smooth twisty asphalt that winds up Fort Mountain. At the top check your odometer at the entrance road to Fort Mountain State Park. From there continue on about 3.9 miles and bear right on the unmarked Forest Service Road 631 (gravel). This is Tatum Lead which goes some 8-10 miles along the ridge line and dead-ends at High Top.

There are several dirt roads that branch off Tatum Lead that can be explored. The two roads that branch off to the right go into the Rock Creek OHV area. The first of these has a gated barrier because it is very steep and rocky. It's okay to go around the barrier (if you like steep and rocky). The second road off to the right a mile or so farther on also leads into the Rock Creek OHV Area. It has a lot of varied features and descends some 2000 feet to the Rock Creek Area and the parking lot. If you want to return to paved surfaces, leave the parking lot and go 5.6 miles, staying on the main gravel road, turn right on old Federal Road (paved) and continue 3.9 miles back to Highway 52.



Dirt Bike Rock Creek OHV Area – From Chatsworth go about one mile east on Highway 52 and turn right on Old Federal Road. Go 3.9 miles and turn left at the sign to Rock Creek OHV Area. Stay on the main gravel road for 5.6 miles to the parking area. There is a ramp provided for easy unloading from a truck bed. A map of the area is on the covered sign.

About 1/2 mile into the ride there is a trail to the left. It is very steep and rocky and goes up to Tatum Lead. If you don't take that trail but continue on, the road climbs out and joins Tatum Lead farther to the south. Turn right and go to the dead-end at High Top or turn left and ride about 6 miles to Highway 52, then back-track down to the Rock Creek Area. Enjoy!

Doug Graydon



Doug Graydon

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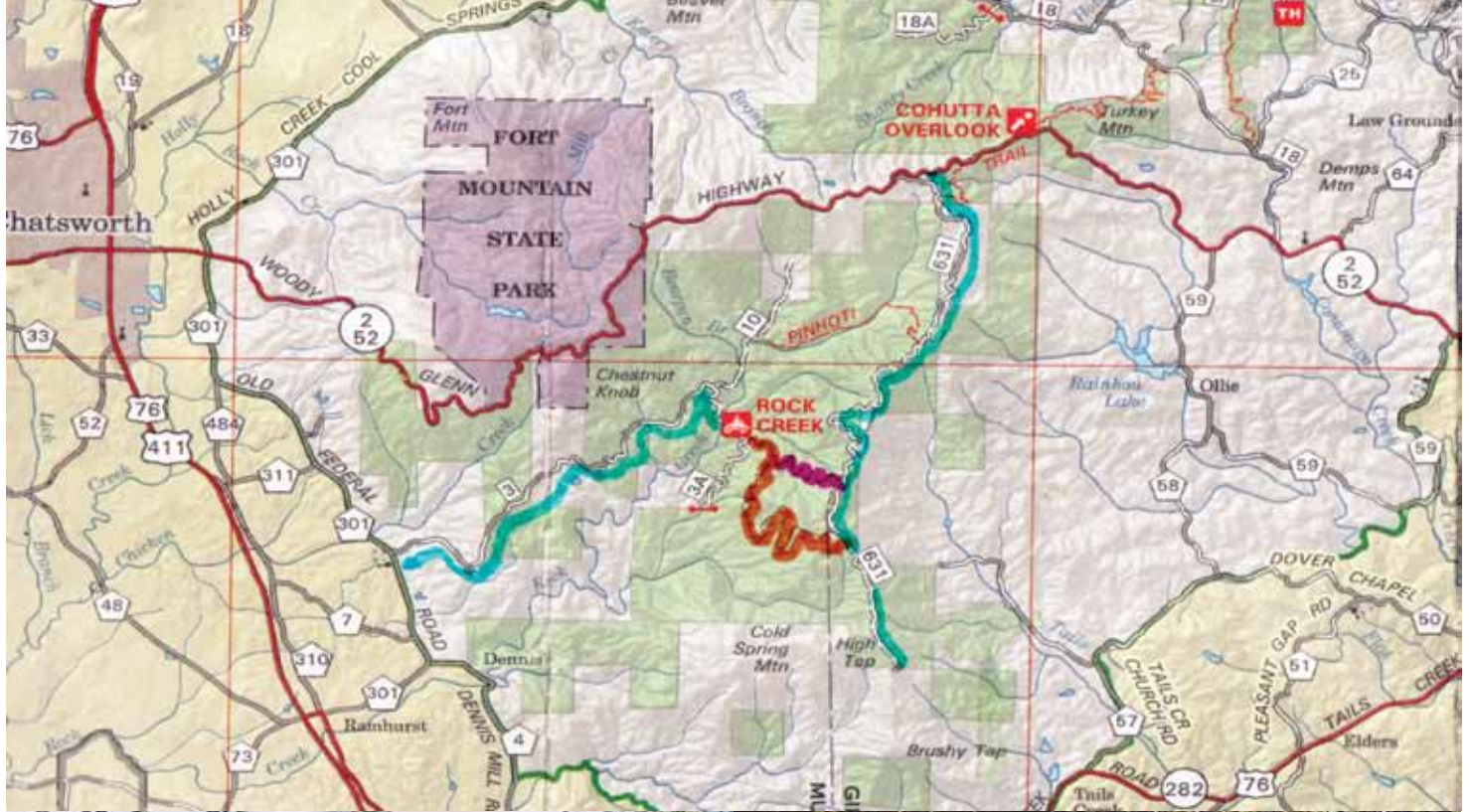
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Chattanooga Motocross Track Revamped Fall Season is Under Way

Before this new season of motocross started, Chattanooga Motocross [CMX] changed things up tremendously. Track owner Darrel Lynn added some jumps and a whole section to the layout of the track that runs behind the stands.

Chattanooga has always been known as a tight, technical course, but not anymore. The course has been opened up A LOT, allowing the 450's to use a little bit of that power under the seat and the 250's to get out of 3rd gear. In the back section you hit a long straight away where you can hit fourth and fifth gear. Going into the next turn, you gear down and barely let off the throttle before throwing the bike down and railing into berm.

It's not all straights and throttle though. Right after the straight it tightens up headed towards the stands and we separate the men from the boys. The next few turns are no less than 90 degrees.

Jumps on the track can be technical, but they are all forgiving. There isn't anything on the track that will hurt you too bad if you come up short.

This doesn't mean that the big jumps have been left out. There are a lot of table tops where you have an option, making it safe for beginners, as well as the fast guys. You can step onto it, or you can Jump the whole thing. There is a big double in front of the stands allowing you to get some air. Also in front of the stands, there is a huge tabletop with a steep lip that you hit wide open after a straight away, shooting you straight into the sky. One time I hit it a little too hard and I remember saying, "Oh crap. Oh crap. Oh crap," as I sailed through the air. I didn't overshoot it as much as I thought I did, but I wasn't used to the height.

CMX before now was known to have a lot of rocks on the track that eat up your tires. This problem seems to have been fixed for the most part. Also, since Darrel put so much work into building this track himself he is taking very good care of it. Many of the drainage issues have been fixed, a sprinkler system has been added, and he makes sure it is smooth before every race day.

Overall, I am impressed with how much CMX has improved. The track flows very well, and you can actually keep up some speed throughout. I'm just speaking for myself here, but if I were to change anything I would just add a section of jumps where you had to keep a good rhythm to keep up your speed. CMX is now into their fall season, racing every week, alternating between CMX and Mountain MX to make up the series. I look forward to every weekend I race.

Jeff Griffith
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SORCS 8 Hour Endurance Races - Perry, Georgia

Perry, Georgia was the site of the last of three eight hour team endurance races within the SORCS. Chattanooga had three teams to attend the final round. SMA with Mike Davis and Fred (Boadie) Lingerfelt; Dirty Burros with Aaron Smith and Kevin Hill; and Urban Assault with Tim and Nathan Holder.

Sixty-nine teams were in attendance. It was a perfect day for racing and the course was great. The Chattanooga teams placed very well in the overall with The Dirty Burros 12th, followed by SMA 14th, and Urban Assault placing 15th over all.

Thanks to all the support of people in North Georgia and Chattanooga! To see more on these events check out "SMARacing" on face book.

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Families That Ride Together Meet The Williams



If it's true that families who play together stay together, what happens to families that ride together? Just ask the Williams family. They have discovered that motorcycling is the ultimate form of play.

It isn't often you see a dad, a mom and sons riding together. DeWayne and Donna Williams, of Hixson, share their love of riding with their two teenage sons, David and Jesse. Warm, friendly, and soft spoken, the whole family speaks openly of their love for Jesus, for each other, and of riding their motorcycles.

DeWayne and Donna met at church in Murphy, North Carolina.

DeWayne was on a date with someone else but spotted Donna across the room. He knew instantly she was "the one." Almost 20 years later, they have built a family together whose favorite pastime is being together, preferably on their bikes.

As a boy, DeWayne grew up wanting a motorcycle. His parents, concerned for his safety, suggested he buy one himself when he was 18. He did. He admits with a smile he knew little about buying a bike and based his purchase on the one thing he knew he wanted. "It was blue." On the 50 mile ride home he realized he knew nothing about riding. Halfway through the trip he found himself on the side of the road wondering why the bike had stopped running. A stranger stopped to help, telling him, "Put some gas in it and it will go." DeWayne laughs at the memory. Then his eyes turn serious. "I knew then, when I had kids I wanted them to have a different experience. I wanted them to learn the correct way to ride."

When his son David was 13, a family friend gave them a 1974 Honda CB 60. DeWayne taught him to ride in the family's back yard. David then attended riding class at Chattanooga State. He rode so well his parents bought him a 2001 Suzuki Intruder 1500 for Christmas. His dad rode the Honda until one day it broke down in a rainstorm. When he came home to a dinner party soaked to the bone, he convinced Donna it was time for a new bike. They added a 2004 Yamaha Roadstar 1700 to the family.

Two years later, Donna decided it was her turn to own a bike. She bought a 2007 Kawasaki Eliminator. Donna says people are surprised to see her ride, thinking her too petite to hold up a bike. Like her son, she learned to ride in the back yard and took the Motorcycle Safety Foundation's class at Chattanooga State.

Jesse is the official family photographer and enjoys riding on the back of his dad's bike. In 2008 the whole family joined the local chapter of the Christian Motorcycle Association. Jesse said, "we have the best time of our lives" riding with the CMA, but he often prefers movies and video games to riding and doesn't want his own bike right now.

When asked their favorite place to ride, they all agree Mayfield Dairy is at the top of the list. They often ride to Harriman to eat at Cracker Barrel or to the Sweetwater Flea market.

When not riding, Donna works at Lifeway Christian bookstore in Hixson. DeWayne teaches at Sequoyah Nuclear Plant. Both boys attend Soddy-Daisy High School.

Kathy Kile
kathy@kickstandup.com

*"In family life, love is the oil that eases friction, the cement that binds closer together, and the music that brings harmony."
~ Eva Burrows*

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Chattanooga Motorcycle Squad Iron Horse Warriors The Legendary Black Widows

The iron horse (Harley-Davidson motorcycle) was introduced into the Chattanooga Police Department in 1922 with seven horse patrolmen officers assigned to ride the motorcycles. This, in effect, marked the end of the mounted patrolman and the beginning of the motorcycle squad. At first, the motormen acquired their skill for riding the menacing machines by learning and mastering the basics on bicycles. Their number grew from the seven original in 1922 to twenty-two in 1924.

In about 1930, a logo was selected by the motormen to become their emblem. They selected the black widow spider and to this day, it still proudly adorns

the helmets and machines of the Chattanooga Motorcycle Squad. We can only guess as to why the black widow spider was chosen, since none of the original Black Widows are alive today. This particular information was not passed on to the succeeding members, nor was it fully documented. In that day and time, the road hazards, weather, and lack of expertise, caused numerous accidents, injuries, and some deaths, leading to the nickname, "widow makers." We believe this prompted the selection of the spider for their logo. The motormen took great pride in their uniforms, their jobs, and their ability. Their feats of courage and durability along with the excellent manner in which they performed their duty has become legend in the department.

In the 60s the Chattanooga Motorcycle Squad was in great demand in the Southeast. They also traveled to other states to

escort the dignitaries, funerals, and parades of other municipalities. They have made many Presidential motorcades and were complimented by President Lyndon Johnson.

About that same time, three motormen were reflecting on the fact that they knew many families with children who would not receive any toys or food for Christmas. As a result, that December morning at 6:30 am, before the shift started, The Forgotten Child Fund was born. Six families received aid from the motor squad that year, much of it coming from their own pockets. Since then, The Forgotten Child Fund has become the largest single Christmas charity in this city, providing for families with children.

Excerpt from Police Motor Units, History of Chattanooga Police Department.
www.policemotorunits.com/id248.html



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BIKERS' DOZEN

BY EDDIE RAHM

CHATTANOOGA, TENNESSEE AND SURROUNDING AREA

BikersDozen.com

Bikers' Dozen Intro

Over the course of the next thirteen issues of Kickstands Up! I will highlight a different loop from the Bikers' Dozen project that I created and donated to the Chattanooga Convention and Visitors Bureau recently. The entire package can be found on the Visitor's Bureau web site or the web site www.bikersdozen.com. This package contains detailed road maps, topographic maps, photos, written descriptions, historical data, interesting facts, and downloadable software/GPS files of each route. The written route descriptions and maps are in pdf form and may easily be printed to your local printer to use as an aide in planning your excursions. I have intentionally primarily remained on state and federal highways to simplify the trips for our out of town participants to prevent their getting lost on the sometimes inadequately marked back roads. Since this project is new I will need your help in identifying errors or omissions; comments can be mailed to me at the email address below. I hope you enjoy our back roads trips together as we explore our scenic area.

Eddie Rahm

eddie@kickstandup.com

About Bikers' Dozen

Your Bikers' Dozen Personal Invitation

Consider this your invitation! Come enjoy our rare combination of mountains, curvy back roads, and two-lane highway cruising that the Chattanooga area offers to motorcycle riders! It is my goal to make you, the motorcycle enthusiast, feel at home in our little piece of heaven for those on two wheels. In an effort to simplify the Bikers' Dozen Loops the routes remain primarily on state and federal highways, using secondary roads only where the terrain and scenery justify. Certainly if you would like to customize the routes, based on your personal preferences, utilizing maps, suggestions from local riders, or just the desire to explore, that is an option up to you. Although each route is carefully described and mapped, riders should carry appropriate state road maps with the individual routes planned on them. Since states from time to time vary the designations of their highways, you may find discrepancies between the maps included in this package and the actual road signage.

The Bikers' Dozen is a "project in the making" and any feedback regarding route descriptions, accuracy, route path, or safety issues would be much appreciated by future participants and me. Though all Bikers' Dozen Loops promise to be enjoyable, some you will find to be more to your liking than others, based

on your riding style, skills, and scenery preferences. In an effort to enhance the feel of the ride for first time riders I have included written loop descriptions that are written as if I were a tourist riding the loops for the first time. The town populations listed are based on the 2000 Census and restaurants referred to are based on information at this time. My recommendation is to visit as many interesting places as time permits in order to fully enjoy your excursions. As with any scenic excursion there will be parts of each loop that are neither scenic nor relaxing, but to get to the special places we many times must drive through areas that are similar to what we see each day. After experiencing several of the loops you may want to consider taking a day off for rest to check out some of the local sites or cycle-related businesses in Chattanooga. In addition, a periodic day of rest will recharge your batteries for the next series of loops you plan to experience.

So settle back and relax as you re-live my experiences on each of the Bikers' Dozen loops through the written descriptions on this site. On the more laid back loops I selected my Honda Magna VFR 750 cruiser but on the mountainous loops I opted for my Aprilia Tuono RSV 1000R sport bike, which was made for the curves. So keep the rubber side down and enjoy the Bikers' Dozen. We look forward to seeing you!

ER

THE LOOPS

- Loop 1 Tellico
- Loop 2 Cumberland Plateau
- Loop 3 Suches
- Loop 4 The Dragon's Tail
- Loop 5 East Valley Road
- Loop 6 3 State / 3 Mountain
- Loop 7 Monteagle
- Loop 8 Great Smoky Mountains (Two day)
- Loop 9 Little River Canyon
- Loop 10 Fall Creek Falls
- Loop 11 Sand Mountain
- Loop 12 Georgia Mountains
- Loop 13 Eddie's Choice



Loop 9 - Little River Canyon Loop



Little River Canyon Loop

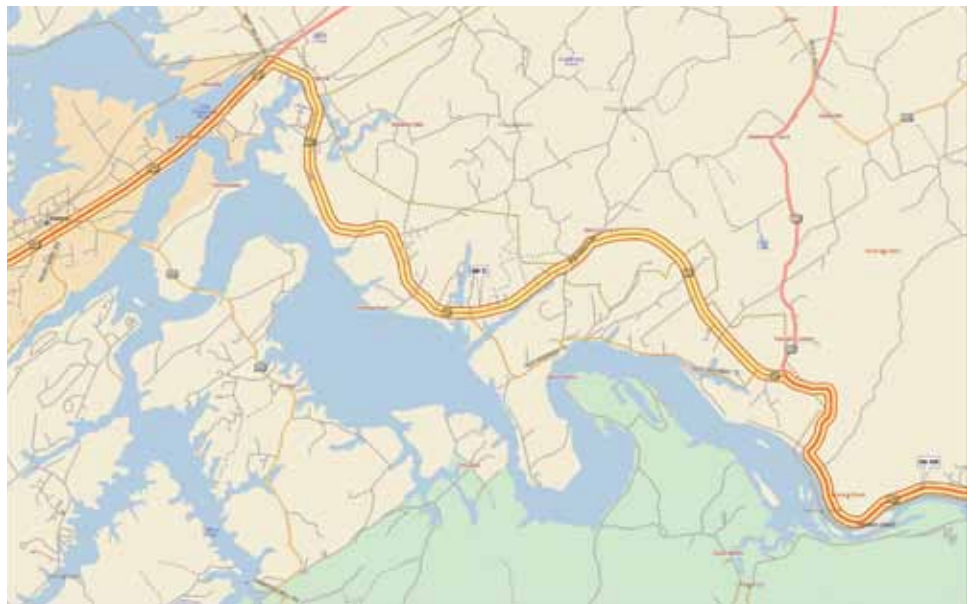
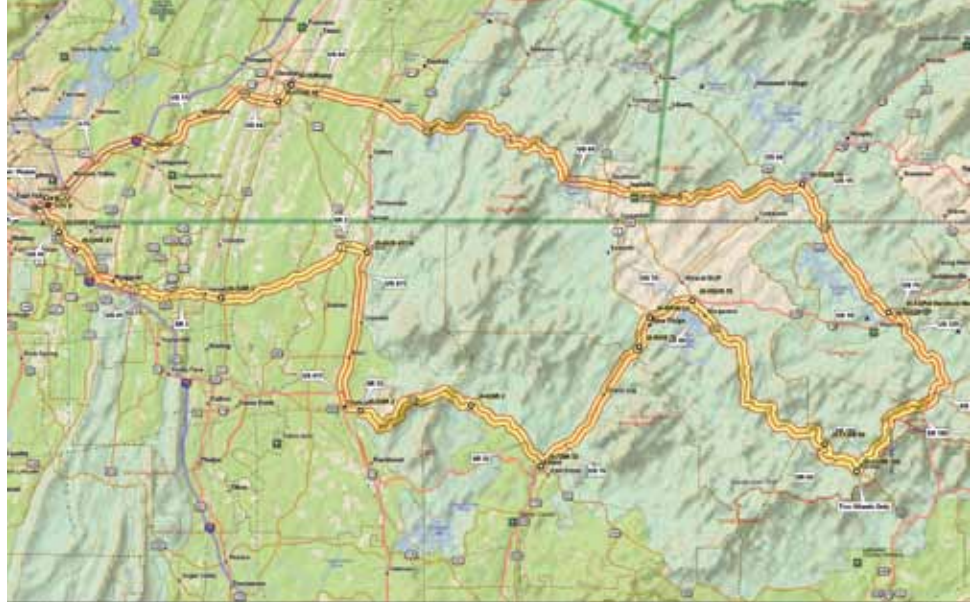
Today's loop takes me along the base of Lookout Mountain, through a north Georgia farmland valley, up Lookout Mountain with a few switchbacks, along the top of the Lookout Mountain, back down the mountain into Alabama for some country road riding, back up Lookout Mountain, along the breathtaking Little River Canyon Parkway, crossing Lake Shosh, back into Georgia on two-lane state highways, and then back to my starting point. It was one of the most relaxing rides of the Bikers' Dozen! Large and small, and you will take Bikers' Dozen riders places that most folks in Chattanooga have never been. Riding on the rim of Little River Canyon is worth the trip in itself. Hop on board for our excursion that's Alabama bound!

[Download full loop descriptions and directions \(PDF\)](#)

Loop Stats	Maps (Downloadable)
Route Length: 117 miles Lowest Elevation: 567' Highest Elevation: 1812' Elevation Variance: 1245' Fatigue Factor: Moderate Starting Point: Chattanooga Chattanooga Military Park	<ul style="list-style-type: none"> • Street Atlas (PDF) - Delorme • Turn Map (PDF) - Delorme • Map with Directions (PDF) - Microsoft Streets & Trips • Map (PDF) - Microsoft Streets & Trips
	Files (Downloadable) <ul style="list-style-type: none"> • Garmin Map • Garmin Turn Map • Microsoft Streets and Trips • PDF File <p><small>*Right click and save link as</small></p>



Screen Shot from BikersDozen.com



Biker's Dozen



Griffith Cycle Open House

Saturday, October the 30th Garry Griffith wrote another chapter in this area's motorcycle history. Back in 1967 his father opened Griffiths Cycle and now Garry Griffith Cycle has continued the tradition. The Grand Opening was set to begin at 10 a.m. and I arrived close to an hour early and I am happy I did!

I met Tammy Pierre right away. We had seen one another on Facebook as we have many of the same friends. It was a pleasure to see her face to face. After meeting Garry and Terry, Garry showed me the new Italian motocross bike, the BETA. He took it for a spin or two up and down his end of Dodds Ave (mainly on one wheel) He's good! He is one of only forty BETA dealers in the nation. He then showed me the Made-In-USA Arctic Cat 700. This is one hoss I'm here to tell you. Watching him take it off ground a few times, I climbed in with him and then was privileged to solo the machine itself. This is the way to go off-road!

The day was filled with good



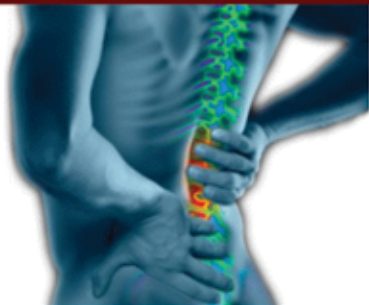
company, old and new friends alike and great food. Garry is one super guy, after being there 10 minutes I felt like family from him and the entire crew. The variety of cycles for the street, trail and track are impressive and the assortment of Arctic Cat four wheelers is not to be beat.

Rocky Sisemore
rocky@kickstandup.com



Rocky Sisemore, Chuck Welch

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Available at Thunder Creek Harley-Davidson, Chattanooga, TN, and Mountain Creek Harley-Davidson, Dalton, GA - www.TheCreekHD.com [Back Cover]

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Available at American Motorcycles, AmericanCyclesInc.com [page 5]



Arctic Cat's 700 Prowler HDX

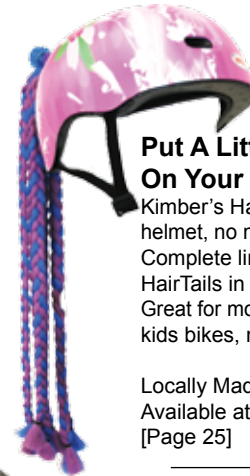
Arctic Cat has received top ratings with their XTX Prowlers for a while, but now they have added a middle seat, a bigger bed, and power steering to their HDX models, along with a ton of extra storage. Its storage, torque, trailer hitch receiver, and huge dump bed make it the perfect work horse for any job, but don't let it fool you. Its 700 EFI H1 engine is packed with power, and Fox Racing Shox suspension helps you put that power to the ground. It can handle the fast trails with ease and can be switched to 4wd at the push of a button for any rough stuff you throw at it. Get one and play in the dirt because Arctic Cat has raised the bar.

Available at Garry Griffith Cycle, GriffithCycle.com [Page 24]



PSN

In The Headlight Product Reviews



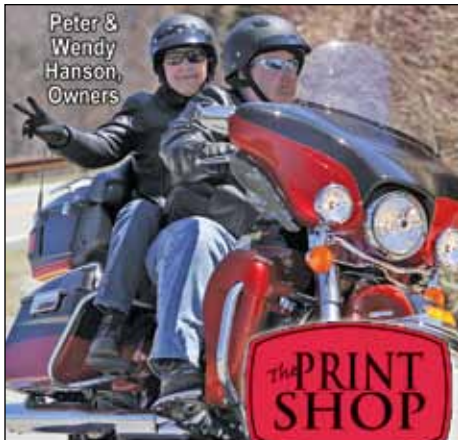
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Locally Made Available at HairTails.com [Page 25]

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In The Headlight Chloe

I'm Joe Gionti, and I've been riding dirt bikes for 20 plus years. I love the sport. Seven years ago my daughter, Chloe, was born and she was raised around bikes. It didn't take long for her to show interest in them at a very young age. At the age of two, she had her first dirt bike. Now she's seven years old and she is racing with me on weekends. Chloe believes in working on her own bike, from changing the oil and cleaning air filters, to the whole nine yards. I may be nervous when she gets in line for her class to take off, but I can't wait to watch her go!

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

Check out more photos of Chloe at KickStandUp.com





SMOKE HOUSE LOST KICKSTAND CONTEST

We will be hiding the KickStand Up! lost kickstand each month. Find it and win a **FREE CABIN FOR A NIGHT, DINNER FOR TWO**, and a **SIX PACK** from our good friends at Jim Oliver's Smokehouse.



DIRECTIONS:

Go left on the 2nd numbered highway. Go 26 miles, then start looking for the building in the photo below. Don't get shocked!



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





Kim Teems

Southern Brew & Cue

Advertiser
In The Headlight

Don't let the location fool you!

Nestled on the Tennessee side of the Georgia/Tennessee border, Southern Brew & Cue fits right in with the flavor of change that's coming to the historic Rossville area. Owner Mark

Chitwood says, "There's been a lot of development downtown, which is good – but there are other areas of town that deserve that kind of attention, too. The City of Rossville, and the State of Georgia have done a great job of that."

As you walk in you're surrounded by the feel of warm wood, high ceilings, and old school charm. A restaurant and billiard hall, you've got the best of both worlds with games & billiards, cold beer to margaritas, live bands on weekends, and out of this world smoked barbecue and wings. Their Southern Barbecue-style menu includes smoked prime rib, stuffed baked potatoes with your choice of smoked meat, and even smoked chicken salads for those looking for something lighter. The bartenders are friendly, efficient, and beautiful and are very talented in the drink making department. One of the perks of operating under Tennessee law is that Southern Brew & Cue stays open late, accommodating those who like to play late.

I always have a good time at Southern Brew & Cue. The food is good, the service fast, and the bands rock. Don't let the location fool you. Southern Brew & Cue is a great place to have your next date night or a night out with the girls.

Kim Teems
kim@kickstandup.com

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Balancing In The 21st Century

I will be honest, when the staff met to discuss the first issue and brainstorm for articles, a product called Dyna-Beads came up. I for one had never heard of such. After briefly researching this item I became so impressed with them and wondered why the common sense factor hadn't brought Dyna-Beads to the market long ago.

The concept is logical for motorcycles and automobiles alike. I did more study for our two wheeled beloved machines obviously but the similarity of the technology is basically the same. With the balancing of a motorcycle tire, the problem is in the actual correct location to mount the wheel weights - on the edge rim. Many techs even are forced to split a weight and place one on the inner side of the wheel and the other half is placed on the outer side.

Just by the nature of rim mounted counter weights they are away from the true center of the tire. With the Beads, they automatically are in the center of the tire all the time giving a true balance. When your bike is at a stop, the beads are resting in the base of your tire and begin to immediately move as your tire rolls.

So what are they? Dyna Beads are small ceramic spheres, high in density and perfectly smooth, that travel inside the tire to locate themselves opposite heavy points to eliminate out-of-balance motion. What results is not only a smoother ride, but a better look - Dyna Beads eliminate the need for spoke or stick-on weights applied to nice alloy wheels. They can be used with tubes or tubeless tires, and the manufacturer claims they work for the life of the tire.

I was most surprized at the cost of the beads, applicator and valves stems themselves. Very affordable for the consumer. For the dealer, forget the thousands of dollars for counterweight balancing machine costs.

Standard Application Method

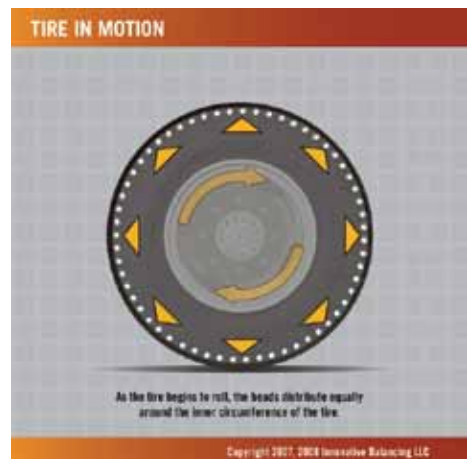
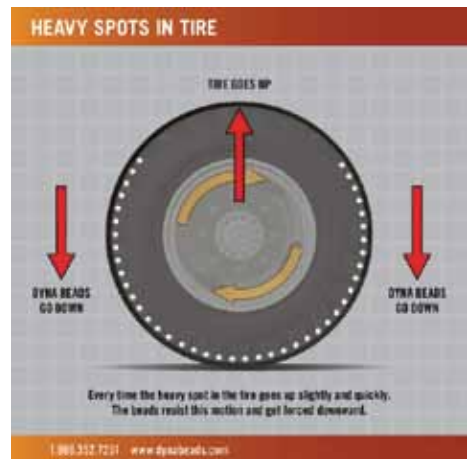
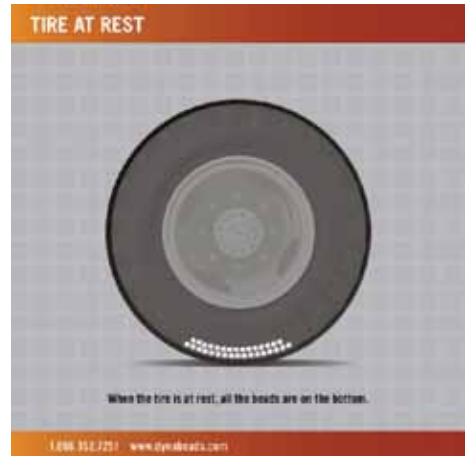
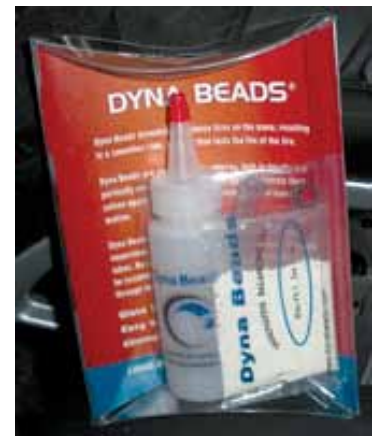
- Remove the old valve core from the tire
- Cut a corner of the bag and pour the beads into the Applicator bottle.
- Screw the plastic tube down onto the valve stem
- Attach the tube to the end of the applicator bottle
- Gently pour the beads into the valve stem
- If you pour too fast and they get stuck, just tap on the valve stem with your finger
- Install the filtered valve cores

And that is all there is to it. The manufacturers say start driving and the beads will do the rest.

I would love to hear from anyone who has used Dyna Beads or is a dealer of them; to hear first hand experiences with them.

I will soon tell you if the advantages of using nitrogen in your tires instead of air. Until then...

Rocky Sisemore
rocky@kickstandup.com



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The Hogs Pen Advertiser In The Headlight

WHEN DID YOU OPEN AND WHY?

I opened The Hogs Pen in 2005, after years of prodding from my friends. I've been tinkering with motorcycles since I was a kid. My dad came home one day to find that I had completely disassembled my '79 CR125 Elsinore, just to fix two gears. He was mad at first, but I put it all back together, with two new gears, and had it running in a few weeks. Not long after that, I started fixing and customizing my friends bikes as well. It was only natural to open The Hogs Pen, where we service all types of bikes. I just felt a need for a more economical priced option.

TELL US A ABOUT YOUR SHOP

I stock primarily Harley-Davidson oil filters, brakes, and tires – the

wearable stuff, but I can order anything and you'll get a great deal. Just give me a holler, and give me the opportunity to give you a price. I've also got dirt bike accessories and tires, as well as helmets, and chrome. We work on all kinds of motorcycles and can take care of all your bike servicing needs.

WHAT SETS YOU APART FROM THE REST?

"Quality Service for Less!"- Plain and simple. I care about people and family, and I've always liked to help others out when I can. I love to ride, whether it be on a dirt bike or a cruiser, and I enjoy sharing that passion with others.

DO YOU HAVE A SPECIALTY?

Sure do...the creative stuff. Customizing with paint and parts. I've always had a passion for it. I have a bike in progress now. I like to call her "Ivy." She's a '74 shovel head, and when completed she'll sport a custom green flake paint with shading and striping. I've gone through her engine from head to toe and she's rearing to go. Keep on eye on our web site, www.TheHogsPen.com for updates.

ANY LAST WORDS

I hope to build this business into something I can hand over to my sons one day. I love what I'm doing, and I'm never going to give up my dream.

Kim Teems

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Thunder Creek Harley-Davidson Open Season Night

Motorcycles, shooting and shopping; what more could a girl want?

Thunder Creek H-D had a special evening on October 23, to launch the opening day of deer hunting season - For women only! It was Open Season Ladies Night at TCHD, complete with roaring fire, food, a shooting gallery to win discounts on merchandise, and a trophy photo shoot. Thunder Creek was filled with the sounds of laughter and conversation.

It was a rare opportunity to spend time eating, talking, and shopping with other women who love to ride. I always love spending time with ladies who ride their own and women who ride on back. It was also a chance to get to know



some of the Thunder Creek staff better. Hope we get to do it again soon. Women riders need great places to connect.

Oh, and thank you Thunder Creek for the photo gift of my daughter and me, decked head to toe in 'hunting gear' and sitting proudly on a four wheeler. Priceless.

Kathy Kile
kathy@kickstandup.com



Kathy Kile, Thunder Creek Harley-Davidson



The Official Trail of Tears Remembrance Ride Kick- Off Party at Thunder Creek Harley-Davidson

The Official Trail of Tears Remembrance Ride is held every year on the Third Saturday in September and travels from Chattanooga, TN to Florence, AL. The remembrance ride is to remember the plight that the Native Americans took when they were forced out west. The Trail of Tears Remembrance Ride, brings in proceeds from the sale of merchandise, donations, and vendor fees to help fund scholarships and educational activities.

Thunder Creek is honored to be a part of this legendary ride by celebrating the Kick-Off Event the Friday before the ride. The weather was fantastic and there was a great turnout this year! The participants that joined in the kick-off festivities enjoyed great music rocking the lot by: up-and-coming Graham's

Number, Chattanooga's very own Soul Survivor, and Legendary Biker Band JB Walker and the Cheap Whiskey Band. In addition there were vendors, official Trail of Tears merchandise, food and beverages by Bud's Sports Bar, and lots more.

For more information on this event and other events at Thunder Creek Harley-Davidson visit us online, www.thundercreekharely.com or Facebook.



**See More Photos
at KickStandUp.com**



Rocky Sisemore, Thunder Creek H-D

Hill on Wheels Scooter Rally

Well 2010 marked the fourth Hill on Wheels Scooter Rally put on by Hill City United Scooter Club, and it was a great one, if I do say so myself. Each year we have tried to vary the experience by doing something different. This year we decided to keep it low key, easy in the planning, and FREE.

We put the word out on Facebook and through several online forums, that we were hosting a city rally this year and that while it wouldn't include a raffle and all meals, it would be free. Friday saw clear skies and warm, but not hot, weather. The weekend started out at Scenic City Scooters for a meet and greet, then was followed by a short ride downtown to the Pickle Barrel for drinks, food, and some catching up. Many of the attendees who had been in town for

previous rallies, and some who had not, then ventured out to Lamar's Restaurant for some of Chattanooga's most famous fried chicken and arguably the strongest drinks in town. Saturday morning came early for a lot of folks who had been up late the night before, but everyone knows the rides here are not to be missed!

After filling up our bellies at Niedlov's Breadworks, we filled up our gas tanks and headed off for a twisty, turny, gorgeous ride up the back of the W Road and out to Sequatchie Valley. Heading back into town, the ride stopped off once again at Scenic City Scooters for a homemade pulled pork BBQ lunch provided by Mike Pleasant and Rosie the Pink Pig. We then printed made to order shirts with the rally logo for anyone who wanted one. After lunch, everyone had some free time to explore Chattanooga, eat more, or just chill out. For the evening we provided our own entertainment at Sing It or Wing It downtown,

and enjoyed great food and people watching. As the night was still young, a few "scooterists" once again headed down to Lamar's.

We met up at Mercatino's on Northshore for the final breakfast of the weekend and enjoyed an Italian flavored brunch and coffee. We saddled up for one more ride out to Raccoon Mountain and while the air was a bit brisk, the sun was shining and the roads were perfect. As everyone headed back into town people began to split off to head back home.

Over 100 people and 80 scooters from as far away as Florida (and even one Canadian) made it to our gorgeous city for a weekend of friends and mountain rides that we have become known for throughout the eastern US. We don't know what's in store yet for next year, but it is sure to be another great time.

Jen Obal
Scenic City Scooters

Steve West



*H*arleys roar
are you listening,
in the lane,
chrome is glistening



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