

FEBRUARY 2014

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See pg. 11



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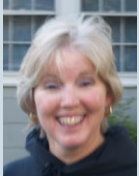
## STAFF



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



Frank Pate  
Photographer  
frank@kickstandup.com



Julie Land  
Associate Editor  
julie@kickstandup.com



Gary Boyd  
Contributor  
gary@kickstandup.com



Kim Teems  
Web & Facebook Master  
kim@kickstandup.com



Maurice Lewis  
Contributor  
slick@kickstandup.com



Greg Cook  
Photographer  
greg@kickstandup.com



Alan "BooBoo" Kelley  
Contributor  
booboo@kickstandup.com



Jeff Griffith  
Contributor  
jeff@kickstandup.com



Sandy "Sandman" Hodges  
Contributor  
sandman@kickstandup.com



Joe Warren  
Contributor  
joe@kickstandup.com

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## FROM THE EDITOR

Hello Riders,

Well, here we are with our second issue of 2014. I hope you all enjoyed our first groundbreaking digital issue. As with this issue, I've tried to include something for everyone, no matter what brand or style of motorcycle you ride. I welcome any comments you might offer; however, I'm aware that it is impossible to please all of the people, all of the time, so I'll just give it my best shot.

I was saddened when I received a call from my friend, Bill Cason, telling me that he and the TOT Board had decided to stop holding the Trail of Tears Remembrance Ride that has been a highlight of Chattanooga motorcycling for the last 20 years. I want to personally thank Bill and all the Board members for their years of dedication to organizing and holding this ride since 1993. They have donated tens of thousands of dollars to scholarships for students in the various Indian Nations and installed plaques of remembrance along various Trail of Tears routes. I will miss seeing that magnificent sight of you leading that pack of motorcycles that stretched for miles and miles, Bill. I wish you and the Board members the best of health and happiness. You can read Bill's letter on page 11.

KSU is a supporter of ALL charity events in our area. To show our support we are donating a FREE full page ad to any charitable event held within 50 miles of Chattanooga. All you have to do is email me a copy of your flyer. Our photographers will be attending many events, but you are encouraged to have someone in your organization take photos too in case one of our staff can't attend your event. We will feature dozens of photos of events in every issue and they will be available for free download on our web site: [kickstandup.com](http://kickstandup.com).

Since our digital format is new there are a few features that I would like to point out to make your reading experience the best it can be. Firstly, you will notice some YouTube logos in articles throughout the magazine. These are links to YouTube videos that pertain to the particular article you are reading. In addition to those links you will notice that all of our staff email addresses and the web sites and

email addresses of our advertisers are all interactive. If you click on an email address it will open a new email window so that you can compose an email to that person. If you click on a web address it will take you directly to that advertiser's web site.

I encourage all of you to share our magazine



with your friends, not only in our area, but around the world! Even though most of our content is local, there will always be articles, reviews, and photos that will be of interest to anyone that loves and rides motorcycles, no matter where they live. The best way not to miss an issue is to subscribe free by clicking one of the many Subscribe Free links throughout the magazine. Our subscribers will receive and email as soon as the new issue is published with a link to the new issue.

You might notice that there is a Viewing Tips article right next to this editorial. These tips will help you with your reading/viewing experience whether you are viewing on a computer, smartphone, or tablet.

For long time riders and readers of Road Rash Magazine, I will be including a new section called "Blast from the Past". In this section, I will re-run old articles from my 12 years of personal archives which will include biographies (One of Our Own - Legend Series) of people who have helped shape our motorcycle community. All of you new riders need to know the history of Chattanooga motorcycling and the people who helped make it what it is today. This month, Joe Pate of the former Pate's Harley Davidson is featured.

I guess that's about it for this month. I hope you get those bikes off life support and take them out for some exercise this month. You know you are a real rider when you don't own or need a battery tender. Just my humble opinion you understand.

LTRNTT,

Rock

[rock@kickstandup.com](mailto:rock@kickstandup.com)

P.S. - I guess it's been too cold for anyone to venture out and find the \$100. It's still there, you've just to ride to win it.

I would like to apologize to the Back Road Riders. I mistakenly titled the pics from their toy run for the Toys For Tots as being The Black Angels Toy Run. This mistake has been corrected in the January magazine and it now reads correctly. Correcting after publishing was not possible when we printed hard copies of KSU. This is another benefit to our new digital edition.

## KSU VIEWING TIPS

### On Your Computer:

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

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

Windows or Mac OSX.

1. Launch Adobe Reader
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On the iPhone you can click the box with the up arrow on the navigation bar at the bottom of the screen. Then click the Add to Home Screen button. This will add a KSU link to your home screen which acts like an app. To access the magazine in the future you only need to click your KSU screen icon, then click the current cover on our site to read the current issue.

Other smart phones have a similar option, or you can simply add us as a bookmark which will act in the same way.

Once the magazine opens you can turn your phone sideways and the magazine will display properly where you can scroll through the pages.

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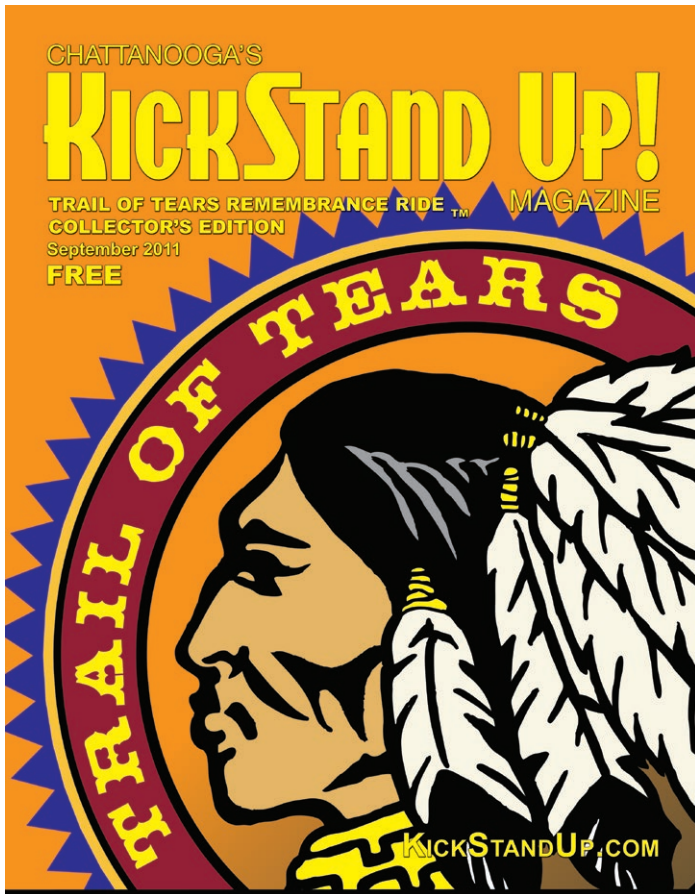
The Ride crosses over the Marion Memorial Bridge on Highway 41 for the last time. The bridge was closed after this ride and is slated for demolition later than you'd like to travel over this bridge just one more time. Watch this cool video.





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KSU is proud of the fact that we were the first and only motorcycle magazine, whether local, regional, or national to publish an entire edition dedicated to the Trail of Tears Motorcycle Ride. We published our first edition in 2011 and another in 2012.

I was fortunate enough to interview my friend, Bill Cason for a few hours to get the facts for my article, The Real Story. It was fun to sit down with Bill, kick back, and just talk about the history of the ride and our memories of times past. - Ed

Click on the cover above to read the 2011 KSU Special Trail of Tears Collector's Edition. You can also click the cover to the right to read the 2012 Special Trail of Tears Collectors's Edition.

*Riding to Remember*





## “THE END OF THE TRAIL” OF TEARS MOTORCYCLE RIDE

On behalf of the entire Board of Directors of the Trail of Tears Remembrance Motorcycle Ride, I want to announce that we are at the End of the Trail for our annual charity motorcycle ride. I would like to take this opportunity to thank everyone for 20 great years and your support of our organization as we remembered those ancestors forcibly removed from their homeland in the east to what is now present day Oklahoma.

Because of you, our riders and our sponsors, over the 20 years we have provided thousands of dollars in scholarship funds to needy Native American children, placed Historical Markers in many areas along the Trail and in Oklahoma, marked new trails, and made donations to other educational projects. We have fulfilled the goal's and mission of the organization and feel proud that we accomplished more than what could have been imagined when we first began this journey. It has been my honor to lead the ride every year.

I want to thank each and every board member, volunteer, sponsor and rider for helping us achieve these awesome acts on behalf of such a deserving people.

We still have some of the official memorabilia that we will make available on the TOT website until sold through.

Bill Cason, Ride Leader & Originator  
Trail of Tears Motorcycle Ride

# ... IN ACTION





# MEMORIES

## A Win

### Winter Blues

I am sitting here wondering if and when spring will arrive this year. All I know is that this global warming thing isn't quite working the way I want it to. I want the globe to warm up. Just a few degrees. And just in the winter. So we can ride. And maybe a few degrees warmer than last year all year long. We certainly don't need a repeat of last year. You remember last year, don't you? It seemed last year that every Saturday was cool and rainy. And when it wasn't cool and rainy, it was rainy and cool.

I remember fondly looking forward to the weekend so that we could get out and ride. Like a kid looking forward to Christmas. C'mon Saturday! Then Saturday would come. It was great. I had so much fun looking out of the window and watching rain fall. Again. And again. Don't get me wrong, I managed to ride about 16,000 miles last year, but honestly most of those miles were riding to work. In the rain. I would leave work and ride home in bright sunshine and think, you know, I may go riding tonight. I would get on the highway going north towards my house and see clouds in the horizon. Big black clouds. Just like the day before. I would think, no, it can't possibly be raining at home. It did that yesterday. Then the temperature would drop about six degrees. There is no way that it is raining by my house. Then, almost like clockwork, about one half mile from home the skies would open up and I would be drenched by the time I got home. I believe that we had 17 inches over the amount of our annual rainfall.

Remember the Fourth Of July? A complete washout. Like my rides home. And my Saturdays. Every Saturday. A summer of rain. It didn't just rain on Saturdays, no it rained on Friday nights, too. Many a nightfall was cut down by the rain or threat of rain. Global warming? Oh how I hate Al Gore. We did manage to have a great fall with spectacular fall colors due to all of the rain. And we

# g . . . . and a Prayer

by Gary Boyd

rode. All of us had a chance to get out and ride and to enjoy what it is to ride a motorcycle in the Chattanooga area.

The Eton Cruise-In was reborn and many of you enjoyed what is a wonderful family friendly festival in beautiful Eton. We had great weather and a great time at the Cruise In. Then the Toy Run Season began. Inclement or just plain cold weather returned. No big deal. Leather jackets and leather chaps. Then we needed thicker gloves and insulated liners and long underwear. Again the rain and cold came and postponed several events. But we rode. I ride all year long most of the time. Until this winter. This winter has been different, this winter has been cold. How cold? It has been as cold as most winters that I have spent growing up in Northern Illinois. The difference there was that I could play hockey or ride a snowmobile all winter long. I was young and thought cold weather was supposed to be fun. I'm older now and know the truth.

It was good practice because now when I am old and decrepit and not able to keep two wheels up, I will know how to ride a CanAm Spyder like my older friends do. I mean it looks to me like the Spyder is just a snowmobile with the skis and the track knocked off.

But I want to ride and with single digit temperatures, I just don't enjoy it. To tell you the truth, even in the forties, I don't have as much fun as I used to. So I wait for the globe to warm up. It will. It does every spring and summer. It is the way the earth has been since it was formed. And we will ride again one day very soon. Until then, I hate winter. And Al Gore.

Gary Boyd

gary@kickstandup.com

**Bless those who persecute you; bless and do not curse them. (Romans 12:14. ESV)**

I don't think so. I want to. It sounds really good. But come on, bless those who persecute you? Do not curse them? What about, well you know, God, THAT! You know, too. That thing that gets to you. For each of us, it is something different.

I unfriended an old friend this morning. I wanted to tell him off and knock some sense in his stubborn old head. But I merely pushed a button and eliminated him from my life. As we live over 600 miles away, I may never see him again. His crime? We disagreed on politics.

He, along with others, keeps showing blogs and liberal news feeds saying how stupid conservatives were to follow someone like Megyn Kelly on Fox News who claimed that both Jesus and Santa Claus were white. Some here even posted a picture to show that Jesus was a dark color. I know that picture was circulated in response of and to make fun of Ms. Kelly.

I merely pointed out the truth that Fox News had identified that segment as SATIRE. You know, they were making fun of the issue. And my friend was furious that I corrected him and he has bombarded me with all sorts of arguments of how stupid conservatives are. So I unfriended him. How stupid is that?

We rode motorcycles together for years back home. We traveled together and ate meals together and almost became business partners together. But I pushed the button. I think long and hard about pushing that button. If you use obscene language or

dirty jokes, I don't care how funny they are, I will probably restrict you, but you are still my friend. But my wife and my daughter and my grandchildren can all see my feeds so I guard what they see.

But I will still consider you a friend. And I still love you. I still love my friend, the liberal. I won't call him names and I will be there if he needs me.

And this is the difference in Christianity. Jesus tells us to love even our enemies. No matter what. Do Muslims love their enemies? Hindus? Atheists? Hedonists? No one ever demonstrated more hatred towards a person than the people did towards Jesus. They still do. Yet he showed them love in the face of his execution. That's different.

Lord, as we enter into the last days, I pray for peace among us. I pray for your love to transcend the human arguments and politics. I pray for us to see each other with your eyes. I ask that you draw all of us near to you. In Jesus name.

Gary Boyd

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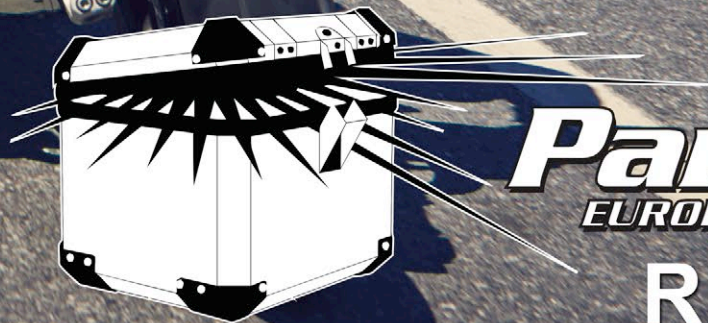


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Go R @ 1st stop light

Go L @ stop sign

Go L @ stop sign

Go R @ 11th stop light

Go R @ 6th stop light

Go L .9 mi past 1st stop li

Go L 1.8 mi

Go R @ stop sign

Go R @ stop sign

Go 8.8 mi to pull off on ri

descending again you've c

C-Note will be found with

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# EVENTS

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# SHINY SIDE UP

A series of articles designed to educate readers on tips for riding safely. I've always heard that if you want to ride motorcycles, you have to know that they're dangerous. If you want to ride, you gotta have a set. I agree, but not for the reasons you might think.



I've been a motorcop for 15 years, and what I've learned is that to share the road on two wheels with the caliber of drivers surrounding us that we have, you do need a set. You need the proper MindSET and the proper SkillSET. Without both of these, riding motorcycles becomes a gamble, and on the street, the house usually wins. The proper mindset starts with sobriety. An impaired rider often times becomes a dead rider. I've known that for years because unfortunately I've worked those wrecks. A proper mindset also is one that realizes that the public roadway is not one's personal racetrack. Worked those crashes too. The proper mindset is more than that. You also need to remember that simple things such as fatigue, mental distractions, stress, and a poor attitude can take your focus off the roadway and delay your reaction times to events happening right in front of you. The proper mindset also goes towards your pre-trip planning. You need to plan to ride with a motorcycle that is in good shape by doing a pre-ride check on your scooter. You want to know that your tires are in good shape and inflated to the proper pressure. Know that the brakes are

working properly and effectively, that your lights are working, your oil level is correct and there are no leaks, and that there is nothing going on with your bike that will prevent you from being able to ride safely and not leave you stranded somewhere. You also need to plan to ride with the proper protection. Recently our department was able to purchase full riding gear for our motor officers, which included jackets and pants with built in CE armor. Some riders dress for the weather only, and that means if it's hot outside they're in shorts and flip flops. Some riders also dress based on what their friends are wearing and don't want to stand out. Regardless of how you used to dress, plan to ride in gear that at the very least offers some abrasion resistance for sliding along asphalt. Road rash, while considered a minor injury, is one of the most uncomfortable injuries to recover from, especially if it covers a significant portion of your body. Plan to wear a real helmet, and strap it on. Many motorcycle fatalities I've worked may not have been fatalities had they been wearing real helmets. I've found more plastic novelty helmets in ditches cause they flew off long before the rider hit the ground. And I've seen plenty of full face helmets detached from their rider's noggin's cause they didn't bother to fasten the chin strap. Once your mind is in the right place, get your skill level up to speed as well. You need to learn and then practice



Course that I teach. If you don't learn them formally from a course, feel free to check out my videos on YouTube on the Prorider MotorSkills channel. Many of these videos show you how to set up and practice the Brake and Escape course, Swerve to Avoid courses, Rear



End Crash Avoidance, and more. Setting up these simple courses requires nothing more than some sidewalk chalk, measuring tape, and a place to practice. An empty parking lot is perfect for these exercises. Learning these skills one time but never practicing them does you no good, because riding is a didactic skill - one that deteriorates over time. Our Police Motor Officers train regularly now, and even in between formal training sessions, many of us practice informally on a regular basis to keep our skills sharp. Riding motorcycles isn't for the faint of heart, but if you have the proper mindset and the proper skill set you'll be to ride with the confidence that only comes with having a set.

Ride safe -  
Joe Warren

Joe Warren is a Chattanooga Police Motor Officer, and received his Police motorcycle training in 1998. Currently Joe is the lead motor instructor for Chattanooga and instructs Police motorcycle training for surrounding agencies. He can be contacted at ProriderSkills@comcast.net

crash avoidance exercises, and practice them often. You can learn many of these crash avoidance exercises from an MSF Advanced Rider Course or our new Prorider Advanced Rider



**.. IN ACTION**





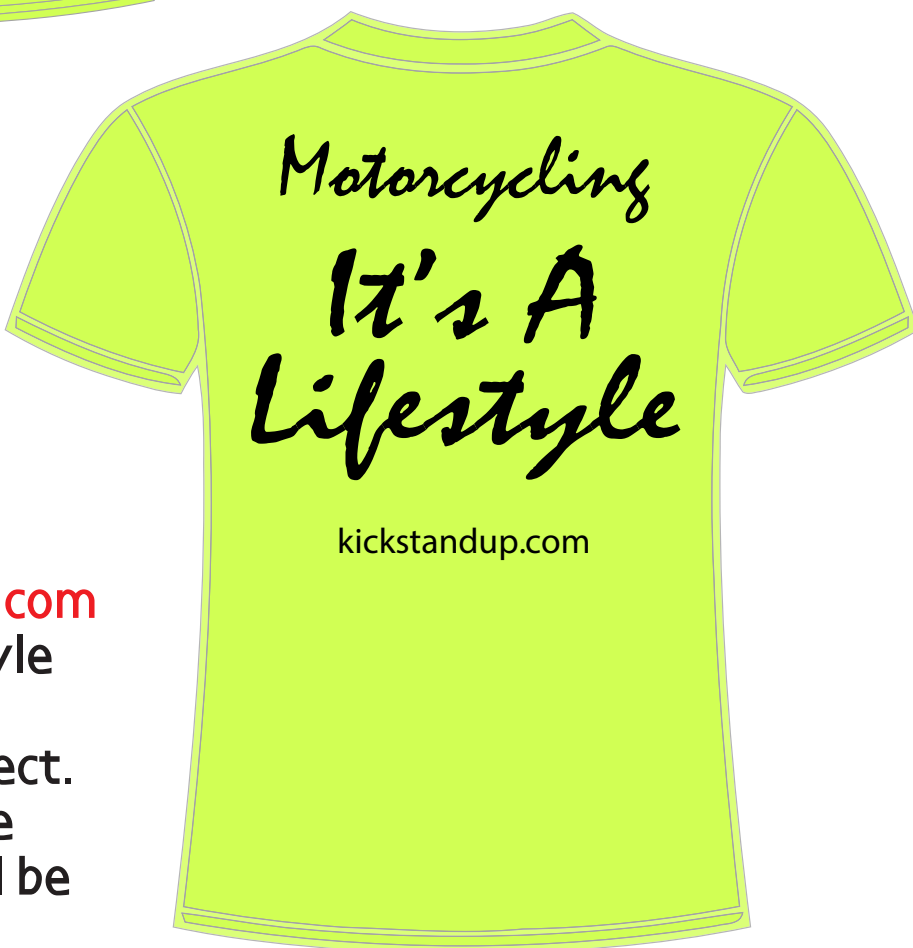


FRONT

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BACK



It's cold and 90% of Chattanooga motorcycles are snugly tucked away in their garages on their trickle chargers looking forward to spring when their riders will get them out and ride them again. Others, like my three, don't need trickle chargers because they all get ridden often enough not to need them. I do keep a little gasoline treatment in the tanks to counteract the damages of ethanol laced fuel.

I have noticed that there are more winter riders this year than I've seen in years' past. I love riding in the winter. The leaves are off the trees and you can see the lay of the land. You can also see through curves better in case you see the need to pass where you probably shouldn't. The two major problems with riding in winter are the cold and the ice. The cold you can take care of with heated gear. There is no known remedy

for ice and the ice wins most of the time when you encounter it on a motorcycle. Even the most seasoned rider can go down when they hit the dreaded ice. Being aware of the road condition is one's best defense.

I have commented in the past on the similarities of winter riding and winter fishing. This dawned on me one day as I was riding by the lake and noticed a few hardcore fishermen braving the cold. They are just like I am I thought. Doing what they love and dealing with the elements. In the summer the lake is teeming with boats and jet skis. There is activity everywhere. But in the winter . . . just a few fishermen . . . or riders.

In the summer the fishermen have to deal with congested waterways and speedboats kicking up wake. Their favorite spots have been hijacked by recreational boaters and those dreaded, annoying jet skis. They hate it. They long for late fall and winter when they are once again kings of the waterways, running their bass boats at top speeds from one secret spot to the other.

I have similar feelings in the

summer. The roads that I had all to myself in the winter I now have to share during what some people call "the riding season." Instead of a clear road ahead I now see a gaggle of bikes going much slower than me. Hopefully, the riders will be considerate, and move to the right of the lane and let me pass. Unfortunately, that rarely happens and it's necessary to gobble 'em up in pieces or all at once depending on the situation.

Some people really get offended when you pass them and I never understood why. I really don't care how other people ride as long as they don't invade my space or put me in danger. If I'm on my cruiser and see sport bikes approaching from the rear, I move to the right of the lane as not to impede their progress. I'm doing my thing and they are doing theirs and I see no problem in that. We are both riding motorcycles, we just have different objectives and desires.

Oh well . . . that's my two cents.

Rock

rock@kickstandup.com



Rock,  
Here is some cool info on a group that I ran into a couple of years ago. I was able to ride with them for a bit and took a group photo of them. They come to our area every year which is cool considering they all are from the Michigan area. - GC

The Great Lakes Dual Sporters are a group of off-road motorcyclists who enjoy riding the vast amount of Michigan's two-track trails and back roads. This can be done using a street legal dirtbike. "Dual Sport" refers to the capability of two forms of riding on the same bike, street and offroad (though "street" in our context mostly involves dirt fire roads and infrequently-used two-track or county seasonal roads).

GLDS holds fabulous Dual Sport events throughout the State of Michigan & beyond, maintain trails and support various charities. Our events are sanctioned by the AMA, depending on the venue.  
771 Members & Growing

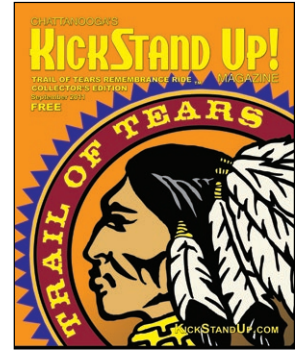
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# READER'S RIDES

This is my 1959 Triumph Thunderbird that has been in my family since the mid 60's. My brother, Garry Rawlston, and a friend rode this bike to Mardi Gras in the mid 60's and later started to Daytona for Bike Week. This was before freeways mind you. The Daytona trip didn't go so well. When they got somewhere below Atlanta on Highway 41, it started raining and they rode all the way to Macon then headed home. I was just a small kid and I remember those two drowned rats walking in the door frozen to death, their big adventure washed out.

I acquired the bike about 10 years ago, but couldn't take it on as a project then, so it sat around in pieces for a while. Then came the Iraq war and I had to go. I retired from the Air National Guard as a communications specialist and I went back over as a contractor for three years. While I was there, I found someone in the Chattanooga area to take on the project, and after 5 years and countless heartaches, it was done.



**SEE MORE PG.36**



Now that it is completed I don't ride it because I love riding my Harleys or my 1978 Honda CB750F a lot more. They are much more dependable and faster. I also have a 1978 CB750A, a 1978 Harley XLCR and a 1957 Harley Sportster. I'm now knee deep into a 1972 Harley XLCH that my son and I are putting together for him. This Triumph was the hot rod of its time but then Honda came along and technology won out. The 305 Honda was truly a giant killer because Triumph slowly withered and faded into the Japanese invasion's dust.

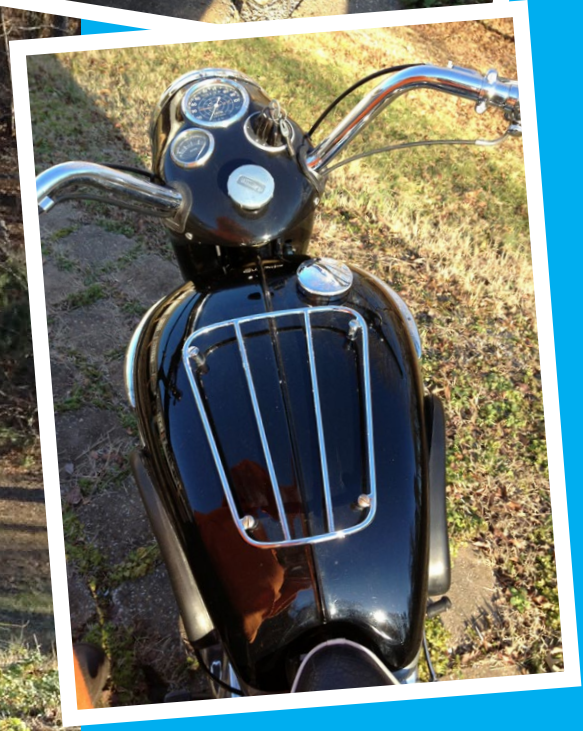
Joel M. Rawlston - Ringgold, Georgia

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# PIC OF THE MONTH





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# PRICELESS\$

## A Father/Daughter Motorcycle Trip

We pulled out late after lunch with a worried Momma. Despite the new padded pants, armored coat, boots and helmet, my wife was worried sick that her eleven year old baby girl would fall off or worse. She was torn between taking a farewell shot and just burying her head in her hands as we mounted up. Texas or bust.

With no real plan other than we wanted to sleep in Pensacola, FL, we took U.S. Highway 11 south to near Gadsden, AL. It was hot. The road was open. We left the highway and headed due south. Real backroads, pastures, and an occasional skunk occupied the next few hours. In Montgomery, we ate supper then hit I-65 and no traffic to our awaited rest.

Two days in Pensacola took us to the beach and to the historic district. This plaque at



a local bar marks the former Governor's residence of Andrew Jackson. As a son of Tennessee, I'm sure he'd approve of what has become of the place.

The road called again and we answered. U.S. 98 took us across Mobile Bay on the impressive Cochrane-Africatown USA bridge. In Mobile we diverted to U.S. 90 and slid along the coast to Beauvoir, the home of Jefferson Davis. With 570 miles on the tires and Emma is still happy, happy, happy.

Back on the road, we fought blowing sand and fellow tourists until we got to the green and reedy sea of the Louisiana



bayou. On fumes we pulled into a greasy oil worker two-pump station and stretched a little. Boudin balls are better than they sound! Into the Big Easy for more food, we stayed two nights to experience the French Quarter, beignets, po-boys and shrimp etouffee.

Upstream along the River Road toward Baton Rouge in Vacherie, we came to Oak Alley Plantation. Live oaks, Doric columns and a slower pace replaced the wide sweeping turns on the Vstrom. Owned by a creole planter, the impressive Greek Revival structure is a living museum complete with a quartermaster's residence and slaves' cabins.





From Louisiana, we headed on over to Houston for a day at the Johnson Space Center. Moon rocks, Apollo stuff, a mocked up space shuttle bay and mission control took quite a while to explore.

Farther south was the Mission Nuestra Senora del Espiritu Santo de Zuniga at Goliad, TX. Forgotten by those who only remember the Alamo, Goliad was also a rallying cry in the fight for Texan Independence.

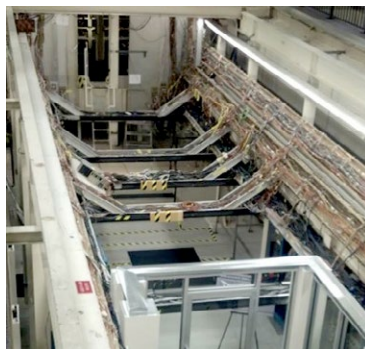
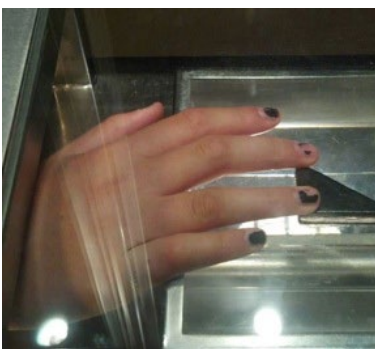
Just a stone's throw away is the Presidio La Bahia at Goliad State Park. Services are still held in the chapel, the grounds are maintained and led



to our campground. We zipped up tight to keep the scorpions and snakes at bay.

The second river road we came across was along the Rio Grande. With Mexico in the background, the road snaked up and down, left and right. Lajitas, TX was a welcomed stop. The 105 degree temperature left us thirsty, crusty and ill. A lone gas station provided an oasis and cold beverages.

The road from Big Bend National Park was a straight shot to Marfa, TX. It was tempting, but I wasn't reckless. We traveled at the customary speed that all West Texans seem to drive. Much faster wouldn't have been possible. A 1000cc





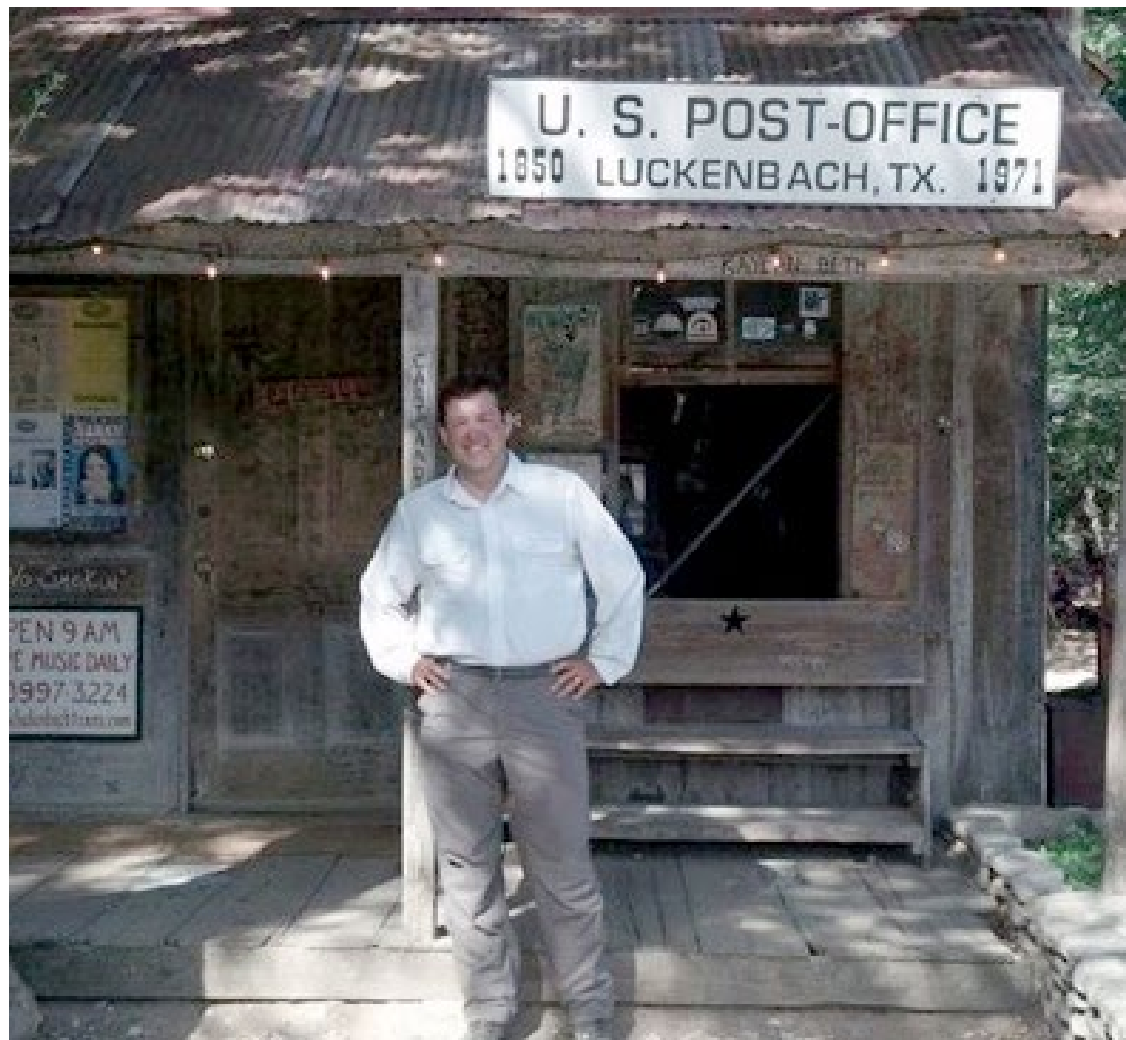


engine only puts out so much horsepower.

Rounding out the Texas trip was a viewing of a Gutenberg Bible in Austin, Rudy's and Cooper's BBQ in the Hill Country, guitar picking at Luckenbach, and a visit to the Jersey Lily, Judge Roy Bean's courthouse and bar.

As good as Rudy's BBQ was, Cooper's in LLano, TX was better. It was a carnivore's delight - fuel for the road. Of the many things we saw and did, places we stayed and places we left, Cooper's is the most memorable. One day I'll open Cooper's #2. Nothing like Texas BBQ. Afterward, we hurried back to Tennessee. We can't wait til next summer and where it may find us - two wheels, an open road and a kid big enough to hold on and still young enough to want to.

Steve Smith



# .. IN ACTION





# Gone But Not Forgotten

This page is available for readers to send in photos and comments of rider friends and family that are no longer with us. Please sent your info to [rock@kickstandup.com](mailto:rock@kickstandup.com).



# In Loving Memory



DeWayne Burt, our friend and inspiration, died at 46 years of age this past Saturday from the cancer he had been battling for almost three years. The entire staff at Pandora's is crushed and send their heartfelt condolences to Chrissy, DeWayne's wife, and Makoi, his two and a half year old daughter.

In a world so filled with media attention of racial conflicts and injustices, they ignore that the majority of us admire and respect each other regardless of color or creed. No one epitomized that better than DeWayne.

A rock of a man who served almost twelve years in the Army, he frequently would express his love of his family, country, and riding. Negative issues were not discussed, they would be diversions from his loves.

At left is DeWayne at the 2012 IMS Show in Atlanta, sitting on an HP4 next to his friend Nate Kern. DeWayne was a skilled rider with a passion for S1000RR bikes. In fact, our Pandora's S1000RR racebike is a 2010 model that was formerly owned by DeWayne.



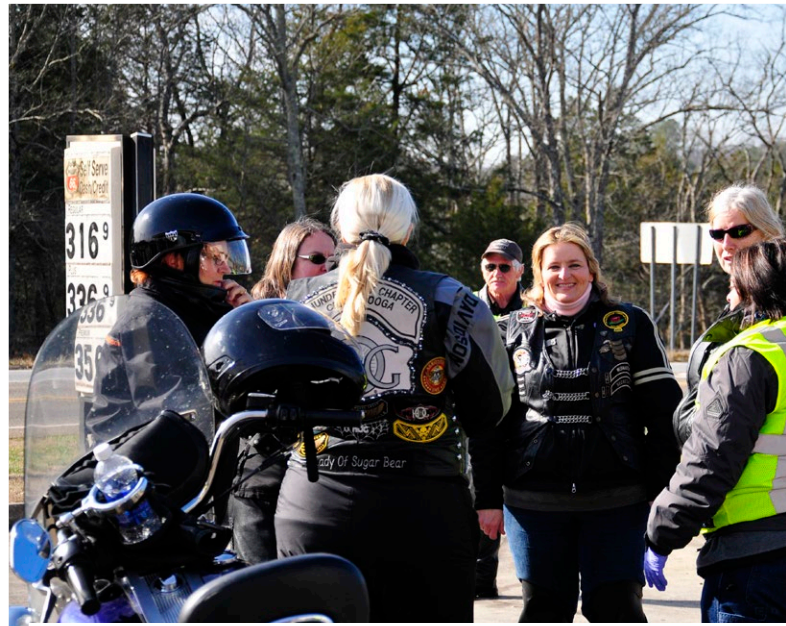
Ride in Peace Brother! You will be missed. I'll see you on the other side. HCK

Most of you may recall we created a scholarship for his daughter, the Makoi Burt Scholarship Fund. To date the supporters have raised nearly \$6,000. Click here to support the fund. We miss you DeWayne, May God Bless you.

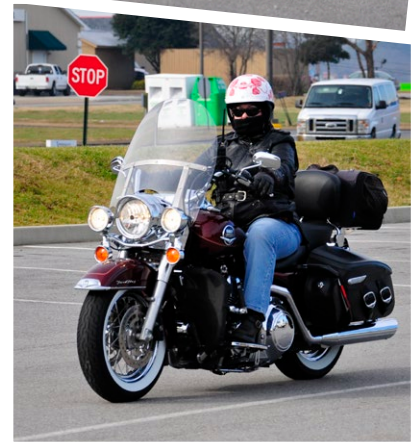
- The Pandora's Crew



# TCHD H.O.G. NEW YEAR'S DAY RIDE



# Photos by Keith Brown



# ... IN ACTION

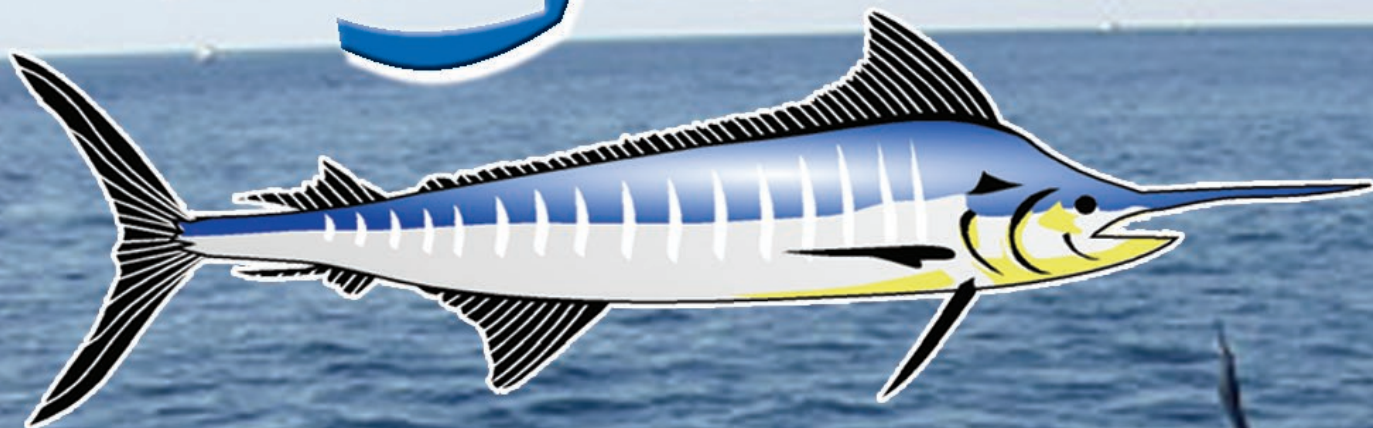




MYRTLE BEACH BIKE WEEK - Photos by Frank Pate



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## ONE OF OUR OWN

### Legend Series

## Joe Pate Pate's Harley-Davidson by Rock

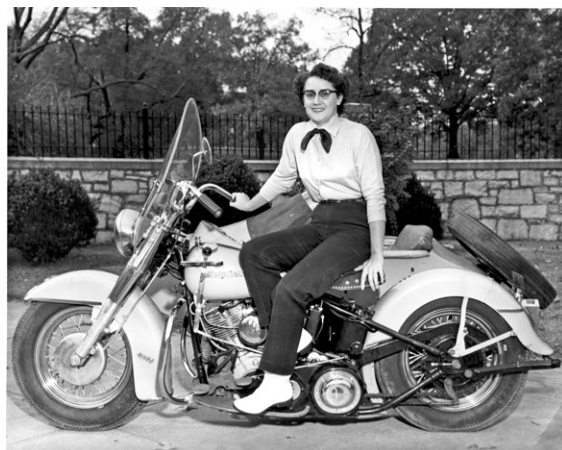
"Yes Virginia, there was a Harley-Davidson dealership in Chattanooga before Thunder Creek and their immediate predecessor."

Unless you're a Johnny come lately to motorcycling you know

the name Joe Pate of Pate's Harley-Davidson, Chattanooga's first exclusive Harley-Davidson dealership. I first met Joe in 1970 while buying a 350 Sprint from his mother (Ma Pate) at their Broad Street

location. Some ten years later I purchased a 1980 FXWG from Drue Pate (Joe's older brother) at the 153 location. I met with Joe at his home on Big Ridge to decide which pictures to use in this article and to freshen up my knowledge of Pate history. It was a fascinating trip down memory lane. I hope you all enjoy the saga as much as I've enjoyed writing about it.

In 1947, O.L. Pate (Joe's dad) moved his family from Gadsden, Alabama and opened O.L. Pate Motorcycle Company at 737 E. Main Street in Chattanooga, Tennessee. The Pate family consisted of O.L. (Joe's father), Mary Joe (Joe's mother), Drue and Joe. The Pates were a REAL motorcycle family. They didn't even own a car or truck until Joe was 12 years old. O.L. rode a knucklehead and Mary Joe rode a FLH with and without a side car. Joe and his older brother Drue rode all the way to Daytona in their mother's side car more than once before they were 10.



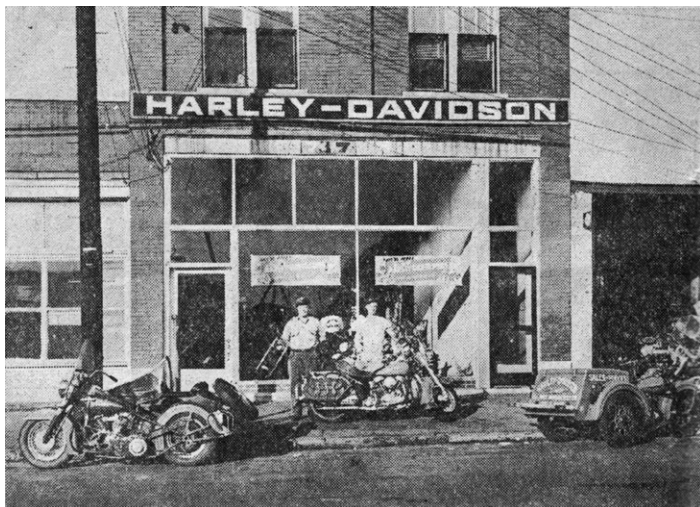
After 20 years on Main Street, they moved their shop to Broad Street. Shortly after moving, O.L. had a heart attack and passed away. Mary Joe and her two sons kept the business open and they moved

to Highway 153 (currently Mattress Outlet) in 1971. At that time, Highway 153 was still just two lanes and Northgate Mall was just in the planning stages. Joe's first love was being a Harley mechanic. He was trained by his dad and followed in his footsteps. Joe ran the service department at Pate's while Ma Pate and Drue handled the sales and business end of the dealership.

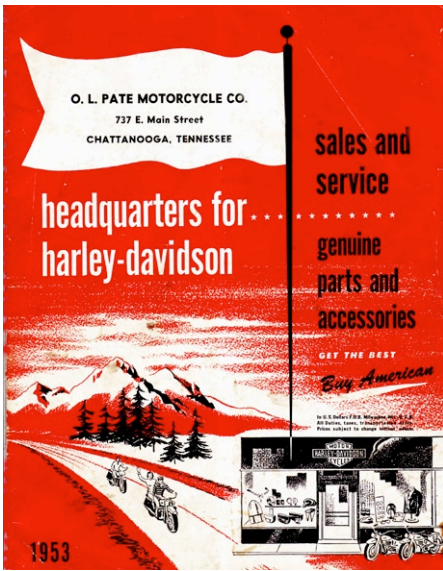
Harley-Davidson Motor Company was struggling during the 70's and Pate's was only allotted 25 to 30 motorcycles per year. Some less popular models might sit on the showroom floor until next year's models came out. Let's just say that things weren't rolling like they are today for HDMC. Harley was owned by AMF (a manufacturer of bowling balls and sports equipment) from 1969 until the buy back in 1981 by Wille G. Davidson and a group of H-D executives. The AMF years were bleak years for the reliability

of Harley-Davidson motorcycles which had a direct effect on their dealers. The AMF execs did not possess the love of motorcycles which resulted in old technology and poor quality products. Harley-Davidson was AMF's red headed stepchild. With a weak market for Harley-Davidsons and their low allotment, Pate's was forced to add the Yamaha line in 1972 to help pay the bills. This was not very popular with HD corporate, but they finally accepted it.

Lean times, divorces, and just plain burnout resulted in the Pates selling the dealership in 1987. The new owners kept the Pate name and operated another 4 years before closing in 1991. Drue was killed in a head on collision on Mountain View Road in Ooltewah in 1989. He was driving his mother's Chevy Impala when a young female driver lost control of her car and hit Drue head on. He died at the scene. Ma Pate followed her son in death the next year in 1990.



O.L. Pate with Chattanooga's Finest



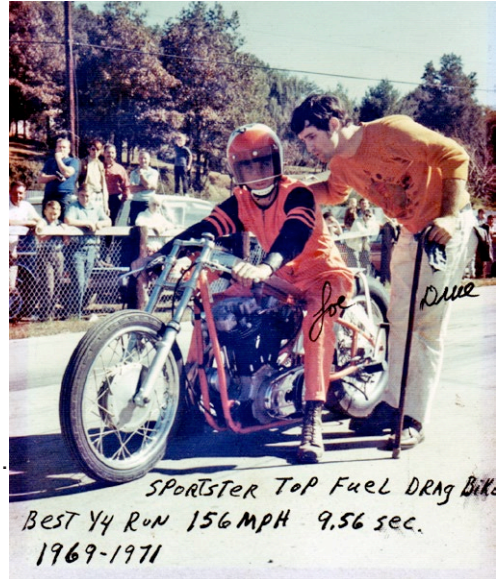
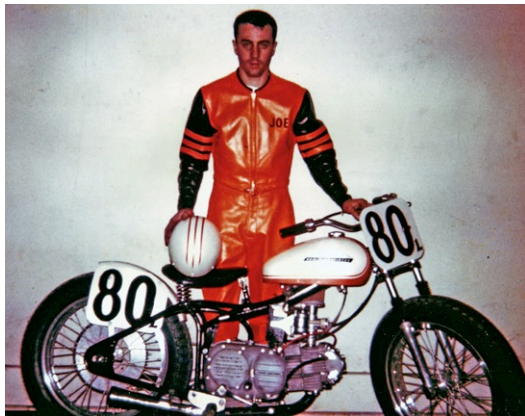
Joe started riding a 125cc Harley Hummer at the age of six. At twelve, he moved up to a 165cc Harley. He rode his 165 in various Enduros around the area. At age 14, he moved up to riding the 165 in Scrambles. He got his drivers license and professional racing license when he turned sixteen. Once street legal, he started riding his dad's 1960 FLH with and without the sidecar. He finally bought his first new motorcycle, a 1967 XLCH Sportster which he rode to Daytona in 1968 with no windshield. Joe told me that it was very cold that year and he almost froze to death. Joe kept this bike for 20 years before finally selling it. In addition to his own XLCH, Joe also rode various demo bikes from the dealership



Joe Pate & "Chattanooga Charlie"

throughout the years, this being one of the major bennies of owning a dealership. Joe currently rides a black 1999 Ultra Classic.

Drue and Joe both raced motorcycles in their younger years. Drue rode a KR Flathead Sportster on the flat tracks until he broke his hip and back in a high speed crash. Drue sported a noticeable limp for the rest of his life. Joe followed his brother, competing on flat tracks, drag strips, and hill climbs. Joe won 2nd place in 1967 at the Daytona Beach short track riding a 250 HD Sprint. Joe was leading the race when Dick "Bugsy" Mann passed him on the last turn to steal the win. Joe also won first place on the half mile track in Richmond, Virginia, Myrtle Beach, South Carolina and Hopkinsville, Kentucky in the novice category (1st year professional). He won a hill climb in Cleveland, Tennessee in 1972 and took 2nd place in 1974 at the East Brainerd Hill Climb on his '67 XLCH Sportster.



Joe attended Red Bank High School and graduated in 1963. He rode his HD 165 to school during his junior and senior years, a rarity in those days. He won the State Wrestling Championship in 1962 and 1963. Joe currently is a partner in the Racquet Club in Hixson and you just might find him behind the parts counter at Thunder Creek HD. When you're born Harley, its hard to get it out of your blood stream. I kidded him saying that he really just missed seeing his name on checks from Harley-Davidson Motor Company. - Rock

partner in the Racquet Club in Hixson and you just might find him behind the parts counter at Thunder Creek HD. When you're born Harley, its hard to get it out of your blood stream. I kidded him saying that he really just missed seeing his name on checks from Harley-Davidson Motor Company. - Rock



Joe Drue Ma Pate Willie G



Joe Drue Ma Pate



# Sandman sez

One of the most awkward feelings when traveling is discovering that you have misplaced something necessary, to wit, your wallet. If you are really lucky, you notice it missing almost immediately and can return to retrieve said wallet. Other times, however, you may not notice that it's missing until later. Much later. I have been lucky more times than is to be expected, and can only attribute clean living as an explanation for the number of times my wallet has been returned to me. And unadulterated, I must add!

The first time was at a filling station near Mountain Creek Road. I left it on the top of the car. I did not notice it until I received a phone call from my son-in-law (a police officer). It just so happened that I had his card in my wallet. A lady living on Signal Mountain found the wallet, picked it up, glanced through it, found the name and called him. He retrieved the wallet and brought it to me. All money and cards were safe.

The second time I left it at the "Suck Creek Country Club", a restaurant on Suck Creek Road (imagine that!). Didn't notice it until I got home. The restaurant was closed, but I retrieved it the next day. Again, it was intact.

The third time I was leaving Chattanooga to go on a 10,000 mile trip out west with Amelia (my better half!). First, though, I was going to Minneapolis to meet some friends and ride with them to Billings, MT, where we were meeting Amelia at the airport. Then would begin the most enjoyable part of the vacation through Red Lodge, Yellowstone, Grand Tetons and Glacier National Park. Well. I got up to Murfreesboro and stopped for gas. I filled up, checked oil, got water and snacks, put the wallet on the back seat and rode off. Got to Illinois to refill and had no wallet. Crap-a-doodle. The lady at the C store was incredible: I related my story and she let me write an out-of-state check to pay for it all. I returned to Murfreesboro and inquired about the wallet. Yes, someone had picked it up and turned it in. The attendant had called the sheriff's office and turned

it over to them. Talk about luck!! Almost. I went to the sheriff's office and they would not call the deputy in from the road. Silently, a string of obscenities flew through my mind. I went to the local branch of the bank which I used in Chattanooga, told the manager my tale of woe: going on vacation with no wallet. She advanced me sufficient cash for the month after the branch manager in Chattanooga spoke for me. I immediately left for an Iron Butt run to Minneapolis. Amelia called USAA and they sent replacement cards overnight. Great folks! She received them prior to flying to Billings. I stopped in Murfreesboro a month later on my way home and got my wallet. Again, completely intact with cash and cards!

The fourth time was on a trip returning from Alaska with Mike Igou. By this time, Amelia had insisted that I wear the "trucker wallet" with a chain. So here's me, riding a BMW with a chain hanging off me, as if I were riding an HD! The beemer folk consistently gave me suspicious side glances. At any rate, we were on Highway 50, heading east. We stopped for breakfast in Utah. For some reason, I had unhooked the chain and put the wallet in my riding jacket. I took the wallet into the restaurant, paid, got out to the bike and put the wallet on my textile jacket. The wallet promptly slid off the opposite side of the bike. Neither of us heard it or saw it. We left, stopping for gas 150 miles down the road. Crap-a-doodle again! I called the restaurant and they had the wallet. The dishwasher was coming to work as we were leaving the parking lot. He had called out for us but we did not hear him (are we deaf?!). When I arrived at the restaurant to retrieve my wallet—after a blistering 1 and ½ hour ride back—our original little waitress was there and recognized me. In all her 16-year-old innocence she looked

at me and said "Why don't you use the chain?". I was stunned into silence, but then cracked up laughing and responded that I was an old fart and nothing could help my incompetence! Again, the wallet was intact, both cash and cards! Mike had gone on to Aspen as I began my retrieval trip, and I repeated the blistering pace back. Another hour-and-a-half and I was back where we departed. Another 400 miles and I met up with Mike. I was ready for a shower, a brew or two or three, a light meal and hit the sack! And did so. In that order.

The fifth time was—unbelievably—on the same trip! I had secured THE WALLET in the aforementioned riding jacket. We had removed them because of the extreme heat. I secured the jacket to the larger bag with Roc straps and bungees. We were crossing the Mississippi river at a semi-blistering pace (if you are familiar with the bridges over that river, you know we were simply keeping up with traffic). Well, the jacket flew off the bike. We couldn't stop to go back to retrieve it since there are no pedestrian walkways as well as incredible traffic in all lanes. CRAP! This time I figured it was gone for good. We made it back to Chattanooga and I began the task of applying for a new license, gun permit, credit cards, health and car insurance cards, etc., etc., etc. Two days later, I got a call from another son-in-law (also a police officer) indicating that a truck driver in Atlanta



had stopped on the Tennessee side of the bridge and saw the jacket on the side of the road. He retrieved it and took it to Atlanta with him. When he stopped for the night, he rifled through it, found my son-in-law's card, called the number on it and relayed that he had found the wallet. Amelia and I drove to Atlanta and retrieved my WALLET and jacket. The jacket had more than a few treadmarks and was filthy. Again, though, the WALLET was intact with all the cash and cards.

I don't know how the stars stack up to

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make all this happen. Once is more than enough to lose a wallet and retrieve it with no cash missing. But five times?? I cannot explain it. Perhaps it really is clean living. And if you believe that, I have ...! All this started when my chiropractor told me that riding with a wallet off-set one's natural balance--you know--one hip slightly higher than the other. I now carry it in a different place, consciously repeated and frustratingly secured prior to any travel. All in the name of safety. After all, that's the name of the game when riding!

RIDE WELL!

Sandman



# Old Guys RULE!

**... IN ACTION**







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Round 1

March 13

**DAYTONA Flat Track I**

DAYTONA Flat Track  
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Round 2

March 14

**DAYTONA Flat Track II**

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Daytona Beach, FL

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Round 3

May 25

**Springfield Mile**

Illinois State Fairgrounds  
Springfield, IL

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Round 4

June 15

**Knoxville Half-Mile**

Knoxville Raceway  
Knoxville, IA

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Round 5

June 28

**Lima Half-Mile**

Allen County Fairgrounds  
Lima, OH

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# ... IN ACTION







# MEMORIES



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# ***. MEMORIES***



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## The new BMW K 1600 GTL Exclusive – luxury touring par excellence.

The BMW K 1600 GTL Exclusive takes two-wheeled travel to a whole new level thanks to a 118 kW (160 hp) in-line six-cylinder engine that melds superlative power with exemplary refinement, as well as boasting superb standards of equipment and comfort.

Spearheading the BMW Motorrad tourer range, the “Exclusive” model already lays claim to a class-beating specification as standard, including central locking with anti-theft alarm system and ESA II electronic suspension adjustment for an optimum spring/damper setup regardless of load. The Dynamic Traction Control (DTC) boosts safety when accelerating, while the innovative new Hill Start Control feature takes all the hard work out of pulling away uphill, even when carrying a passenger and luggage. Needless to say, the K 1600 GTL Exclusive also comes equipped with BMW Motorrad ABS as standard, like all BMW motorcycles.

The film antenna for the radio that is embedded in the topcase lid is a world first and ensures the best possible reception quality while also enhancing the bike's appearance. Long-distance travel comfort for the pillion passenger is taken to greater heights by a new seat, the heated backrest and comfortable armrests. Also to be found on the list of standard equipment are LED auxiliary headlights, adaptive xenon headlight, Tire Pressure Monitor, additional brake light, engine protection bar, floor lighting, as well as LED daytime running light and, for the first time on a BMW motorcycle, Keyless Ride.

The styling of the “Exclusive” model likewise spells pure luxury – from the fuel tank's aluminium moulding through the fully chromed exhaust system to the new-look instrumentation.

The color scheme for the new K 1600 GTL Exclusive adds to the sense of elegance and aesthetic appeal. The bodywork's four-coat paint finish in Mineral white metallic high gloss combines to striking effect with the classy chrome surfaces, the contrasting shade of Magnesium metallic matt and the Glacier silver metallic radiator fins. The color-coordinated upholstery for the seat cushions, backrest and pillion passenger armrests adds the perfect finishing touch.

The highlights of the new BMW K 1600 GTL Exclusive:





Superior in-line six-cylinder engine with abundant pulling power, especially at low and medium revs.  
Output of 118 kW (160 hp) at 7,750 rpm and maximum torque of 175 Nm (129 lb-ft) at 5,250 rpm.  
Over 70 per cent of maximum torque on tap from just 1,500 rpm.  
Three selectable riding modes (“Rain”, “Road”, “Dynamic”).  
High standard of active safety thanks to BMW Motorrad Integral ABS (part integral).  
Dynamic Traction Control (DTC) to maximise safety when accelerating.  
Chassis featuring duolever and paralever suspension plus ideal concentration of mass for dynamic handling abilities combined with the best possible comfort.  
Electronic Suspension Adjustment II (ESA II) for optimum adaptation to all operating requirements and vehicle loads.  
New instrumentation scales and sophisticated chrome surfaces. (New!)  
Instrument cluster with extended functionality. (New!)  
Larger seat area, armrests and new heated backrest to offer pillion passengers the best possible comfort. (New!)  
Liners for cases and topcase (embroidered).  
Keyless Ride and central locking to maximise ease of use and security. (New!)  
Hill Start Control enabling pulling away uphill with ease and comfort. (New!)  
Integral film antenna for optimum radio reception and exclusive styling. (World first!)  
Adaptive xenon headlight for greater safety on night-time rides.  
LED daytime running light. (New!)  
LED auxiliary headlights.  
Floor lighting.  
Audio system with preparation for navigation device and controllable interface for iPod, MP3, USB, Bluetooth and satellite radio (satellite radio only available in USA and Canada).  
Innovative design offering outstanding wind and weather protection.  
Elaborate, exceptionally high-grade four-coat paint finish. (New!)  
Extensive equipment and bespoke accessories made to BMW Motorrad’s customary high standards.





# 7 SUPER CROSS

The Supercross season just keeps getting more exciting. As I write this, the top five riders are within five points of each other. Ken Roczen (#94) leads with just a one point advantage over Ryan Villopoto(#1). Ken Roczen won at Anaheim 1, Ryan Villopoto won at Phoenix, and Chad Reed took the victory at Anaheim 2. That is three different riders on three different manufacturers at the top of the podium. By the time this is published, we will have results from Oakland, California, and we may see even one more rider at the top!

At Anaheim 1, Ken Roczen established some momentum going into his rookie year of Supercross in the 450 class. Before the season, he said he wanted to win in his rookie year just like his teammate, Ryan Dungey. He would also be KTM's first ever Supercross champion. Moreover, he has proven that he has the talent to be at the top. My question is whether he has the

endurance and the consistency to stay at the top and earn enough podium finishes to win this points race. He has been wild and inconsistent before, but so far he hasn't been down and out. He has, however, been off of the podium at Phoenix, costing him

the points lead for one round, which he earned back at Anaheim 2. Speaking of inconsistency, Ryan Villopoto has surprised me by his lack of consistency. He has crashed three times so far this season, given that they were not all his fault. At the round in Anaheim 2, James Stewart's foot got caught in his forks, stopping his front wheel and sending him to the ground. In the same race Ryan Dungey tried to block pass him, but he hit his front wheel instead. This sent both riders to the ground, but he did not lose his position. Villopoto is fast enough to win, but his luck has not been great. He earned only one podium so far, and he won. Even still, he is just one point behind Roczen and will win another race this season. You can never discount Villopoto or his ability as a rider and champion. He wants to prove he is one of the greats and be among the only riders to win four Supercross championships consecutively.

Chad Reed, one of the most consistent riders of all time and 450 class veteran, has proven that consistent is the name of the game. His win at Anaheim 2 put him in third in the points standings. He has earned two podiums so far and



surprised the whole Supercross world when he won at Anaheim 2. One thing the commentators said about Reed was that once he gets some momentum and starts feeling good, he is hard to beat. He proved that at Anaheim when he seemingly cruised by Roczen and Stewart after lurking in the background for so long. When he's feeling good, he's a champion, and he's feeling good. He's only three points behind the leader and shares his 3rd place spot with Ryan Dungey. Ryan Dungey is a former champion and the first rider to ever win a 450 class race straddling a KTM motorcycle. This veteran rider wants to win the championship for KTM, but that's going to be hard if his teammate, Ken Roczen, beats him to it! He's consistent, rarely crashes, but we've seen it time and time again already this season; he just cannot seem to be aggressive and make the pass when he needs to. Thanks to this, he gave it up to Ryan Villopoto in Phoenix, and didn't make it by Villopoto in time at Anaheim 2. He's still just three points behind his teammate, and has as much potential as anyone. Finally, there is Justin Brayton. He hasn't been as flashy as other riders and has yet to win a race this season, but he has already surprised everyone by holding up Villopoto, getting



passed, then making the pass back on the champ to win his heat race. That's good and all, but he has to do that in the main to become this year's champion. He finds himself in 5th in the points and five points behind Ken Roczen. It's still anyone's race and will be until about halfway through the season when the field will begin to narrow. This is when riders tune their bikes just right, get comfortable, find their rhythm, make enemies, and get thirsty for one more victory.

Jeff Griffith

Photos by: Garth Milan/Red Bull Content Pool

DATE	EVENT	TIME	PLACE
2/1/14	AMA Supercross	6:30 PM	Anaheim, CA
2/8/14	AMA Supercross	7:00 PM	San Diego, CA
2/15/14	AMA Supercross	7:00 PM	Arlington, TX
2/22/14	AMA Supercross	7:00 PM	Atlanta, GA
3/1/14	AMA Supercross	7:00 PM	Indianapolis, IN
3/8/14	AMA Supercross	TBA	Daytona Beach, FL
3/15/14	AMA Supercross	TBA	Detroit, MI
3/22/14	AMA Supercross	7:00 PM	Toronto, Canada
3/29/14	AMA Supercross	7:00 PM	St. Louis, MO
4/5/14	AMA Supercross	7:00 PM	Houston, TX
4/12/14	AMA Supercross	7:00 PM	Seattle, WA
4/26/14	AMA Supercross	7:00 PM	E. Rutherford, NJ
5/3/14	AMA Supercross	7:00 PM	Las Vegas, NV

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# ... IN ACTION



MOTO2 CRASHES 2013



# ETON CRUISE IN







# CATOOSA COUNTY TOY RUN



Photos by Frank Pate



# CATOOSA COUNTY TOY RUN





**... IN ACTION**





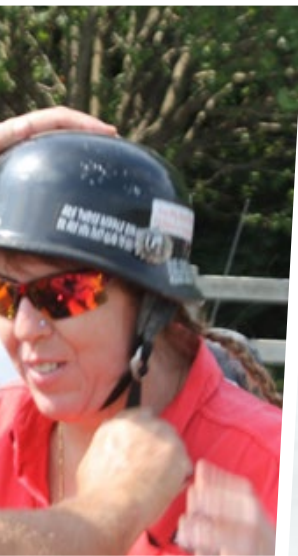
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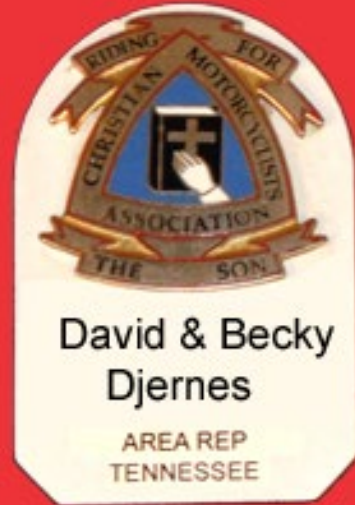
# FREEDOM RIDERS RUN FOR THE COMMUNITY KITCHEN



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# Christian Motorcyclist Association



New Faces Serving in Leadership in The CMA! The Christian Motorcyclist Association, CMA, has a local chapter here in Chattanooga called the Choo Choo Wheels of Worship. They are an interdenominational Christian group that serves the motorcycling community at large and works to show people the love of Jesus Christ.

There are several new people taking office in January for this chapter. Gary Scruggs, who has been president, will continue in that role. Gary has been president for several years. Nate Mayo will take over from Dave Djernes as Vice-President. Johnny Anderson takes over as the new Chaplain. Mark "Doc" Belknap takes over as Road Captain. The Secretary is Michelle Matthews and Dale Redden is the new treasurer. Laurie Nitschke is the RFS Secretary and Dick Landes is the Webmaster. Congratulations to all of them for their new roles in the coming year and I know that the chapter will give you all of the love and support you need.

Dick Landess and his wife Joyce recently retired from the position of Tennessee Area Rep for our area after serving for fifteen years. Dave and Becky Djernes (the "D" is Silent) are the new area reps. Dave and Becky moved into the

Chattanooga area in 2008 and they immediately got involved with the CMA. They have served as Vice President since 2009 and Becky served as Treasurer for two years. Dave recently made the decision to step down as Vice President of the local chapter as he felt God guiding him to do so. That allowed God to place him in this new position. Dave and Becky bring intelligence and enthusiasm to everything that they do and I am sure this will be no different. The role of

the Area Rep is to encourage the chapters, help them to see where they can grow spiritually as well as physically and to provide a conduit for information between leadership and members. Dave and Becky are, in my humble opinion, exactly the right people to continue the excellent work that Dick and Joyce had begun. Congratulations to Dave and Becky and more importantly, congratulations to the CMA for choosing wisely.

Gary Boyd



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