

CHATTANOOGA'S

# KICKSTAND UP!

The Scenic City's Motorcycle Heart Beat

MAGAZINE

February 2011

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Eddie Rahm

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**Cover:** February, 2011  
**Location:** Tail of the Dragon  
**Rider:** Ryan Heatley - Knoxville  
**Bike:** Honda CBR 1000RR  
**Photographer:** Darryl "Killboy" Cannon





Kim Teems



Anna Daugherty

# 30 Seconds In The HippyDen

## EDITOR'S GARAGE

Hello Folks,

I don't know about you, but I'm ready for spring. Now I don't mind a little snow mind you, but eight inches is way too much for this southern boy...and two snows within two weeks is out of the question! People missed a lot of work and their pay checks have been affected which is not a good thing. Anyway, spring will be here before you know it. I can't believe that this is already our third issue of KickStand Up! Magazine. Time really flies when you're having fun, and our staff is having a ball bringing you this unique new magazine every month.

Our staff has been real busy since we last talked. One of our weekends was devoted to our booth at the World of Wheels. It was fun getting to meet new people and spread the word about our new magazine. We handed out thousands of copies. Our booth was right across from our friends at Thunder Creek Harley-Davidson and it was great to be able to spend some time with their new manager and my friend Keith Morrison. Congratulations Keith on your new position at Thunder Creek. We are looking forward to the changes that are in the wind at The Creeks.

Since buying my BMW K1300S from Pandora's European Motorsports last year, I have had a growing interest in sport riding. This month we decided to feature another action cover and a sport bike immediately came to my mind. Whether you ride a cruiser, dirt bike, scooter, or adventure bike you have to admire the perfect form of Ryan Heatley of Knoxville, riding his Honda CBR1000RR on this month's cover. His confidence and style is poetry in motion. I would like to thank Darryl Cannon, Mr. Killboy himself, for providing the

cover photograph. I requested a photo of a rider with perfect form and Darryl provided it. The next time you're on the Dragon or the Cherochala Skyway wave at the Killboy photographers as you pass. Just make sure you have your line and speed down so you don't crash while being friendly. Killboy has a whole archive of wreck photos taken at his "spot" on the Dragon. Then when you get back home make sure and check out [www.killboy.com](http://www.killboy.com) to purchase that perfect photo of you and your buddies to document the day. Thanks again Killboy for the use of your great photo. We hope to offer a Killboy photo of the month in future issues so stay tuned for that.

I also want to encourage everyone to try out our great recipes by Kent Whitaker each month. My wife Julie prepared the Brunswick stew recipe that Kent featured in our debut issue and it was a big hit with our family. I loved it so much that I ate it for three meals straight. We haven't tried his PBR Chili yet . . . but it will be on the menu before long. Thanks Kent for providing these for our readers every month. You can check out his web site at [www.thedeckchef.com](http://www.thedeckchef.com).

You can find our magazine at any of our advertisers listed on page 15 or you can pick one up 24/7 at our rack in front of the Quick Tees building at 3472 Brainerd Road. (between Germantown Road and the Comedy Catch). As we grow you will be able to find us at more locations throughout the area. We appreciate you supporting our magazine, our advertisers, and our riding community.

Until next month.



**LTRAKB,**  
**Ronnie "Rock" Land**  
[ronnie@kickstandup.com](mailto:ronnie@kickstandup.com)

It's that month again – February. Hey didn't we just have that month? Where does the time go? I try hard to live in the present but sometimes it's so easy to start daydreaming away to spring time. Yep, you know, the hop on your bike and barely-put-gear-on and ride kinda day. It's not here yet, but it will be. Until then I try to content myself with thoughts of rides, adventures, and races that I would like to go to this year. Let's see, flat track racing is on my mind, motocross in all it's various forms, some good old-school poker runs with my friends, the Ride 4 Smiles Poker "Rally," trials training, as well as talking Doug Grayden into taking me along on one of his adventures riding the forestry roads. I'm sure I'll be adding to my list constantly, and you'll be hearing about it here.

Wait a minute....Poker "Rally?" Yep, you heard right. Our staff writer and one time sports car enthusiast Sandy Hodges will be introducing something completely different to the annual FACES Ride 4 Smiles on June 4th - A Poker Rally. This is a lot different than a poker run and has been used by the sports car world for decades [see page 17]. FACES: The National Craniofacial Association, assists children and adults who have craniofacial disorders resulting from disease, accident, or birth, and happens to be my pet charity out of all the wonderful charities out there. Two ladies, in a little bitty office on McCallie Ave., work diligently to help children and adults across the United States. They're warm, kind, and wonderful and I have never seen two people give so much of themselves to help those who face the challenges of facial disfigurement and scores of surgeries. I hope that you'll mark your calendars now and become a part of FACES Ride 4 Smiles and KickStand Up! poker rally history.

As I embark on another month, I want to thank you all for picking up KickStand Up! Magazine and sharing it with your friends and family. Without your support and enthusiasm we could not be the magazine that we are. I look forward to living up to your expectations and riding in the wind with you.



**Peace ~**  
**Kim "HippyChicKim" Teems**  
[kim@kickstandup.com](mailto:kim@kickstandup.com)

*"Peace begins with a smile." ~ Mother Teresa*



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 The Scenic City's Motorcycle Heart Beat  
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**"Security is mostly a superstition. It does not exist in nature, nor do the children of men as a whole experience it. Avoiding danger is no safer in the long run than outright exposure. Life is either a daring adventure, or nothing."**

~ Helen Keller

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# READER COMMENTS

**Kathy,**

Hey, I checked out your mag tonight! Very impressive, and your two articles were great. I didn't know (probably should have expected) you were so "literate!" Your first issue sure set a high benchmark, I loved it and I DON'T EVEN RIDE! Haha! I sent it to buddies (riders) in Gallatin, Rogersville, Knoxville, Alabama, and Florida. Great job! It IS an interesting mag, I hope it flies!

**Dusty Bettis**

**Gary,**

I received the premier issue prior to a toy ride to the Choo-Choo. I finally had time to take a close look and I am very impressed. I greatly appreciated your new beginnings article. How fun, I will ride with you anytime to find a good dive to eat in. I am most impressed with your commitment to make this magazine something that we could be proud of in front of anyone. May you and the staff have a prosperous and productive 2011 with KickStand Up!

**Tom Hall**

**Kim,**

Once again i have to take my hat off to you and the staff at KickStand Up!. As an avid reader and rider you all set the standard one more time. Keeping the message positive and focusing on the entire family. While other local biker magazines condemned family values, you stand strong and united. Until We Pass On The Road...

**Dave Perich**

**Hey Rocky,**

I just read the article "Nitrogen Or Not?" Before I go further....I like this new rag y'all have put together...Hope it works out great for all of ya. OK..so..I've run Nitrogen in my tires of my one ton dullyer GMC, my 40 ft goose neck trailer, and my '07 Ultra Classic. The selling point to me was having your air pressure remain the same at all times. No matter if your running in 100 degree temps or 50 ,your car/truck/motorcycle handled the same all the time. This really helps save tread wear and the fact that Nitrogen molecules are bigger then O2 means you won't lose the N2 through your side walls of your tires like you do with O2. Bottom line is you get more bang for your buck. I pay \$10.00 per tire for N2 and if at anytime I do need to add any N2 to this tire, the dealership I buy my N2 from fills them for free. My 07 Ultra I got 3K more miles out of my rear tire. My GMC right now has over 65K on the tires & I'm sure I'll not have to replace them for

another 5K miles. So the advantages to me are worth what I spent for the N2.

**Regards  
Keith Snelson**

Association with a 30+ year history, based at the Trials Training Center in Sequatchie, TN...

**Jamie Gourley, STRA Media  
Representative**

**Hello Ronnie,**

I was at our annual year-end meeting and awards banquet last Saturday in Chattanooga and got my hands on a copy of your new magazine and I must say, Great Job! I read through most of the content and I think you guys put together a very nice magazine that can attract a lot of readers with various riding interests. We are the Southeastern Trials Riders

**Rock,**

I was in Chatt the other Wed and picked up my usual copies of the KickStand Up! and it is as good as the first one!!!! As far as I am concerned, you and your staff have a winner magazine!!! Yes, I would have said that even if you hadn't put my previous comments in your magazine.

**Best Regards,  
Leonard Carden**

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**H**ello readers, my name is Rocky Sisemore. Since I was nine or ten years old, I have owned six motorcycles. I still remember my first; a small Indian motorcycle my uncle Ronnie gave me that I rode until it literally fell apart. Not long afterwards I rode the wheels off of two Yamaha Enduros, then moved on to a Yamaha cruiser some years later. In the mid-eighties I bought a brand new Harley-Davidson FXLR and today I ride on top of an '82 Harley-Davidson FXR. The original Shovelhead and 4-speed tranny were replaced by a later model H-D Evolution and 5-speed power train.

Riding has always suited me well and I don't have to explain to those of you who ride. Growing up I had nearly 40 acres of pasture and woodland to travel and spent much of my time there. Today, those places are now occupied by subdivisions and Corridor-J. I can still picture almost every square foot of what it once was.

Less than a year after high school, I went to work at Brock Candy Company and spent nearly seven years there. In 1981 while serving with a Volunteer Fire Department, I went into training as an Emergency Medical Technician. In late 1986 I was hit by a car while riding my motorcycle up 58 Highway. After several months of recuperating I returned to work for a brief period then left to spend several months driving an eighteen wheeler bouncing from coast to coast. Up until last year, I was employed at W. R.

Grace/Davison Chemical beginning in February of 1988 until an injury took me out.

I have been into photography for as long as I have been riding. I've always had a passion for it and creative mediums and was able to explore a world behind the lens, whether in Super 8mm movies or 35mm, and now the digital realm. Digging into new things and experimenting has been a way of life for me. While freelancing in writing and photography, I met Ronnie Land and Kim Teems, with KickStand Up! and was able to join up at the ground floor. I can say that you can't find a better group to work and hang with.

In one fashion or another, I have been able to hang out in more than 40 states throughout my life but have always put my feet up here in the Tennessee Valley.

When one door closes, another always opens and that has seemed to be the case with me. Over the last year and a half I have met and made so many new friends and that is priceless. I'm thrilled to be a part of KickStand Up! and it is YOUR publication. It's all about the area riders, whether off or on the road, young or old, male or female, there are no boundaries here. The creative mix of everyone involved in putting together this publication is nothing short of incredible.

**Rocky Sisemore**  
[rocky@kickstandup.com](mailto:rocky@kickstandup.com)





Vintage 1906-1914 single cylinder Harley-Davidson motorcycle and rider. Photo taken in Iowa. Photo was restored from the original negative and digitally colored using a Dicomed Imaginator Paintbox.

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*~Peter McWilliams*





## HOW TO WRECK YOUR BIKE DEFENSIVE MOTORCYCLE RIDING

**T**hey teach you how to ride a motorcycle but few, if any, teach you how to have a wreck on one. I suppose they feel that even mentioning having a wreck on a bike would be detrimental to the promotion of riding motorcycles. I began my motorcycle career in 1952 on a WWII 45 cubic inch Harley and I have been riding ever since. In 1960, I went to work for the Chattanooga Police Department. In 1963 I was assigned to the traffic division motorcycle squad riding with the legendary "Black Widows." During this assignment I noticed that we were experiencing an

inordinate number of motorcycle wrecks with serious injury and fatalities. This concerned my friend Sgt. Jack Carruthers of the Tennessee Highway Patrol and myself so we set out to try to correct it. Both being long time motorcycle riders, we contacted all of the local motorcycle dealers and asked them to participate in a campaign to stop the wrecks and to teach safety. All of the dealers pledged support and backed us 100%.

Our first task was to find a sponsor in the legislature to enact the helmet and headlight law. That being accomplished, we started a series of motorcycle safety

seminars teaching that unmentionable subject, "motorcycle wrecks." After about a year and with all the publicity, motorcycle crashes decreased substantially along with the serious injuries and fatalities. The dealers got to sell more bikes and we did not have to investigate as many bike crashes.

What we instilled in the minds of the young riders was the basic knowledge of the dynamics of motorcycles and the responsibility of the rider. (1) There is no such thing as an accident involving cycles, autos and trucks; a crash or wreck is the result of a conscious deliberate act of one or more persons. (2) A majority of motorcycle crashes are due to rider error. (3) Due to instantaneous response to controls, the motorcycle is the most controllable vehicle on the road. (4) PANIC is the worst enemy of any motorcycle rider and the most difficult to control. It is responsible for the majority of serious injuries and fatalities. (5) More laws of physics apply to motorcycles than other vehicles. (6) Good hand – eye coordination and the constant practice of it is essential for safe motorcycle operation. One must be able to do four different things at the same time instinctively and not have to think about it. ie; left hand, clutch, turn indicator, horn and dimmer switch; right hand, throttle, front brake, turn indicator and starter; left foot, gear shift mechanism; right foot, rear brake. (7) The motorcycle is essentially a large machine with three gyroscopes turning in the same direction, which while in motion fights to keep the motorcycle upright and stable. Above 20 mph the motorcycle cannot be turned manually. Change of direction is accomplished by shifting weight or pressure on one side or the other.

In addition to the above points, we taught techniques of curve negotiation, wet and dry pavement riding, inclement weather such as extreme heat and cold, proper, safe clothing and last but not least, how to recognize that a crash is eminent and the techniques to avoid them. Also when a crash is certain, how to control the wreck and increase your chance of survival with reduced risk of serious injury and death.

**Lee Hicks**

*Editor's note: After meeting Lee and talking to him a bit, you get a sense of just how much knowledge and guts this man has. Lee agreed to continue this article next month with exact techniques on how to wreck your bike. When he explained his technique to me, I was in awe and even wanted to jump on my bike and wreck it...almost. ~ KT*

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# In the Headlight CHRISTIAN MOTORCYCLISTS ASSOCIATION

**T**here are hundreds of motorcycle clubs, but CMA is not one of them. To CMA, it makes no difference whether you belong to a club and the type of bike you ride is irrelevant. CMA exists to share the Gospel of Jesus Christ with the motorcycle community.

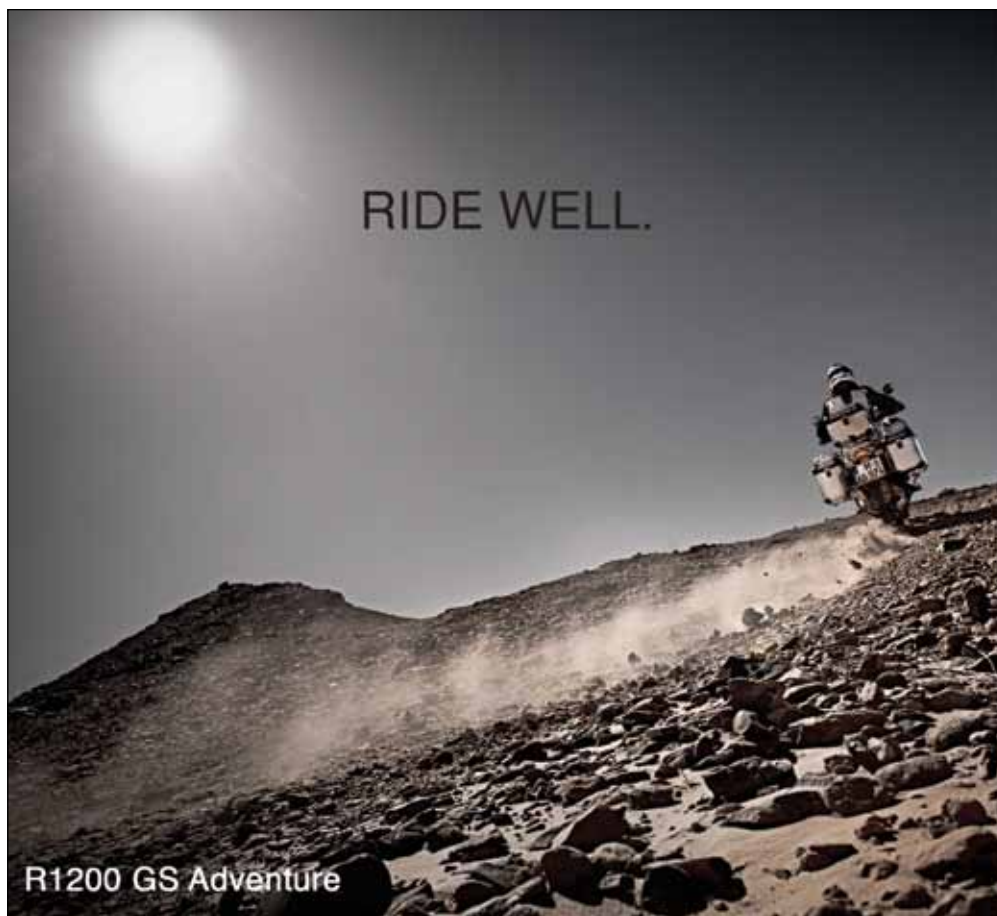
Many of you have seen CMA's colors. Clubs put resources into developing their colors for important reasons. When you look at CMA's colors, you see a triangle in the middle. This signifies the Father, Son and Holy Spirit. We believe in one God, eternally existent in three separate persons. CMA is not a club because we want to avoid any appearance of territorial claims which may threaten a club's interests.

We minister to the motorcycle community with purpose of heart through fruitful navigation. It is not enough to share biker stories; we seek the Holy Spirit's leading in showing you that God is the answer for all your problems and the source of all lasting joy. One way we do this is through biker rallies where we provide free coffee & other materials with the gospel message on them. We also bless bikes (pray for the safety & spiritual needs of the rider).

Perhaps you're going through some problems in your life. Maybe you are a single father or mom. Do you find yourself in financial difficulty, without a job and unsure of how you are going to make it? Do you rely on that bottle or those drugs to numb yourself through the day? God loves you right where you are. Please, be comfortable in speaking with me or another CMAer about these things.

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# Kent's Lovers' Treat A Month for Love... & Cooking Tips



Here are a few tips on how to make a valentine's meal special. With everyone working on a budget these days, the first tip would be to keep it simple. Well, that applies to a romantic dinner for two, but when it comes to diamond rings this chef relies on a jeweler. Simple is the ticket during the month for lovers. You want to impress your dinner partner, but that does not mean picking a dish that requires you spending all of your time in the kitchen. Nothing says love like waiting for hours while food is cooking. Keep it quick and simple.

Keep it fresh. This applies on two levels, fresh foods and a fresh recipe. Avoid bland frozen items and choose a dish that is not something the two of you would eat on a regular basis. If every Tuesday and Thursday is soup night, then soup would not be the best choice.

Try to stay in both of your comfort zones. This is not the time to try an exotic recipe for the first time. One, make sure you can cook the dish. Don't pick something that takes more skill than you can muster, or time than you can dedicate to it. Two, don't go crazy on something that neither one of you would really enjoy or eat even when losing a bet.

Make a budget, stick to it, and

enjoy the results. One, the eye on cost keeps your bank account happy and it may also limit the amount of food you chose to cook, which is good! Dishes are smaller, everything is easier, cooking time is reduced and both of you are more likely to enjoy each other's company more if you don't feel the need for a nap after dinner. And by nap, I mean catching some shut eye to sleep off over eating.

In short, make it simple, realistic and something you know you can cook but don't all of the time then try to add a twist. And even if you just whip up a regular favorite for dinner, which is fine, add something special and fun. The picture is of a quick Chocolate Lovers Martini. Hot cocoa, dash of French vanilla creamer with chocolate vodka all served warm with strawberries and chocolate dipping sauce. Oh, save the dishes for later.

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





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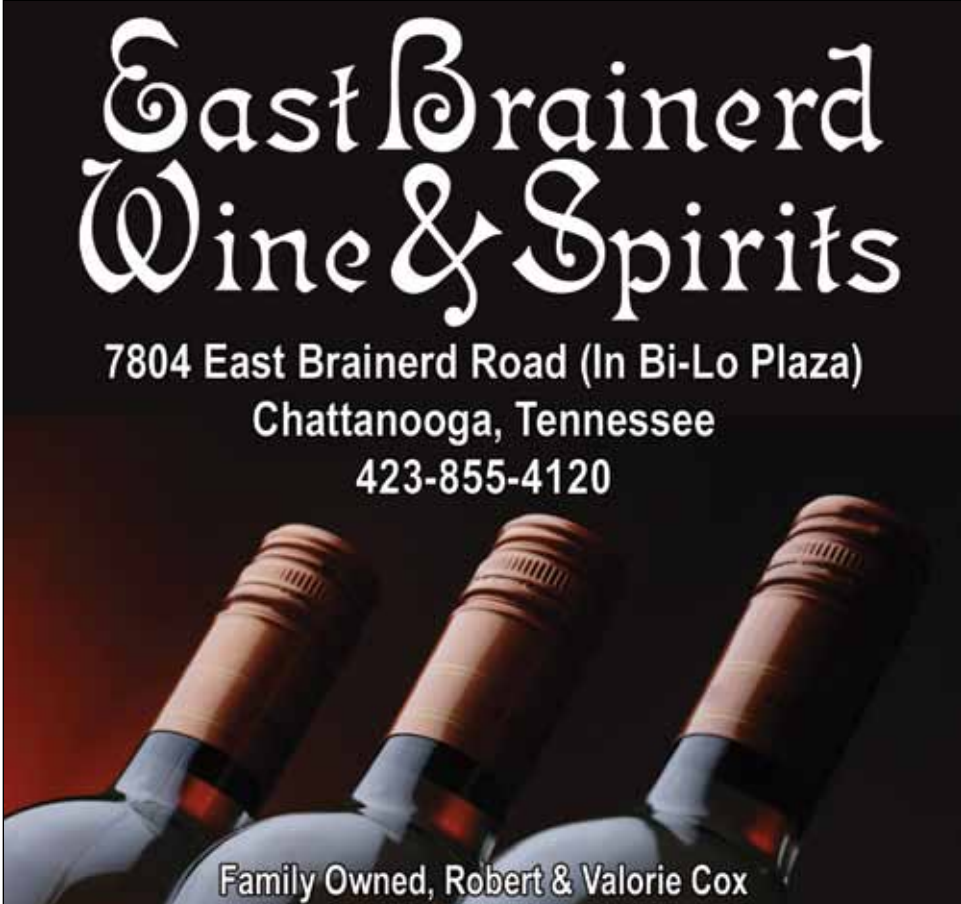
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 Southern Honda Powersports  
 800-959-5432  
[www.southernhonda.com/bikeshow.htm](http://www.southernhonda.com/bikeshow.htm)

**SATURDAY, FEBRUARY 19**

Springfield, TN  
**TENNESSEE COC-NCOM CHRISTIAN UNITY CONFERENCE**  
 10 am - 3 pm [lunch provided]  
 300 10th Ave. East  
 Pastor Ron 615-384-9010  
[www.covenantconfirmers.org](http://www.covenantconfirmers.org)

**WEDNESDAY - SUNDAY, MARCH 2-6**

Hixson, TN  
**TEAM IMPACT**  
 Dallas Bay Baptist Church  
 423-842-9299  
[www.dbbc.org](http://www.dbbc.org)

**SATURDAY & SUNDAY, MARCH 12 & 13**

Blairsville, GA  
**SOUTHEASTERN TRIALS RIDERS ASSOCIATION - ROUNDS 1 & 2**  
 Trackrock  
 12 EST Saturday, 10 EST Sunday  
 Jamie Gourley, 770-788-0937  
[setrialsriders.org](http://setrialsriders.org)

**SATURDAY, MARCH 19**

Rossville, GA  
**JARRETT LITTLE MEMORIAL POKER RUN**  
 City Park Salem Rd.  
 Phillip Shankles 423-726-0133  
[rmcrossville@gmail.com](mailto:rmcrossville@gmail.com)

**SATURDAY, APRIL 9, 2011**

Chattanooga TN  
**CMA RIDE: DEVIL'S TRIANGLE**  
 Sportsman's Warehouse - Lee Hwy - 9AM  
 Marc Jeffers 423-344-0508  
[www.cmachattanooga.com](http://www.cmachattanooga.com)

**SATURDAY & SUNDAY, APRIL 16 & 17**

Carrollton, GA  
**SOUTHEASTERN TRIALS RIDERS ASSOCIATION - ROUNDS 3 & 4**  
 Schoenbeck Ranch  
 12 EST Saturday, 10 EST Sunday  
 Jamie Gourley, 770-788-0937  
[setrialsriders.org](http://setrialsriders.org)

**SATURDAY, MAY 7, 2011**

Chattanooga TN  
**RUN FOR THE SON**  
 Sportsman's Warehouse - Lee Hwy - 9AM  
 Marc Jeffers 423-344-0508  
[www.cmachattanooga.com](http://www.cmachattanooga.com)

**SATURDAY, MAY 14, 2011**

Chattanooga TN  
**CMA RIDE: JACK DANIELS DISTILLERY**  
 Sportsman's Warehouse - Lee Hwy - 9AM  
 Marc Jeffers 423-344-0508  
[www.cmachattanooga.com](http://www.cmachattanooga.com)

**FRIDAY - SUNDAY, MAY 27, 28, & 29**

Monteagle, TN  
**THUNDER ON THE ROCK MUSIC FESTIVAL & BIKE RALLY**  
[www.ThunderOnTheRockOnline.com](http://www.ThunderOnTheRockOnline.com)

**SATURDAY & SUNDAY, MAY 28 & 29**

Sequatchie, TN  
**SOUTHEASTERN TRIALS RIDERS ASSOCIATION - ROUNDS 5 & 6**  
 Trials Training Center  
 Saturday 1 EST Sunday 11 EST  
 Jamie Gourley, 770-788-0937  
[setrialsriders.org](http://setrialsriders.org)

**SATURDAY JUNE 4, 2011**

Chattanooga, TN  
**FACES RIDE 4 SMILES POKER RALLY**  
 TBA  
[www.Ride4Smiles.org](http://www.Ride4Smiles.org)

**SATURDAY, JUNE 11, 2011**

Chattanooga TN  
**CMA RIDE: TAIL OF THE DRAGON**  
 Sportsman's Warehouse - Lee Hwy - 9AM  
 Marc Jeffers 423-344-0508  
[www.cmachattanooga.com](http://www.cmachattanooga.com)

**SATURDAY, JULY 9, 2011**

Chattanooga TN  
**CMA RIDE: BRASSTOWN BALD**  
 Sportsman's Warehouse - Lee Hwy - 9AM  
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**SATURDAY, AUGUST 13, 2011**

Chattanooga TN  
**CMA RIDE: ICE CREAM RIDE**  
 Sportsman's Warehouse - Lee Hwy - 9AM  
 Marc Jeffers 423-344-0508  
[www.cmachattanooga.com](http://www.cmachattanooga.com)

**SATURDAY, SEPTEMBER 17**

Chattanooga, TN  
**TRAIL OF TEARS REMEMBRANCE MOTORCYCLE RIDE**  
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[www.TrailOfTears-Remembrance.org](http://www.TrailOfTears-Remembrance.org)

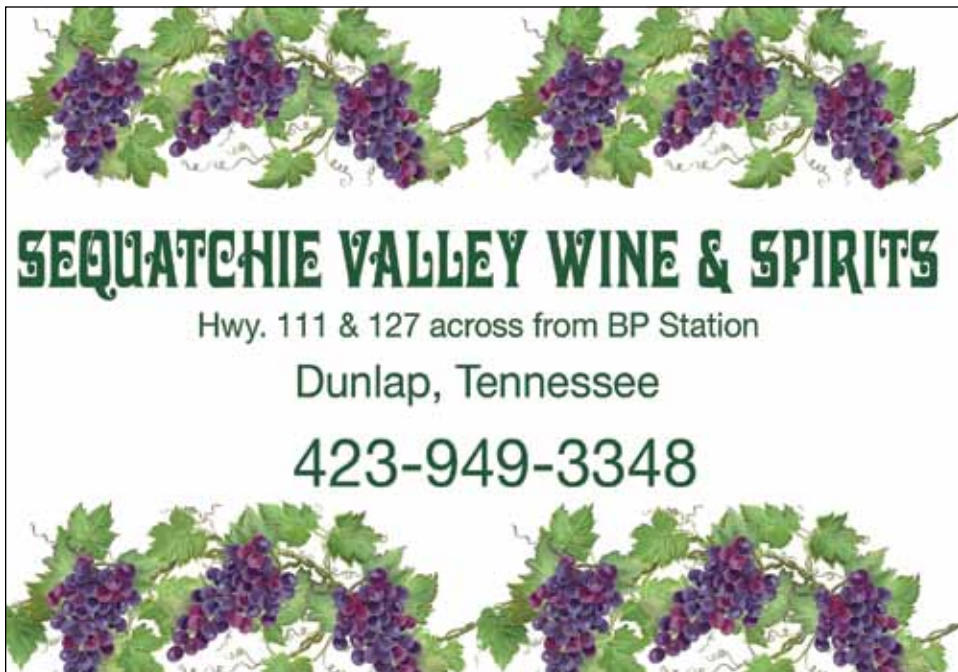
**SATURDAY & SUNDAY, SEPTEMBER 24 & 25**

Birmingham, AL  
**SOUTHEASTERN TRIALS RIDERS ASSOCIATION - ROUNDS 7 & 8**  
 The Ridge Motorcycle Park  
 Saturday 1 EST Sunday 11 EST  
 Jamie Gourley, 770-788-0937  
[setrialsriders.org](http://setrialsriders.org)

**SATURDAY & SUNDAY, OCTOBER 22 & 23**

Sequatchie, TN  
**SOUTHEASTERN TRIALS RIDERS ASSOCIATION - ROUNDS 9 & 10**  
 Trials Training Center  
 Saturday 1 EST Sunday 11 EST  
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[setrialsriders.org](http://setrialsriders.org)

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# ODDS & ENDS



**Pandora's European Motorsports Tech Seminar** was a big success. Each Saturday in the winter time Pandora's hold a class in the service workshop covering a key aspect of motorcycle maintenance. This is a great opportunity for the 'do it yourself' riders to get some time in with our factory certified technicians. The topic week shown above: the basic anatomy of a motorcycle battery, proper maintenance, and best maintenance accessories.

# WHAT THE DEVIL IS A POKER RALLY?

**W**hat is a poker rally? Never heard of it? Well it comes from the sports car rally world. We are borrowing certain aspects and applying it to motorcycle events. The first motorcycle poker rally will be unveiled at the **FACES Ride 4 Smiles** in June. We also plan on holding an annual KickStand Up! poker rally that will be an event in which the whole family can participate. Stay tuned for details.

Instead of riding in a formal group as on a "run," each rider is given a sheet of instructions which will guide the rider on a specific route. At various points throughout the ride will be hidden individually-wrapped playing cards. The instructions will indicate where the cards are located. They will be within fifty feet of a given landmark. You will have to stop and look for them; once you find them, you take one. This happens five times throughout the ride and that is how you get your poker hand. At the end of the rally—usually at an eating establishment—the cards will be exposed to show your hand. The winning hand will then be determined. This is basically how it works. The real difference is that each rider rides his own ride at his own pace, and instead of following someone else, the rider must follow his personal set of instructions. "What if I get lost?" you might say. Not to worry! There will be a phone number to call if you get completely confused; you will be placed back on track and can continue on! For the first few times participating in a poker rally, it is usually best to have a navigator, which of course means riding two-up. This is great family fun and requires the input of both persons. Hope to see ya soon.

**Sandy Hodges**  
adhfinance@comcast.net



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# NORTH TO ALASKA

Arriving back in Fairbanks late in the afternoon gave us the opportunity for a nice dinner and some needed rest. We all were thankful that the weather was perfect for the Dalton Highway. I guarantee that it would have been a much tougher ride in the rain. The next leg of the trip was heading south to Denali National Park and Preservation.

We woke to a cloudy misty rain, the kind that is a little annoying but does not slow you down. The plan was to hit the park and take the old Denali Highway from west to east. Like most people that visit the park we were only able to see the base of Mt. McKinley. The old Denali Highway is approximately one hundred miles of gravel and dirt. This is what we came for, being able to get off the main roads and explore the back country. It was just beyond words, I am not much of a writer, but I guarantee even Mark Twain could not describe the beauty. The road was very challenging deep gravel, deep ruts, lots of mud, the light rain made things a little sloppy. We were climbing up and down mountains with elevations ranging five and six thousand feet. I have heard that big mountains create their own weather, well they do! You could look out and see these huge mountains with clouds swirling around in strange patterns. It was really spooky, and very intimidating.

We were told by someone that there was an old abandoned gold mining town just on the east side of the Susitna

river, that we had to check out. We found the road and traveled about nine miles out in really rough conditions. Lots of creeks, rocks and finally dead end to a river we could not pass. Never did find the town, but sure had fun trying. Back to the main road, heading east again we ran into the most wildlife we had seen yet. Caribou, bears, moose, even saw a porcupine, strange little guys, kind of like a raccoon with spikes. Somewhere along the way John and I lost Terry and Pete, not a big deal since we knew we were all heading to Tok. It did make us a little nervous, not knowing where your buddies were, and we are in the middle of Alaska. John and I continued hoping the guys were safe. We made it back to Delta Junction and had about one hundred miles to Tok. This is where I made a huge error!

Gas stations are not on every corner in Alaska, however Delta Junction has the only one between Fairbanks and Tok. My trusted BMW R1200GSA computer told me that I could make it 138 miles. I was thinking I had at least a 40 mile cushion. John looked at me like I was crazy, well I think we had both been riding way too long and my brain was not functioning properly. We took off for the last 100 mile stretch, without re-fueling. Within the first 20-25 miles I realized that my computer had been calculating my

range based on much slower speeds and now that we were running 80 m.p.h. the computer recalculated and I could see that I was not going to make it. We were too far away from Delta Junction to turn back so it was just plow ahead. I reduced my speed to try and conserve. John was in better shape on fuel so he eased on ahead to try to make it and would come back for me. When he was out of sight, I got that sinking feeling, I am NOT going to make it. Now I am cursing myself, how stupid! It would have taken five minutes to re-fuel. I am down to about 5 m.p.h. and my range was showing 10 miles, I still had about

John Queen



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30 miles to go. There are no other cars on the road, in fact I had not seen a single car since Delta Junction. Still putting along, I flagged down an R.V. but he had no gas. I knew when I ran out that John would be back, but how long? did he make it? I promise this is not a big fish story, at this point I look over and there is a black bear standing on the side of the road! Not good, my range is down to 2 miles. I had been keeping an eye out for a house, surely someone had a little fuel. Well there are no homes between Delta Junction and Tok. Finally I spot a driveway and can see a pick up parked up in the woods. I got lucky, turns out it was a company out of England that hauled supplies up to gold mining operations with helicopters. **THEY HAD FUEL!** What a relief, they would not let me pay them, but they did accept my last fifth of Crown Royal. I finally made it to Tok, I put gas in the tank until it spilled out of the top. John made it with 0 showing on his range and put 8.5 gallons in a 8.6 gallon tank. Lesson learned.

At dinner that evening we all discussed the remaining three and a half days of riding. We had to be back in Seattle by Noon on Sat. before the trucking company closed and catch a flight home early Sunday morning. The plan was to make it to Jasper National Park and on down to Banff, then turn west and back to Seattle. After looking at the map I was getting concerned that this last leg might just be too far. From Tok we were well over 2000 miles,

straight shot, out of Seattle with three days to make it. What to do? Well I called my trusted friend, riding partner, and the one that introduced me to long distance riding, Ronnie "Rock" Land. "Hey bro, I am looking at this and I think you need to start heading to Seattle," he said. I felt like this was probably the best move also. For this Alaska trip my goal was to ride 1.) The top of the world highway 2.) The Dalton highway, and 3.) The Old Denali highway. We had completed those and I felt like it was time to head to the house. John, Terry and Pete really wanted to make the last lap. So they headed out and I was running solo. The plan was to meet back up at the hotel in Seattle.

I have done a few overnight motorcycle trips solo and have always enjoyed the solitude. Spending the next three days alone traveling out of Alaska through Yukon and British Columbia was fantastic. My first leg was Tok to Watson Lake. Up early I take off in a flash trying to beat this very long construction project. I was told if I hit it early I could beat the flaggers and sail right through. They were right. The flaggers had not set up, and I was making time. The sections of road construction were probably the most dangerous riding conditions. I forgot this for just a second and was quickly reminded when I hit about a 100 yard section of 6-8 inch deep gravel, running about 60m.p.h. That is the closest I have been to going down in a long time. Scared some sense back into me! Needless to say

I minded my manners until I reached pavement again.

The next big leg was from Watson Lake to Prince George. I did not want go back the same way we came up, so I elected to take the longer way back to Prince George, The Alaska Highway. It was toughest, longest day I have ever spent on a bike. I have not checked the mileage exactly, but I do know it was well over 1000 miles. From this point I knew I was within striking distance of Seattle. The next day and a half went smooth and I even had a little time to check out Hope B.C. where they filmed the first Rambo movie. Stood on the steps of the police station that was in the movie, beautiful town. I made it back to Seattle Friday afternoon and waited on my friends. They arrived Saturday around 1 or 2 a.m. safe and completed Jasper and Banff. Those guys spent a lot of time in the saddle.

We all had the chance to recover a bit Saturday afternoon and hit downtown Seattle that night. We had a few hours to see some sights, dinner, and back to bed. The next morning we made our flight on time and had a smooth flight all the way home, I slept the entire time. What a great trip! **I PLAN TO DO IT AGAIN!** Due to work commitments shipping the bikes to Seattle worked out well. Next time I will ride the entire trip.

**Alan Kelley**

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# MOTORCYCLE RESORTS

As I write this, I'm gazing wistfully out my window at the snow which fell a couple of days ago. It is stubbornly hanging around, and as a result, I'm beginning to suffer from "cabin fever." In times like this, I will start to daydream about the warm riding days ahead and road-trips that I want to take on my Vulcan 1500 Classic.

One thing I'm anxious to do as soon as it warms up is visit a motorcycle resort. In case you've never been to one, they are becoming very popular for bikers of all kinds just to get away for a weekend. It's a lot like camping, but in addition to sites for tents, they also offer cabins of different sizes to accommodate anything from a single rider to a large group.

I've camped on my bike before, and it was a challenge to carry everything I needed. The items that took up the most room were my tent, air mattress, and sleeping bag. By visiting a motorcycle resort, I can eliminate those items, and just carry the necessities. Most of the resorts that I checked out furnish all of your linens and towels just like a hotel.

The tent sites are just that – tent sites. Some are by a stream and some are set up in a group. You pretty much make the tent site what you want

depending on how much gear you can haul on your bike and how big your group is.

The cabins are different. There are some that are not much more than a wooden "tent," with a single room, bed, A/C and maybe a TV, and then there are some with a lot more such as a bathroom, refrigerator, microwave, etc.

Cabins come in different sizes, as well. If traveling with your club, you might want to check into one of the larger ones with 4 or 5 bedrooms. There are also "bunkhouses" available, which rent by the bed instead of by the room.

All of the resorts have a lodge where you can meet up with your group, plan the day's ride, or just sit around in the evening and relax.

The list below is only a brief list of what is available. Check these out and then I would recommend using Google. If you're like me, you'll find yourself daydreaming about parking your bike next to a small cabin, grabbing something cool to drink, and enjoying a warm evening sitting on the porch and listening to the crickets or the nearby stream. Is it Spring yet?

**Randy Lyons**  
randy@kickstandup.com



Kim Teems

**Editor's Note: You never know who you'll meet at the motorcycle resorts. Freewoman Ride 2005 at one of Tellico's MC Resorts. ~ KT**

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**TN - Cherochala Motorcycle Resort:**

[www.cycleresort.com](http://www.cycleresort.com)

**TN - Deals Gap Motorcycle Resort:**

[www.dealsgap.com](http://www.dealsgap.com)

**TN - Punkin Center Motorcycle Resort:**

[www.punkincentermotorcycleresort.com](http://www.punkincentermotorcycleresort.com)

**TN - Hog Heaven Resort:**

[www.hogheavenresort.com](http://www.hogheavenresort.com)

**TN - Hunts Motorcycle Lodge:**

[www.huntslodge.com](http://www.huntslodge.com)

**TN - Riders Resort:**

[www.ridersresort.net](http://www.ridersresort.net)

**GA - Two Wheels Only Motorcycle Resort:**

[www.twowheelsonly.com](http://www.twowheelsonly.com)

**NC - Blue Ridge Motorcycle Campground:**

[www.blueridgemotorcyclecamp.com](http://www.blueridgemotorcyclecamp.com)

**NC - High Country Motorcycle Camp:**

[www.highcountrymotorcyclecamp.com](http://www.highcountrymotorcyclecamp.com)

**NC - Kickstand Lodge:**

[www.kickstandlodge.com](http://www.kickstandlodge.com)

**NC - Iron Horse Motorcycle Lodge:**

[www.ironhorsenc.com](http://www.ironhorsenc.com)

**NC - Riders Roost Motorcycle Resort:**

[www.ridersroost.com](http://www.ridersroost.com)



## A LITTLE ABOUT Loretta Lynn's Amateur National

Hey KickStand Up Enthusiasts! This is Zack Cummings of ZDC Photography. If you have motocross running through your blood, then you are well aware that the road to the Loretta Lynn's Amateur Nationals kicks off at the end of February. If you are asking yourself, what is Loretta Lynn's Amateur National? It is the Superbowl of amateur motocross. Every August, riders from all over the US and beyond come together in Hurricane Mills, TN at Loretta Lynn's dude ranch to prove they are the fastest riders in the USA. It is a week long race where dreams become reality and memories that last a lifetime are made. Some go for the memories and, for a small few, this is a stepping stone to becoming a Factory-supported rider, just like Dungey, Carmichael, Emig, McGrath and some of the other big names you know.

I have made the journey to Loretta Lynn's twice in my life. Once

in 1995 and the last time in 2009. The first time I went to hopefully make a name for myself. The last time was for an old man's glory in the +30b/c class. I finished 3rd in the Southeast Regionals and felt I had a good chance at a top 5 finish. I will never know because in my first moto, as we went through the first turn, my leg got hung in the front forks of a Honda and snapped my tib/fib in half. This was definitely not how I planned things to turn out, but it lead me down the road to take my passion for photography to the next level. Before I was completely off crutches, I started Broken Leg Photos and was hobbling down the side lines of peewee football fields snapping pictures. It has been a real learning experience.

In August of 2009 I decided to change the name from Broken Leg Photos to ZDC Photography to help broaden my customer base. It turns out that no one wants Broken Leg Photos to come do their family pictures. Can't say I blame them much. The name change appears to be a good decision and I am looking forward to more opportunities, but I must admit that motocross is my first choice when it comes to spending

time behind a lens. So next time you are at a motocross race and see me running around in the mud, stop me and say hello. It is always good to meet other motorcycle enthusiasts.

Thanks for letting me introduce myself. Good Luck to all the 2011 Loretta Lynn's Hopefuls! It is a long, expensive journey that will change your life. No matter what happens, it will be a memory that you will never forget.

**Zack**  
zdcphotography@aol.com  
www.zdcphotos.com



Stacey Birkett

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**We got a chance to sit down with local suspension tuner, Phillip Graham of SoPro to ask him a few questions about what he does and his background.**

**KSU: What exactly is suspension tuning?**

**PG:** In its simplest definition, it's making a specific bike work with a specific rider's needs.

**KSU: What got you into suspension tuning?**

**PG:** Wow, that's a good question. Let's see, first of all just a pure love for two wheels. When a bike rides by, from a moped to a Hyabusa, I can't take my eyes off of it. Just like so many readers, I was fortunate enough to be that kid who had a dirt bike in the neighborhood, and every other kid wanted to ride it. I begrudgingly shared, but it was a lot more fun when the other kids and cousins had their own bikes and we could all ride at the same time.

Around 1990, I had done some autocross racing and I learned how to set cars up for that. I had spent a year in Colorado skiing and setting up skis for beginners to racers, and it was surprisingly similar to how you set up the front end of a race car. As a matter of fact, the way you turn in a mid-to high speed turn on skis is the exact same body positioning as a crotch rocket rider. The two are more connected than one would think.

I would take a stock motocross bike and go ride it on a motocross track. Weighing 205 lbs, no matter how hard I tried I couldn't get over the jumps, (lets use the word) as "effortlessly" as lighter riders were able to. On the other extreme, my dad would ride a motocross bike in the woods and the suspension was way too harsh. One thing led to another and after lots of tinkering and RnD work, I did my due diligence and was able to make the bikes work for any application for any rider, from 60 lb kids on minis in the dirt to a 285 lb rider on a RC 51 street bike.

**KSU: When did you start riding?**

**PG:** I am a third generation dirt biker. I could ride a bicycle when I was two. My dad would ride me around on his bikes. There is no fear/fun in the world like hanging on to an old Husky 430 cc two stroke for dear life when someone else is twisting the throttle.

I was around six or seven when I bought my first Honda MR 50. I gave the guy \$50.00 and I got the bike. Later in life, my dad told me he gave the guy \$225 more.

**KSU: How long have you been tuning suspensions?**

**PG:** About 15 years, but it's not just tuning. You can't tune without testing, the two are the same. It has been very interesting watching the evolution of the forks in particular, go from damper rod to cartridge to twin chamber closed cartridge, and everything has gotten bigger.

**KSU: So now that you have developed some of your own tools**



# SoPro

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### In The Headlight

**and testing equipment?**

**PG:** That is correct. I have been making specialty tools to get inside the forks for 11 years now. I offer fork wrenches that fit 47mm Showa and the 48mm KYB/WP and I designed a spring tester that tests the rate of springs. It is very accurate, 25 times more accurate than other spring testers in the same class.

**KSU: Wow, 25 times more accurate.**

**Why the discrepancy?**

**PG:** Suspension tuning starts with the springs, if they are not right you will go in circles and pull your hair out in the attempt to dial in a rider. I didn't see a spring tester out there that was accurate enough for what I wanted, so I made a motorcycle specific spring tester. The very first thing to do in suspension tuning for a rider is to get his/her bike sprung correctly.

**KSU: What the heck does that mean?**

**PG:** You take a specific bike and the weight of it's rider and there are charts and computer spring generators to help in the process of picking the correct spring rate. Bikes come from the factory with a specific spring rate that the manufacturer thinks

will fit the broadest range of riders. I know guys the same age who weigh 125 lbs and 220 lbs, so manufacturers do the best they can, but simply cannot cover the spectrum of weight difference. Because of this issue, it eventually led to the designing of my spring tester. You've got to understand, I didn't make it just so I could say "I have a wicked accurate spring tester." I made it because it made me a better suspension tuner and in the end, it was the rider that benefited. That's why I'm here, to make the bike work better for the rider.

**KSU: Sounds involved.**

**PG:** (Laughing) Just a little. I have built engines that have hole shot James Stuart and I have done suspension tuning for Cole Calkins, who at the time was a top 10 GNCC racer. I'm a 03-04 Mid-South Hare Scramble Class champion and I ride weekly. I have 15 years experience and I am certified. I have tuned for lots of satisfied local riders and would love to have the opportunity and honor to serve you in your individual needs.

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# The Art of TRIALS

**M**y family and I have been in the motorcycle industry our whole lives, but at World of Wheels, I was introduced to something completely different, Trials Riding. I talked to Alex Bedley, Tom McNeal, and Dave Campbell from the On the Edge trials stunt team and the Trials Training Center (TTC) in Sequatchie and learned a lot about this unusual sport.

Trials competitions, unlike other motorcycle competitions, are more about HOW you execute a section rather than how fast you get through it. You start with 0 points. Like golf, you want to stay as low on points as possible. Every mistake you make, you get a point. If you put your foot down, you get a point (up to three). You can get up to 5 points per section. Once you get 5 points, you're done with that section and you move on. Some things are automatically 5

points such as putting your hand or shoulder on anything other than the bike or yourself.

At an event, you may have seven hours to complete 12 or so sections two or three times. It sounds like that's no problem, but you only spend a portion of this time on the bike actually going through the course. The rest of this time is spent on refueling, planning, maintenance, etc. Tom said that he finished one competition with only 13 minutes left, and many don't finish and are penalized.

The bike is definitely not made for comfort, as it doesn't even have a seat. Having a seat in this competition would actually be more of a hindrance than a comfort. The rider requires a large range of motion. Plus, the manufacturers cut weight anywhere they can. These bikes only weigh close to 150lb. Compare that to a 250lb motocross bike.

The course they travel on is a sort of motorcycle obstacle course in the woods, except their obstacles sometimes involve jumping 6 feet into the air without the use of a ramp. Instead of jumping a ramp, you'll see

them smacking into the side of a rock to get the traction needed to hop up to the top. The courses that are laid out are usually very tight. They may have something to jump on top of a foot away from a turning point, and riders are not allowed to put their feet down or roll backwards to get around the bends, so they hop the front and back ends around to get lined up perfectly. Luckily, they have a spotter with a headset telling the rider to move left an inch or right an inch to get the perfect set up for the next obstacle.

All of this sounds pretty difficult to me, but they say that it's really not that bad. In fact, at the Trials training center, they give lessons to complete newbies all the time. They provide the bikes and all the gear you need to ride. If you're not going to try it for yourself, it's worth it to look up and watch some videos on YouTube. You will be amazed at some of the stuff they climb.

**Jeff Griffith**  
[jgriffith@griffithcycle.com](mailto:jgriffith@griffithcycle.com)





# SUPERCROSS

The 2011 Supercross season is underway! This year's Supercross is definitely the season to watch. I expect to see Dungey, Villopoto, and Stewart all neck and neck vying for this year's championship. Even the new guy, Canard may pose a threat.

Ryan Dungey is the 2010 reigning champion. Last year, he was a rookie in the 450cc class and swept both Supercross and Motocross in his first season. They say that one championship doesn't make you a champion though; to solidify his place in Supercross/motocross history and prove he deserved the 2010 win, he needs to keep his title in 2011. Dungey is the perfect mix of fast and consistent. He's great about not riding over his head, but if Villopoto and Stewart don't crash trying to beat him, he will be left in the dust.

Ryan Villopoto posed a real threat to Dungey until he crashed last season when he came up short on a jump in St. Louis. His broken leg put him out of commission for the rest of the year. Now, apparently he has fully recovered and is as fast as ever, because he won the first race of the season in Anaheim, CA. He was always fast, but dealt with some consistency issues. This year, if he can conquer his inconsistency, we may see him be the 2011 Supercross Season Champion. One man in particular we need to watch is James "Bubba" Stewart. He calls himself the fastest man on the planet and with the lap times that he gets, he just might be the fastest rider in Supercross. This year in Anaheim, his lap times were close to a second faster than anyone else's

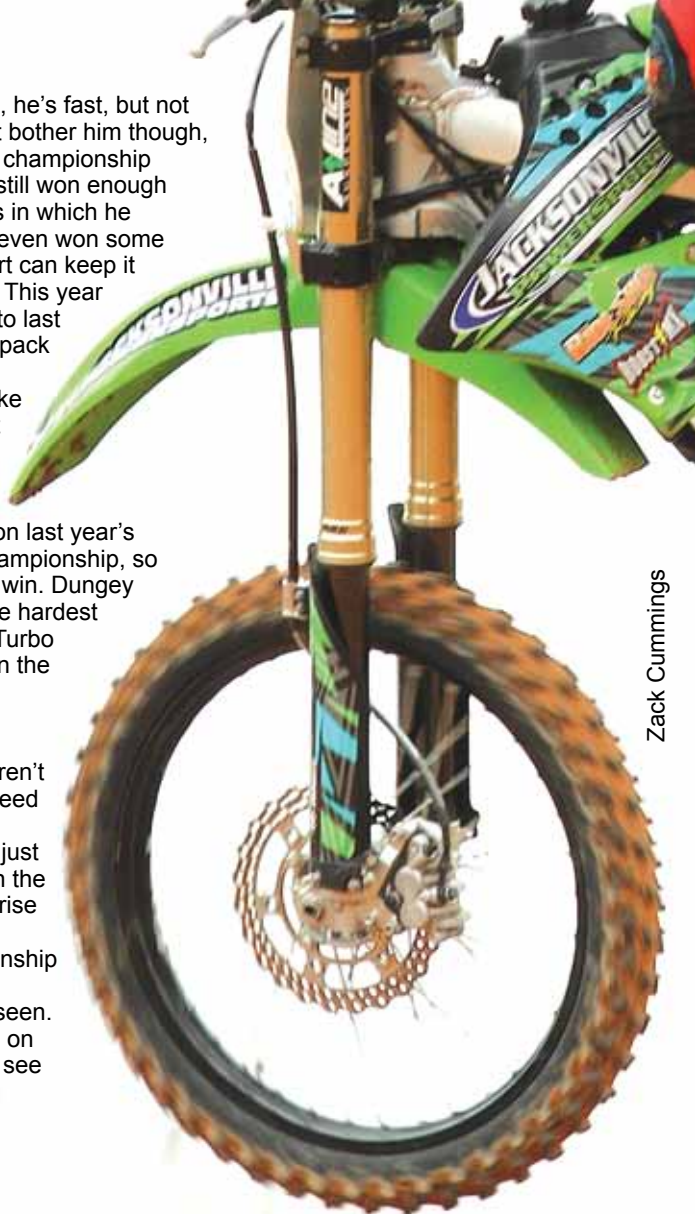
during practice. Like Villopoto, he's fast, but not consistent. He doesn't let that bother him though, because when he did win the championship in 2009 it wasn't a factor. He still won enough races to make up for the ones in which he crashed and didn't finish. He even won some races after crashing. If Stewart can keep it on 2 wheels, he usually wins. This year at Anaheim, he started close to last place and fought through the pack to get third place.

Trey Canard may seem like a rookie compared to Stewart and Chad Reed, but his lap times in practice were only one thousandth of a second slower than Villopoto's. He won last year's outdoor Motocross "Lites" Championship, so he does have the potential to win. Dungey even said that Canard was the hardest person to pass at Anaheim. "Turbo Trey" Canard finished fourth in the first race of this season.

Chad Reed and Kevin Windham also deserve some mention as their lap times weren't too far off from the leaders, Reed having the second fastest lap times. They finished well, but just didn't make it to the podium in the first race. We may see a surprise victory from one of them.

It's still anyone's championship and there is more talent in Supercross than I have ever seen. Stay tuned to Speed Channel on Saturday nights to watch and see how this season plays out.

Jeff Griffith  
jgriffith@griffithcycle.com



Zack Cummings

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# Rides & Rods John Hudson

It seems once a gearhead always a gearhead, and with the influence from my grandparents who ride motorcycles and my father who loves anything with a motor, I inherited the best of both worlds. At age 14 I got my first motorcycle, a Yamaha Twin 100. My Dad and I built my first car, a 1959 Ford Anglia. I bought my first Harley brand new, a 1975 Sportster [only one of two bikes that I purchased new].

From then on my bikes were built from the ground up or modified and customized. Through the 70's I had Shovelheads and muscle cars, and I learned the art of fabrication by working for a man for 21 years who fabricated

custom aluminum products for boats.

In 1978 I took my first long road trip to Colorado and back with a friend on two Shovelheads that I built. That got me hooked on taking road trips on two wheels!

The 80's brought kids, but I still managed to build a 1946 80" Flathead and started going to Daytona Bike Week every year. In 1988 I moved to St. Petersburg, FL and took the Flathead with me, then bought a 1940 Olds coupe, built as a rod in the 60's.

I started my own fabrication shop in 1992, the coupe left for a Corvette, and the Flathead left for a 1991 Ultra Classic. In 2000 I built a full-blown Pro Street 1980 Corvette with a supercharger. That same year was my first trip to Sturgis, but the Ultra Classic was plagued with electrical problems so I traded it for a new Yamaha Road Star. Nice bike, but not for road trips.

In 2003 I met Julia. We wanted to do some long road trips so the Yamaha went away and I bought a 1988 Gold Wing. In 2005, we planned a long road trip out west and purchased a pop-up camper for the occasion. The total trip for the Wing was approximately 8,500 miles and we did it in about 3 weeks. During our trip, trikes caught my attention, and shortly after returning, I became a dealer for Champion Trikes. I triked our Wing and other Gold Wings from used 1500's to new 1800s. During that time, I began building the 1932 Ford Coupe that I have today, and left the Wing and bought a 1991 FLHTC Harley-Davidson, which we still have. It went through hurricane Katrina, so after buying it I restored it and lightly customized it.

The idea of the coupe came from my Dad and I wanting to build something that a 16 year old in 1955 would want to drive. I fabricated and built the entire frame from anodized aluminum. The body is fiberglass and the car is powered by a 1600CC air cooled turbo-charged VW motor. The car weighs about 1,600 lbs. and up on boost creates about 200 HP. It has air conditioning and gets about 32 mpg. It is chopped and channeled and painted flat black and pinstriped with a twist in design. The name of the car is Illusion, which was my Dad's idea because it is exactly that, an Illusion.

In 2008, I sold the house and closed the doors to the shop in St. Pete. In the meantime, Julia's son built my shop that I now have in TN and I moved all of my equipment there. I am set up to perform all types of fabrication and repairs to cars, bikes, boats, etc. I sold the Wing. I still enjoy doing trikes, but I am no longer a dealer. We are looking forward to our next long road trip on our Harley as well as warmer weather so we can get back to riding this mountain area and meeting more new friends.

**John Hudson**

See More Pics of John's Ride & Rod at [www.KickStandUp.com](http://www.KickStandUp.com)



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## Families That Ride Together Meet The Thomases

“...the family that Wings together, clings together.”

Steve Thomas loves two wheels. For years, Steve would ride his bicycle down Highway 58 from just north of Harrison Bay to downtown to work. He was a lot younger then and maybe just a few pounds lighter.

Today he rides his GL1800 Gold Wing just about everywhere he can, no matter what the weather conditions are. He loves his bike and he loves being a big part of Chattanooga's own Chapter V of the Gold Wing Road Riders Association. For Steve, it is an extended dysfunctional family. Steve and his wife, Pam, have enriched this chapter immensely. Steve and Pam are hardcore Gold Wings and put a lot of miles on their bike. Also they have a beautiful 11 year old daughter, Haley, who also loves to come on rides with her “Daddy” and to all of the chapter events. Haley loves riding because in her words, “It makes me feel free.”

Now Steve loves two wheels. He loves his wife Pam. He loves his daughter Haley. But I can tell you from personal experience that law enforcement officials don't have a sense of humor when it comes to having more than two people on a motorcycle. [I did get a ticket for having four people on a motorcycle, once. Even though they were little people and

the deputy had to call in to find out what violations there were, he still wrote the ticket.]

So Steve has this dilemma, go riding and leave someone out of the fun. Or he could stay home and leave himself out of the fun. Or ...well you get the picture. So what does a loving father and husband do? He buys a Pig. Not a Hog, as that would be a Harley. This is affectionately called the Pig. A purple Pig. A 2003 GL1800 Gold Wing with a sidecar. It sits next to his two wheeled Wing.

He decided that since Haley loves riding, and loves coming to most of the chapter events and has her own Choo-Choo-Wings Chapter V light blue T-shirt, that he wanted to invest in a type of Gold Wing that could accommodate his whole family. He claims “that the family that Wings together, clings together.” As you can tell by the pictures, this is a great compromise to accommodate all concerned. And it will be a temporary fix until Haley is old enough for her own bike. Then he'll lock the door to the sidecar with her inside and throw away the key.



Gary Boyd  
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# BIKERS' DOZEN

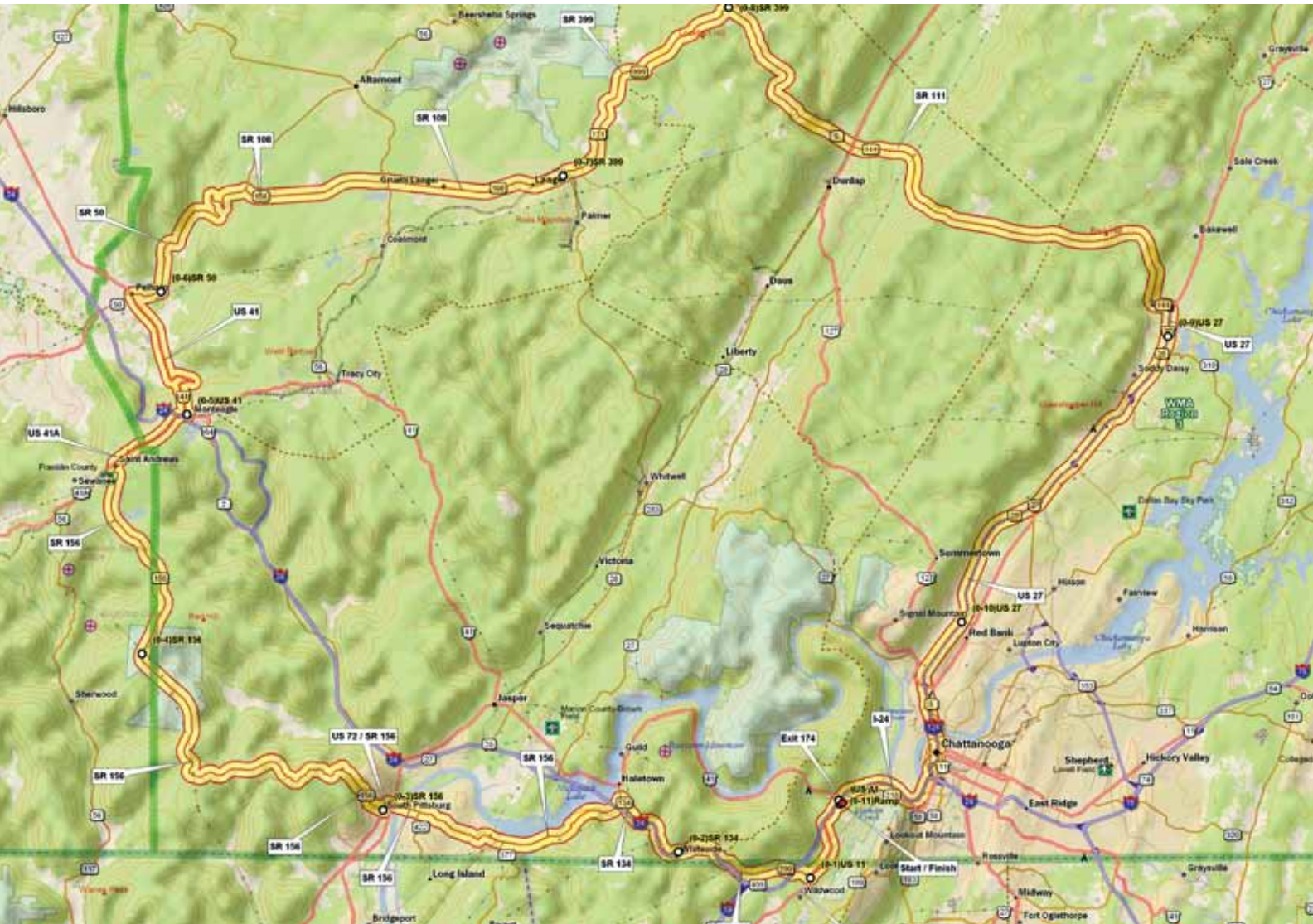
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## Cumberland Plateau Loop

Today's route was on another beautiful day with scenery that only a few motorcyclists will have the opportunity to experience. I traversed mostly two-lane state highways up and down several mountains and along the banks of the Tennessee River. This loop only takes about four hours to ride, plus the additional time for stops along the way. With that being said, let's hit the road as I recount today's ride!

**Starting point:** Cracker Barrel Restaurant  
**Route Length:** 145 Miles  
**Elevation variance:** 597' to 2251'  
**Fatigue factor:** Moderate





## Loop 2 – Partial Description:

Even though I will experience a few sections of very tight turns, most of the day will be on sweeping curves and straight hilly roadways, therefore I have elected to take my Honda Magna cruiser for the day's riding. The loop starts out with a left out of the Cracker Barrel parking lot (I-24 north of Chattanooga Exit 174) and heads south for 3.6 miles on US 11 and soon crosses over the Georgia state line. Highway US 11 was a primary corridor for the mass of traffic prior to the completion of I-24 and I-59, which destined US 11 to become primarily a local commuter road and one for those of us who travel two-lane highways by choice. The loop now takes a right on SR 299, a curvy two-lane road with rolling terrain providing an occasional glimpse of I-24 to the west. A few miles down the road and the route crosses back into Tennessee on what is now SR 134. Upon reaching the end of SR 134 (9.5 miles on 299/134) it's a left turn on SR 156 and immediately I cross over I-24, where fuel and snacks are an option.

For the next 11 miles on SR 156 there is a combination of curves, Nickajack Lake views, and long flat sections, until eventually reaching the city of South Pittsburg (pop. 3295). South Pittsburg is home to the annual locally popular Corn Bread Festival. South Pittsburg is also home to some of the finest cast iron cookware in the world. Lodge Cast Iron began making cookware during the first presidential term of William McKinley. Amazingly, some of these cast iron skillets, griddles and dutch ovens made over 100 years ago are still being put to good use today. A fuel stop at South Pittsburg is in order before heading up the mountain. My Magna is very comfortable on long trips but the small tank keeps me constantly aware of fuel needs when I venture into areas with limited fuel options. Since there are several turns on SR 156 through town in South Pittsburg riders must pay attention to the road signs in order to stay on track. After working my way through town its time to head up Monteagle Mountain and SR 156 is the way to do it. Riders will encounter very little traffic on this stretch of two-lane highway, since SR 156 is mostly just utilized by the locals and adventurous weekend riders. There are some very sharp curves to negotiate as the route first starts up the mountain so cyclists must take care to keep their eyes on the road in the direction they are heading. After about 24 miles on SR 156 from South Pittsburg,



I eventually reach US Highway 41A, which runs along the top of Monteagle Mountain. The Loop then turns right on US 41A and soon ...

*See the Chattanooga Convention & Visitors Bureau web site, [www.chattanooga.fun.com](http://www.chattanooga.fun.com), for the complete route description, with maps, directions, and photos.*

..... about 13 miles on SR 108 the route takes a left on SR 399, where riders continue to enjoy the type scenery that most Interstate travelers just don't get the opportunity to enjoy. These areas are quite remote in relation to the travels of the masses. After about 11 miles on SR 399, I soon reach SR 111 and turn right for some high speed cruising for a while. State Route 111 is slightly curvy and rolling but is an excellent four-lane for high-speed cruising. After cruising a while on the crest of the mountain, SR 111 drops off via long sweeping curves, providing an excellent view of Sequatchie Valley ahead. Upon reaching the base of the mountain, SR 111 passes through the town of Dunlap (pop 4173), where there are several fuel and food options. Two excellent options for meals are the Cookie Jar Restaurant and The Dunlap Restaurant. After fueling up and taking a short break I pull back on SR 111, continuing southwardly and immediately begin ascending Mowbray Mountain. At this point SR 111 is a divided four-lane highway, but because of its elevation and terrain, it is still very enjoyable to ride.

Before reaching the crest of the mountain I take advantage of a Scenic Overlook for a magnificent panorama of Sequatchie Valley, the area I just crossed through. After some photos to share with friends who may want to join me next time for the Bikers' Dozen, its time to jump back on SR 111 and cruise to the mountain top. After about 10 miles riding on top of the mountain the loop heads back down, providing a view of Chickamauga Lake

and the hyperbolic cooling towers of the Tennessee Valley Authority's Sequoyah Nuclear Plant. Upon reaching the bottom the route merges with US 27 heading south to Chattanooga. Highway US 27 is a divided four-lane which takes me back to downtown Chattanooga (about 24 miles). At the US 27 and I-24 split downtown I head west for 5 miles on I-24 until my exit (Exit 174) to the beginning point of my ride.

It was a great day of backcountry riding, leaving me with the desire to plan for the next loop before I go to bed. I'll check out my options for tonight's dinner at one of the many fine Chattanooga restaurants and then maybe a little shopping at Hamilton Place, Tennessee's largest mall. After a good night's sleep I'll either do another loop tomorrow or if the weather is questionable I may take a day of rest to experience some of the local attractions. There is another loop in my future. Yes!!

**Eddie Rahm**  
[eddie@kickstandup.com](mailto:eddie@kickstandup.com)

Many hours have been spent on creating maps for this package but unfortunately there no doubt are places where I have made errors or the state map data is not current. There is one map that will guide you through life and will never fail you due to inaccuracy or being out of date. This map is the Bible and it is God's word to you personally. I trust your life's road map is this Bible and your ultimate destination is Heaven. Think about it.

**The Bikers' Dozen is a thirteen part series highlighting thirteen scenic rides in the Chattanooga and surrounding area. The complete package can be found on the Chattanooga Convention and Visitors Bureau web site, [www.chattconvention.org](http://www.chattconvention.org). The accompanying article is a brief summary of Loop 2.**





# Sport Bike Coverage

As the sport bike editor of Kickstand Up! it will be my job to bring coverage of sport bike riders and events in our community. Closely related to coverage of local events is reporting on racing by local riders in the sport bike racing classes. The Chattanooga area is blessed to have one of its own as a participant in this arena, and not simply a participant but a racer that has very strong promise of being recognized nationally as one of the upper tier racers. I'm speaking of Kris Turner and Kris will be a regular contributor in Kickstand Up!, with articles highlighting his personal efforts as well as reporting on road racing in general. This month I asked Kris to give us a short bio of his racing history and a little about himself. The 2011 season should be exciting as we have one of our own to watch on TV with Speed Channel's cycle racing coverage. Good luck Kris! You represent the Kickstand Up! readers as you race.

## Eddie Rahm

If you are reading this magazine, you more than likely have a relatable passion as the majority of people who have also held Kickstand Up! in their hands. Let me take the first step to introducing myself. My name is Kris Turner; I work at my dad's local

motorcycle repair shop, Turner's Cycle. Having finished high school, I may appear like an average teenager on the surface but the only difference between most of you and me is my profession of motorcycle racing.

I began riding motorcycles at the age of three on a Suzuki JR50. Naturally I got into motocross, which became what I have recently realized is a lifelong passion. After numerous injuries and concussions, I decided to try a different discipline of motorcycle racing, road racing. I started off in SEMRA on a Yamaha YZ85 and won the GP85 class championship my first year. After that I went on to WERA on a Honda RS 125 winning multiple times. In 2007, I was invited as one of only three Americans to race in the inaugural Red Bull MotoGP Rookies Cup. The series was raced on spec KTM 125s alongside the MotoGP series. After two podiums and the rest of the year plagued by bad luck (primarily mechanical), I came back to the States to begin my 600 career, riding for the M4 Suzuki team in the WERA Nationals and Sportsman races. My first year on a 600 I obtained a WERA National Championship at the WERA GNF, as well as podium finishes in other classes of racing. Since then, I have begun racing AMA in the Daytona Pro Sportbike class. I had a decent year in 2010 with a pair of 8th place finishes and one 10th. I finished 15th in the championship points after disappointingly missing almost half the races due to budget issues.

The 2011 season kicks off at Daytona on March 12. To say I am excited would be an understatement by far. I have very high expectations for the 2011 season and will be on the same Suzuki GSXR600 that I have been on for the last two years. I have begun buckling down on my training and worked seriously on bike control by racing motocross, among other things, so far this winter. I have been racing in the local pro class motocross and seem to get faster and more comfortable every time I get on. Hopefully I will be more than ready for the 2011 season and can surprise some people.

**Kris Turner**  
turner38flew@yahoo.com



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## WARM & TOASTY

Cold-weather riding is much more agreeable when one is prepared. All it takes to enjoy winter riding is a little thought and the right gear. Cold digits are not only subject to frostbite, they can inhibit quick reflexes. First the fingers and toes: if you don't have heated grips, you need heated gloves; as a matter of fact, you may still need heated gloves even with heated grips. If your feet are exposed to the wind you will need some heated insoles or socks. They come in either plug-in style or use self-contained rechargeable batteries. The plug-in types require wires to connect to the bike's battery. The battery types require only charging before leaving and usually will last for eight hours between charging. There are also chemical warmers which last for a few



hours and then must be replaced. Beyond that, there are heated vest liners, heated jacket liners and heated pant liners. Usually there is a power line from the battery to the jacket liner. The jacket liner has plugs at the end of the sleeves for the gloves to plug into and

also has a plug for the heated pant liners to plug into. At the end of the pant liner is a plug for the insoles to plug into. Each of these can be worn individually, but then you must route the wires yourself, taking care not to restrict any required movements while riding. The Tourmaster jacket liner has a red plug that connects to the enclosed line from the battery. The sleeves have color-coded receptacles (idiot-proof!) for the gloves to plug into. The black receptacle at the bottom of the liner is for the heated pants. The largest unit is the controller with three levels of heating. I have not yet had to use any setting except the lowest to date, and that includes riding at an early-morning 21 degrees. So if you want to extend your riding time a few months more get some heated gear and go forth bravely into the cold! Gerbing, Tourmaster, First Gear, Harley-Davidson and Kanetsu are some of the more popular names.

Sandy Hodges  
adhfinance@comcast.net

### GIVI T480 TANK BAG

Givi continues to make inroads in the luggage and stowage market. Their latest entry is the T480 tank bag. You may ask what makes this one any different from the myriad of others on the market. Well, this one is bike-specific. It can be used on both metal and plastic tanks through the unique mounting system. Their female mounting bracket fits around the gas cap; the bag has a corresponding male clamping system: a simple lever locks the unit in place. The same lever becomes a quick-release system. It expands to an unbelievable size (as shown) and can accommodate a full face helmet. It comes with a rain cover, see-through map pocket on top and straps for carrying it like a backpack, especially useful when carrying all the other stuff into the motel room. The whole unit comes in a cloth carrying case for storage when not in use. Available at Honda of Chattanooga - [www.HondaOfChattanoogaTN.com](http://www.HondaOfChattanoogaTN.com) \$159.99



### SERIOUSLY DRY

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The larger Blaster is for quicker as well as more serious drying jobs. Cleans and dries cars and engine compartments just as quickly as it does bikes: in only a matter of minutes. It's larger and more powerful: 4 hp at 29,000 fpm! It's not a hand-held unit and is actually quite similar to a vacuum cleaner. An 8-foot long hose has attachments which can be interchanged as the job requires. Available at Honda of Chattanooga - [www.HondaOfChattanoogaTN.com](http://www.HondaOfChattanoogaTN.com) \$99.99 and \$239.00

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# In The Headlight Cameron Stone



**CAMERON STONE 250 & 450 PRO**  
**BIRTH DATE: JULY, 22, 1990**  
**HOME: BIRCHWOOD, TN**

**ACCOMPLISHMENTS:** Since turning Pro, Cameron has won SAS series on 125 and 250. In 2009 at Loretta Lynn's National placed 6th and 7th in both 450 pro classes. He placed 2nd in 2010 AX Series Tour, and podiumed 3rd at Loretta Lynn's. After Loretta's he went to three of the Outdoor Nationals and made two mains and finished in the upper 20s with bike problems. He has been featured on a t-shirt for Southeast MX and pictured on a billboard in Athens, TN.

**HISTORY:** Cameron has been racing 17 years and has spent time with Ryan Sipes, Osborne's MX Farm, and Boone's Training Facility.

**PLANS FOR 2010-2011:** Cameron will finish the year 2010 training for SX. He will ride the East Coast Supercross and 2011 Outdoor Nationals and will travel to some races for Pro-purse payouts.

**SPONSORS:** Roost MX, DP Brakes, Pirelli, HV Motors, Dasani Water, Factory Connection, FMF, Wiseco, & Devol.

**SUPPORTERS:** Barber Cycle, Anser, Gaerne, Rekluse, K&N Filters, Turner Cycle, and White's Cycle in Chattanooga.

Someone told me, not too long ago, that almost anyone can ride a motorcycle at a fast pace once you teach them riding position and the basics, but only a handful of people can take the limits of the bike and stretch them beyond what seems possible to most. This is where true talent will show in a rider.

Many people know the name Cameron Stone, and if you ask just about anyone who does know the name, they will more than likely have nothing but positive things to say about him. If you ever get a chance to watch him ride at a local race, you will probably walk away wondering how half the stuff he did was even possible. The amazing thing to me is how easy he makes the impossible look.

Cameron grew up racing at the local tracks like Tunnel Hill, Chattanooga Motocross, Diamond Back, and Calhoun. He's always been really fast for as long as I can remember, but it seems like the last couple of years he has been just about untouchable. If you go to YouTube and search his name, you will find two videos of him

and Justin Barcia battling it out at Mill Creek, a track in Alabama. Both \*motos it seems like Cameron had an edge on Barcia, but things weren't going his way.

I have been going riding and training with Stone for a couple of years now, and off the top of my head, I can't think of anyone more fun to be around. I have never seen him get mad at anyone, and he always treats everyone with nothing but respect. He has a non-stop drive of humor, yet knows how to be taken seriously when needed. After watching him ride a dirt bike, you have to hold a good deal of respect for him just for that talent alone. Something I have personally noticed in the last year or so is that he is very modest and very level headed.

Hailing from Birchwood, Tennessee, he is one of two locals to qualify for an AMA pro race last year (one being me in the Daytona Sportbike road racing series). He could easily follow in the foot steps of another local hero, Nathan Ramsey who originated from Hixson, TN.

Mr. Stone is also carrying the torch for the local motocross name





into Supercross this year. He will be doing the East Coast Lites series with his first race being in Houston, Texas on February 12th. Then the series will move on to San Diego and back to Cameron's second race at the Georgia Dome in Atlanta. I think everyone reading this needs to buy the tickets and show up in Atlanta to support Cameron. After going through the pits and meeting him, you will realize how much it was worth it.

**Kris Turner**  
 turner38flew@yahoo.com

\*In motocross you do two races for each class and after the first set of races, or motos, they start over for another go around. Each person has two motos for each class he/she does.

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# The Broken Spoke Wish Lists

I started to think the other day. Been awhile since that's happened. My brain started screaming at me and then started pounding inside of my head and yet, I kept thinking. "You can't just expect me to lie dormant all this time and then start working," my brain said. "You have to use me a little bit every once in awhile. And I don't just mean the simple stuff like breathe in- breathe out, and see food-eat food." My brain really is a pain in the neck, or just above it.

The rains and cold of December and January are going to go away and soon we will be riding again. Oh sure there are some of us who ride year round and we love to ride no matter what the weather is. When I was 24 I worked in a motorcycle shop and the rule of thumb was that you had to ride as long as the temperature was above your age. Now that I am in my mid fifties I love that rule. Of course in Chicago we didn't get out of the 20's till August. [My favorite author, John Ortberg, claims that Chicago was founded by people from New York who claimed that the crime and poverty was good but it just needed to be colder.]

But as usual I have digressed. I was thinking about this riding season coming up and how could I get the most out of it and really enjoy riding this year.

Would it be new chrome pieces for my bike? Not for me, my wife is already not polishing some of the chrome the way I like. Would it be the latest technological gadget? I know, maybe a GPS/video camera/security system/radar detector/laser beam/espreso machine that would mount on my helmet. That would be too much drag coefficient. And way too much money.

How about a new bike? That would be really nice this year. I would like a brand new sport bike to complement the Gold Wing. I would love a new Interceptor from Honda or a K1300 from BMW. I might even want to get a Road King from Harley to cruise around the town. But they all come with one major drawback. A payment book. My wife would have to get yet another job to pay for it. Then she would just complain to me about having to work three jobs. It really doesn't seem fair for me to be out riding while she is working. But then who said life is fair?

So if accessories and a new bike are not going to enhance the riding this year, what will? Maybe I will have to take some trips this year. We may plan to go out west to see the country. Take a trip to the Alps and take a tour. You probably can't ride there directly yet, and I don't want to go through a body scanner at the airport because from the plane I could still see the security people pointing at my image and rolling on the floor laughing. A friend said that I looked like Andy Rooney, only not as

handsome. Some friend.

I can't change the weather, so if it is cold or raining or blistering hot, there really is nothing that I can do. I can't eliminate bad roads or overcrowding or inconsiderate drivers. I could, but you still get 35 to life for murder. Although a true jury of my peers, motorcyclists, would find it justifiable. He was slowing down in the curves, your honor!

So what will make this the best year ever to ride? Friends! There are old familiar friends and new friends to become old friends and new time spent riding. Riding with friends is really the greatest way to experience what we do. So I have rejoined the GWRRA Chapter V here in Chattanooga because they are a group that I love to ride and be with. I also have a couple of good friends who do not like to ride in big groups, but they love to ride and we always have fun together. And every one of you has someone that you love to ride with and hang out with even if you are not riding. It's called community and that's what makes Chattanooga and the surrounding area the heart of riding in the south east. And that's what makes this magazine the heart of motorcycling here in the Chattanooga area. Our community is you, our old friends and new. Welcome to our family. Let's ride!

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*"Those who danced were thought to be quite insane by those who could not hear the music."*  
~ Angela Monet





**The First Lady of Chattanooga Motorcycling, Mary Jo Pate - 1921 - 1990**

Affectionately called "Ma Pate" by her customers at Pate's Harley-Davidson, Chattanooga's first HD Dealership. In this photo she is wearing her Motor Maid's uniform. The Motor Maids was established in 1940 and was the first women's motorcycling organization in North America.

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# Rocky's Review Traction Control



voiding warranties with the addition of aftermarket parts unless it can be "proved" the aftermarket part caused failure or damage. We have all heard the reverse of this and many shy away from adding aftermarket equipment and parts to their auto, trucks and cycles. I am forced to chalk one up for the Feds on this!

Traction control braking adds a 'give/compressibility' much like a shock absorber inside of the brake line. By placing 'give,' the unit allows the brake pads to float and drag over the high and low spots of the brake rotor. This aids in avoiding a premature locking of your brakes. How many riders can relate to this? Not only does the logic fit here, the added control you receive in braking, especially in non-standard braking situations could mean the difference in staying up on your scooter and going down when a non-typical situation arises.

Compared to ABS systems which are electronic, the TCB system is mechanical. This automatically feels better. How many have experienced errors with ABS systems? I know they do their job more times than not, especially in brand new vehicles, but

There are hundreds of new products for motorcycles and I want to introduce as many as I can to you. I enjoy getting out and speaking with individuals and researching the items and services that are used by some, while still new to many. I have several items already lined up to bring you and I hope you find them as exciting as I do.

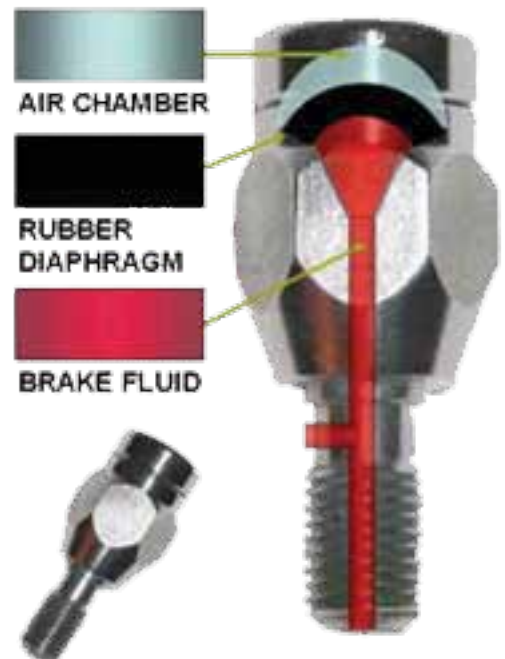
Many of you enjoy the product that I chose for this issue, especially in newer model bikes. To those who may be interested, the Traction Control Brake system seemed worth digging into and my shovel was ready.

I found more logical pros than cons for this item, but I always want to hear from you, the readers and riders that have experienced these products. In a world where logic cannot always be trusted by itself, I had to look closer into this. The Traction Control Brake system is an alternative to ABS and from what I have learned, a safer, more reliable one.

Here are a few of the positives that captured my eye:

When installed, the TCB unit becomes one of the strongest parts in your braking system. Tests show it reliable to over 4500 p.s.i. Tough huh?! (I could have used this myself recently, but that is another story).

The unit does not void factory warranties. The Feds have prohibited companies from



## MIGRAINE HEADACHES

For decades the most common cause of migraine headaches for millions of people was the advice of obstetricians and pediatricians. New mothers were told to train their newborns to sleep on their stomach. For one third of the day infants had their upper spine twisted very strongly to one side and sometimes the other. Frequently nighttime or early morning migraines are caused by this one habit.

Eventually someone noticed that the advice made no difference for the condition it was being given and it was stopped. No other sleeping position advice was given and so those who end up belly down will eventually stop sleeping face down on their own, others still haven't made the connection.

The medications for migraine are expensive, dangerous, and ultimately actually establish a long-term drug use situation at best! The drug industry and funeral industry both have benefited. And don't forget the mattress industry (recently I have noticed most of their models aren't lying face down).

Headaches aren't normal. Reoccurring headaches are absolutely not normal. Chiropractors will very quickly and easily be able to determine if manipulation is a part of the answer for your headaches and remember if you go to a Chiropractor expect miraculous to good results quickly.

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it seems to be one of the first things to fade after wear. Deciding whether to install the system on the front or rear comes down to a matter of individual experience and choice.

Placing a TBC system on your front calipers logically makes the most sense, when in a braking situation the weight of the vehicle shifts to the front. Placing the system on your rear calipers (I'm talking about automobiles here) gives less protection.

If someone decided to add this to their motorcycle; it seems as though knowing your own past experience would govern their placement. There have been times I have found myself in sudden braking situations that I go for the rear brake pedal with more force. Control of your cycle comes from the brakes, the condition of tires and, of course experience. While attempting to maintain a balance of pressure to the rear and front brakes can be accomplished by seasoned riders more easily, often times our instinct reflex takes over and the rear brake is punched harder.

Okay, some of you are thinking that your pockets are not deep enough to change over to the TCB system. When I began delving into this, I thought the same thing. While \$80 isn't chicken feed for most of us, tunneling under Fort Knox is not a requirement either. This price is an average for Harley-Davidson applications and other manufacturer's bikes can be had for about the same cost.

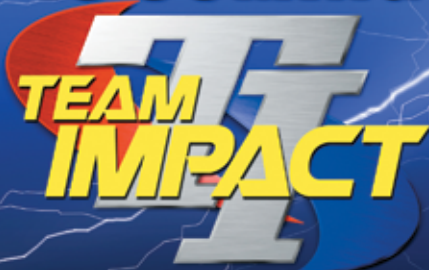
I have read articles, comments and testimonials from Law Enforcement motorcycle officers, BMW, and Harley-Davidson owners and some experiences using this system over ABS brakes have saved lives. I can see this becoming a part of my scooter very soon.

As always, I welcome comments and testimonials from the readers. The comments and feedback that I have received relating to past articles are wonderful. Please keep it up!

See y'all out there!

**Rocky**  
rocky@kickstandup.com

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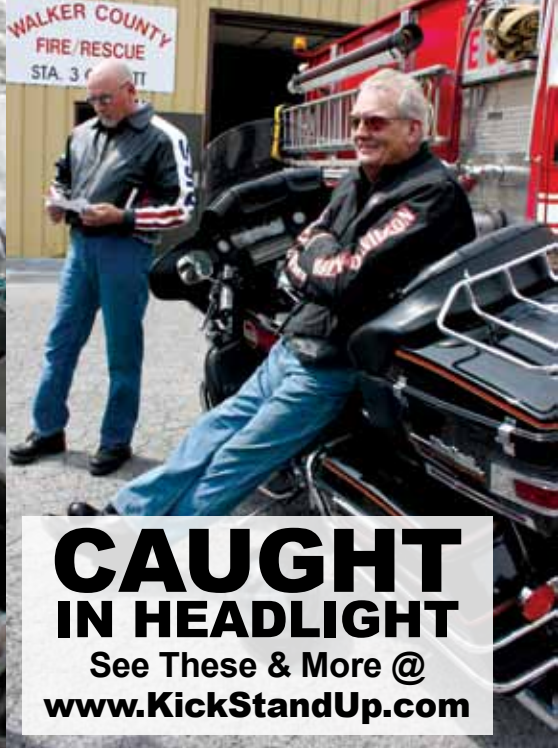
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