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The Scenic City Heart Beat

MAGAZINE

MARCH 2012

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CAUGHT IN HEADLIGHT

Jarrett Little
Memorial Poker
Run 2011
see More Pics at
KickStandUp.com



Kim Teems



Road Map Photo
 Photographer: Gregory Cook
www.gregorycookphotography.com

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Cover: March 2012
 Photographer: Killboy
www.killboy.com



Janet H.

FROM THE EDITORS

Well, here we are in March with the mildest winter in decades behind us. I can't readily remember a milder January. Personally, I'd take weather like this every year unless it's going to cause the glaciers to melt faster and us to lose Florida to the fishes. Warmer weather always means more bikes on the road and hopefully more motorcycle sales for our advertisers. Daytona Bike Week is just days away, which is traditionally the start of the motorcycle season for those of you that have a season. The garage trinkets are being dusted off, serviced, and getting ready for that trailer ride to Bike Week. The lucky bikes will be ridden down.

The first big event here is the **Roughnecks MC GA's Jarrett Little Memorial Poker Run on March 17th**. All the proceeds from this event will go to the Shriner's Children's Burn Hospital. The registration starts at the Rossville City Park at 11:00 with the ride starting at noon. See their two page ad in the center of the magazine.

On April 7th we have the **Annual Blessing of the Bikes** sponsored by the Christian Motorcyclist Association Choo Choo Wheels of Worship. This event gets larger and larger every year, so come on out and have a good time and some free food. No matter where motorcyclists' need them . . . the CMA is always there. Have any of you ever wondered where we get all of the stories you read here every month? Well . . . we get them from you, our readers. **We are always looking for local people to feature in our pages.** We are looking for women that ride, families that ride together, vintage rebuild stories, old motorcycle related photographs, kids that ride, great routes, trip stories, and even tech tips and product reviews. If it's about motorcycles - we are interested. So, if you would like to appear in the magazine or you know someone whose story needs to be told, get in touch with us at info@kickstandup.com.

Please be careful out there folks. We have already had a couple of fatalities in our motorcycle community this year and that's two too many. If you don't ride year round, you need to take it slow and get re-acclimated before letting it all hang out. We all can get rusty from lack of time in the saddle. And remember, texter's are everywhere and they have their crosshairs on you and your bike. Just because you are stopped, don't assume that the car approaching from the rear is paying attention. You and your passenger's life could depend on it. Always leave room for escape and keep a vigilant watch on what's happening all around you.

**RTLAD,
Ronnie "Rock" Land
Ronnie@kickstandup.com**

I hope this issue finds you well and hopefully you've been enjoying some two-wheel motion already this year. If not, get your bike off the charger and get ready, 'cause it's riding time! Each year, the CMA brings in spring with their annual **Blessing of the Bikes on April 7th**. This is always a special time to reconnect with those you've missed during the dreary winter months. I always enjoy seeing everyone come out of the woodwork as the sun starts showing its bright face, and the CMA always provides a nice spread of food, fellowship, and blessings.

And of course the **Jarrett Little Memorial Poker Run by the Roughnecks Georgia** is going to be a great time! Check out their spread on page 20 and 21. I plugged it last month, and can't help but plug it again. This is always a nice ride!

Speaking of nice rides, Save the Date for the **FACES Ride 4 Smiles, Saturday, June 2, 2012**. It's sure to be another fun ride and don't forget - a \$1000 first place prize! For over 42 years, **FACES: The National Craniofacial Association** has been dedicated to assisting children and adults who have craniofacial disorders resulting from disease, accident, or birth. FACES has been close to my heart for many years now and I continue to support their mission. I hope you'll put June 2 on your calendar and plan on attending the FACES Ride 4 Smiles.

One thing that I am proud of is the variety of talent KSU has when it comes to photographers. **Stacey Birket** is one of those very talented photographers and is featured in the KSU Crew series this month. This gutsy lady risks mud and flying bikes to get action packed photos. She's been with us since KSU started and I've yet to meet her in person, but I do keep up with her on Facebook and emails. She's got a great eye and sense of humor! I hope you enjoy getting to know a little bit about her on page 8.

Well, my bike is humming my name outside; it's time to ride! I hope to see you out in the wind.

**Love and Light!
Kim "HippyChicKim" Teems
kim@kickstandup.com**

"Life is either a daring adventure or nothing. To keep our faces toward change and behave like free spirits in the presence of fate is strength undefeatable."

~ Helen Keller



Gregory Cook

CHATTANOOGA'S

KICKSTAND UP!

The Scenic City's Motorcycle Heart Beat

MAGAZINE

STAFF

Ronnie Land, Editor

ronnie@kickstandup.com / 423.400.6419

Kim Teems, Editor

kim@kickstandup.com / 423.774.0549

Jimmy Cornett, Distribution

jimmy@kickstandup.com / 423.400.2635

Julie Land, Proof Reader

julie@kickstandup.com / 423.400.5217

WRITERS

Joey Blevins
Gregory Cook
Doug Graydon
Abigail Jacks
Jeff Griffith
Andy Harper
Ronnie Land

Mark Moore
Justin Prann
Cassandra Riddle
Boyce Slayman
Chuck Welch
Kent Whitaker
Chris White

PHOTOGRAPHERS

Joshua Chastain
Gregory Cook
Jimmy Cornett
Bob Edens
Doug Graydon
Janet H.
Brad Holroyd
Darcy Jacks

Tiny Jones
Frank Pate
Ed Palanko
Kim Teems
Killboy
Chuck Welch
Kent Whitaker
Chris White

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KickStand Up! Magazine
3472 Brainerd Road
Chattanooga, TN 37411

STAFF



Kim Teems

Sales & Event Coverage

423.774.0549

kim@kickstandup.com



Chuck Welch

Sales & Event Coverage

423.322.4105

chuck@kickstandup.com



Sandy Hoffman

Sales & Event Coverage

423.240.1919

sandy@kickstandup.com



Alan Kelley

Sales & Event Coverage

423.903.2068



Jeff Griffith

Off-Road Editor

423.902.1256

jgriffith@griffithcycle.com



Greg Cook

Event Coverage

423.716.1657

greg@kickstandup.com



Frank Pate

Event Coverage

423.598.9441

frank@kickstandup.com



Lori Cornett

Facebook Queen

423.667.9329

lori@kickstandup.com



Hugh "Hey U" Teems

Interstate Distribution

& Chief Promoter

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The Hunt for Uncle Gus is On!

We've lost our faithful mascot, Uncle Gus... Can you find him? He's lost somewhere in one of our advertiser's ad! Be the first to find Uncle Gus and win KickStand Up! Swag! The luck winner will be the first one to come by the Quick Tees office [see page 17] with the winning answer! Please note - the Uncle Gus in Rides & Rods is not the one we're looking for.



CMT/ ABATE



Tennessee's 2012 legislative session is at full throttle and we at Concerned Motorcyclist of Tennessee / American Bikers Active Toward Education believe **this can be the year that motorcyclists will regain the freedom to choose** what they want to wear on their head and when they want to wear it.

YES FOLKS I'M TALKING ABOUT HELMETS.

House Bill 2661 has been introduced by Representative Judd Matheny. We at CMT/ABATE are calling this the "Liberty Bill" which would amend the helmet law that would allow riders and passengers 21 and over the choice of whether or not to wear a helmet when riding a motorcycle.

HB 2661 will be heard in the House Sub-Transportation Committee this month and if approved the bill will go to Full Transportation Committee and from there onto the floor of the House.

This legislation will be the most controversial bill this year if it makes it to the floor of the House for a vote. The medical and insurance industries are lobbying hard to keep this bill from getting out of committee trying to make this a safety and money issue and not as we intend as a PERSONAL FREEDOM ISSUE.

We can expect a lot of bad press. Writers will paint motorcyclists who support this bill as just plain stupid and potential social burdens. Other opponents will use the 'save the children' tactic as they did at the Transportation Committee summer study that was held in October last year. Opponents of the bill said motorcyclists who don't wear helmets are killing children because they set a bad example.

The only way to counter these lobbyists is for **YOU to call or**

write your state representative and state senator today and tell them you support this bill and they should too. YOUR OPINION COUNTS more than any lobbyist. To look up your representative and senator you can go to www.legislature.state.tn.us

This bill is about **LIBERTY** and the law, not the device. **IT'S NOT THE GOVERNMENT'S JOB TO TELL ITS CITIZENS WHAT TO WEAR.**

The Tennessee Valley Charter of CMT/ABATE meets on the 3rd Sunday of the month at Spectators on Brainerd Road and you can check us out on the web at cmtabate.com or on facebook.

Remember life is a journey so take the long way home.

**Mark "Yog" Moore
CMT/ABATE Tennessee Valley Charter Director**

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Joshua Chastain

KSU Crew Stacey Birket

There is something about taking a photograph that Stacey Birket feels with every press of the shutter release. Every photograph is a new look through her lens on life, and every subject means as much as the last to Stacey. The art of capturing that perfect moment is all the adrenaline Stacey ever needed; until she discovered motocross.

For as long as she can remember, Stacey had a camera with her everywhere she went. On trips friends would leave their cameras at home knowing that Stacey would have that covered. Her love of learning and the feeling of taking a great photo created in Stacey a lasting love of the art of photography.

Stacey moved with her husband Joel, two year old daughter Arlie, and three month old son Mason to Tennessee in 2003. Joel was racing at the time and Stacey was not very enthusiastic about it. For Mason's fifth birthday he got a PW50, against Stacey's wishes and started going to the track with Joel. Stacey went along to hang out

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Ed Palanko

with the family. She wore flip flops and clipped coupons, and got a bit muddy of course. Stacey learned not to wear flip flops and started bringing her camera instead of the paper. Race by race she became more intrigued with motocross and of course - capturing the perfect motocross moment with her camera.

As the motocross scene started to develop in Middle Tennessee Stacey was there, camera in hand taking great photos of everything; the action, the pits, candid of friends, fans and family. She started working under the name MX Paparazzi, www.mxpaparazzi.com, and upgraded all of her camera gear to give her everything she needed.

Today, Stacey is a track photographer for Mid South Race Productions. She works the races with Andy Harper and they provide photos and HD video clips of all racers at all races for Mid South, at both Fast Farms and Christiana MX Parks. Visit MX Paparazzi's Facebook page to see some great photos from Stacey Birket.

Andy Harper
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Check out Underground Customs cool vintage bike on page 10



Kim Teems

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Photos courtesy of Thunder Creek H-D

Irish to the Bone at Thunder Creek Harley-Davidson

Be Irish to the Bone this St. Patrick's Day at Thunder Creek Harley-Davidson. The beloved holiday falls on a Saturday this year so it's going to be one heck of a party. Thunder Creek Harley is keeping their tradition going with their annual St. Patrick's Day Party and Bike Show. So put on your green, hop on your bike and head to Chattanooga's only authorized Harley-Davidson® dealership on Saturday, March 17th for an Irish good time. Hey, everyone is Irish on St. Patrick's Day.

Rev your bike in honor of St. Patrick's Day and join in Thunder Creek's annual Luck of the Irish Ride-In Bike Show! Registration for the bike show will be held between 11:00 AM and 2:00 PM. Entry fee will be \$10. The lucky winners will be announced around 4:30 PM and trophies will be handed out.

For more information please visit www.thundercreekharley.com or like us on Facebook www.facebook.com/thundercreekharley or follow us on twitter www.twitter.com/thundercreekhD

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- WHAT:** Irish to the Bone – St. Patrick's Day Party & Bike Show
- WHERE:** Thunder Creek Harley-Davidson
- WHEN:** Saturday, March 17, 2012
12:00 PM – 5:00 PM
- WHO:** Everyone – Irish or Not.

Thunder Creek will also have a shamrockin' concert by Jordan Rager, as seen on the hit show "The Voice." In addition to the awesome music and bike show, there will be a best dressed in green contest with a \$100 prize, awards will be given at 3:00 PM. Scrumptious food and ice cold beverages will be by Bud's Sports Bar. Admission to the party is free.

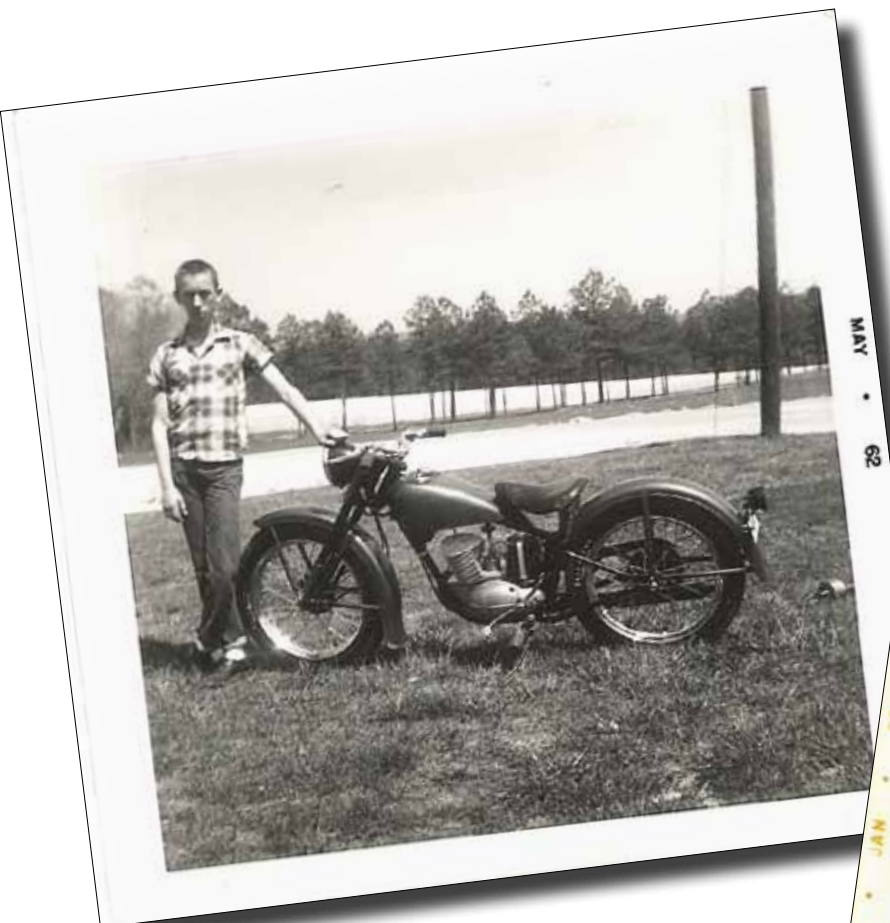
Grab your family, grab your friends, put on your green and come to Thunder O' Creek Harley-Davidson on Saturday, March 17th for the Irish to the Bone St. Patrick's Day Party & Bike Show.



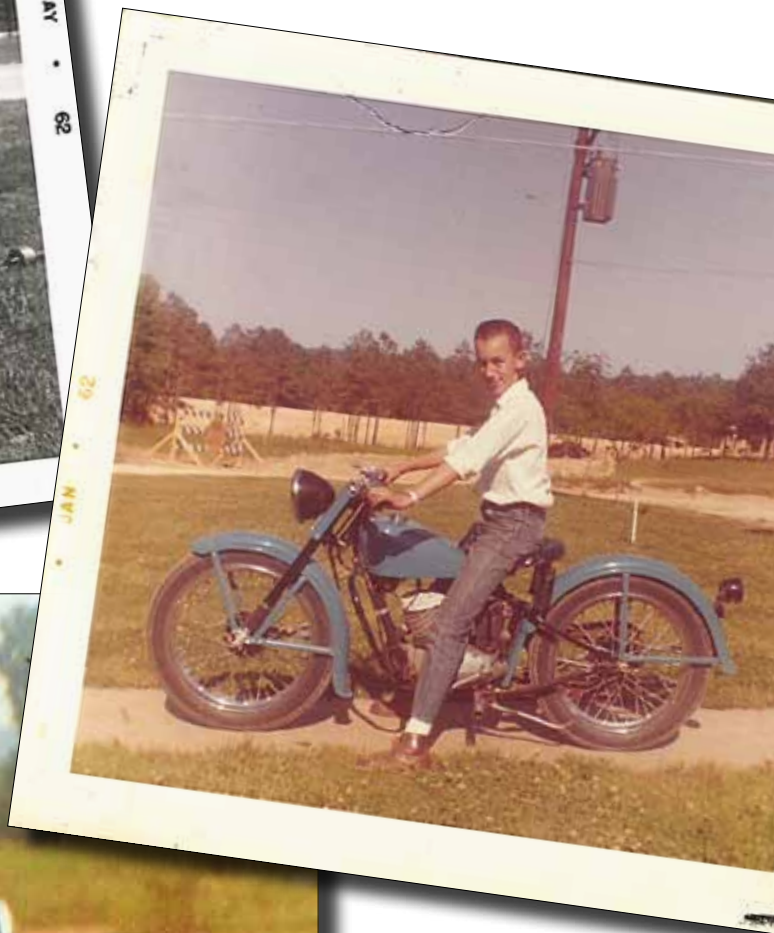
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Vintage Family Motorcycle Photos

We asked for it and we got it! Keep them coming! If you have some cool motorcycle photos of you or your family from days gone by send us an email at kim@kickstandup.com along with a copy of the photo, or drop by Quick Tees and have Ronnie scan it. You never know...your shot may end up here!



Terry Brumley on 1957 Harley-Davidson 165 taken at Pine Grove Road. Notice the background dirt road? That's future I-75!



In memory of Terry's brother, Kenneth Brumley, 1946-2011.

Kenneth posing with his '55 Harley-Davidson 165, purchased at Griffith Cycle.

LOCAL NEWS

Frank Pate



SAVE AETNA MOUNTAIN

What do we need to do to get the Media to dig into the Black Creek plan for a land swap deal with the TWRA?

The off road community is having to defend itself from the TDEC, TWRA, and this "back room dealing" of the TWRA is the real issue. **They want us off of TWRA land so they can swap it with political strings attached.** Please look at the timeline and see for yourself.

We are beginners at this type of thing and are getting the shaft from all sides. The public in general is getting the shaft from government agencies, who fabricate emergencies in order to cover the "back room deals" between the TWRA and the Black Creek Developers.

Back in 2003 there was a project that Black Creek, formerly Cummings Cove, entered into. There was to be 2400 acres to develop on. They were to be compensated for it by the federal government; however, only 1200 acres were provided. As soon as 2008, Black Creek announced that they were going to build on the preserved land and not build on the bluffs.

There is a road dating back to before the civil war, and developers have torn this road to pieces with a bulldozer in order to try to get it labeled as abandoned. If they can stop the traffic up and down this road, they can then build a private road and dictate the use of it along with the land on top of the mountain. They will, in effect, make those lands "land locked." Black Creek is on top of the mountain,

the mountain they said they were going to leave undisturbed. <http://www.blackcreekmtn.com/news>.

Black Creek has tried in vain to strangle out everyone but themselves from this mountain. Finally, after the property owners fought in court, the road is deemed a public road.

Now, the TWRA is saying they are going to allow Black Creek to build a road and is closing all TWRA land to use, except during hunting season. Even then, a hunter is to park their vehicle on this new blacktop road and walk to their spot, then walk back. They say they are doing this because the TDEC is getting complaints of erosion at a place called the "Peanut Butter Hole" (PBH). The PBH is not on TWRA land. What good does it do to close

TWRA lands to recreational use? In my opinion, there is evidence that the TWRA and TDEC are being used to throw people out on behalf of the Black Creek developers.

In 16 days we received close to 9000 signatures on our petition to stop this corruption. That is strong.

Black Creek Mountain met with the TWRA in a private meeting on the 21st of Feb. A man from TWRA is on video from a previous meeting with Representative Richard Floyd admitting that they were to discuss a land exchange using Federal Legacy Land. Any such exchange is unlawful, and one map actually shows Black Creek maps with development on land already allocated for these wild life areas.

Joey Blevins

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Kent Whitaker

Kent's Race Day Ribs

I'm a NASCAR fan as well as a race fan of all series. I thought that with the return of the racing season that a good tailgate rib recipe would be the way to go. One problem with ribs is that many people don't have half a day to smoke them, if they even have a smoker. Often grilled ribs turn out burnt and tough because they are cooked too fast.

Here is a recipe that makes for a tasty rib with a hint of hickory flavor that is bone pulling tender. The great thing is you can vary the spices to fit your taste buds. The other great thing is that you cook these ribs on the grill in half the time of a traditional slow smoke method. Granted, they are not hickory smoked for hours on end but they are probably the next best thing.

Kent's Grilled Pork Ribs

- 2 slabs pork ribs
- Favorite marinade
- 1 packet seasoning of choice

Remove the back membrane from the underside of the ribs. Lightly coat with the marinade and rub both slabs with the seasoning. Tightly wrap the ribs in cling wrap and store in the fridge overnight. Remove wrap and sear both sides on the grill over high heat, enough to brown both sides; about ten to fifteen minutes per side. Remove from heat and carefully drizzle with a small amount of marinade and add any remaining seasonings. Wrap tightly in several layers of foil. Reduce the heat on the grill and cook foil wrapped ribs, with the cover down, turning every fifteen minutes for about two to three hours.

Grilled Rib Tip:

Ribs will start off stiff in the foil but turn very limber when finished. Use tongs and gloves to turn. You will see the grease beginning to pour out as the fat and connective tissue break. Remove the meat from the heat and allow the ribs to rest for about five minutes before cutting and serving. Baste in sauce if desired.

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

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SATURDAY, MARCH 17

Rossville, Ga.
JARRETT LITTLE MEMORIAL POKER RUN
 Rossville City Park Salem Rd , 11am
 Paw Paw 423-762-0133, roughnecksmc.com

Chattanooga, TN

IRISH TO THE BONE - ST. PATRICKS' DAY PARTY & BIKE SHOW
 Thunder Creek Harley-Davidson
 12 pm - 5 pm , www.ThunderCreekHarley.com

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FRI - FOLLOWING SUN., MARCH 9 - 18

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FRIDAY - SUNDAY, MARCH 23, 24, & 25

Monteagle, TN
SMOKIN HIT SONGWRITERS SEMINAR/RETREAT
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SATURDAY, APRIL 7

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SATURDAY, APRIL 14

Gordonsville, TN
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 Tennessee national Guard Armory, 100 Transport Drive
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Murphy, NC

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 Rivers Edge Mountain RV Resort registration @
 8:00am bikes out @ 10:00am
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Rumble4relay@yahoo.com

SATURDAY, APRIL 21

Ringgold, GA
BLESSING OF THE BIKES AND LOUISE KENNEY MEMORIAL RIDE
 to Benefit Nourishing the Children in Catoosa
 Ringgold United Methodist Church, Nashville Street,
 Ringgold, GA 11:00 AM
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Pistons & Fenders a Success!

Motorcyclist of All Types Come Together to Benefit the Austin Hatcher Foundation

The annual Pandora's European Motorsport's Pistons & Fenders fundraiser for the Austin Hatcher Foundation was a resounding success. Not only did our customers and friends come together to support the foundation but a number of surrounding automotive and motorcycle dealerships did as well. Our plan is to grow this event using the same aggressive growth strategies we've implemented at the shop. Next year our goal is to double the amount of money raised as well as attendance, just as we did this year. The foundation provides support features for families stricken with cancer that are normally overlooked with conventional care. With Hatch's House of Hope in Erlanger providing cognitive tests, financial planning, schedule planning, professional psychological support, and a comfortable environment, there is really no reason these types of facilities shouldn't be in every major hospital in the country. That is just one of the long range plans for the Austin Hatcher Foundation. We view this as a young Ronald McDonald House, and we should all be proud to be a part of it's early growth as well as it's continued reach to families all over the country.

Justin Prann
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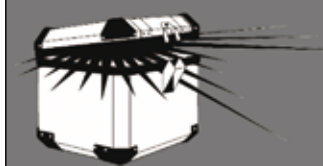
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Accident Scene Management

I've seen many bikers go down over the 40+ years that I've been riding, including some fatalities, and I've had my share of accidents too.

Of course, I was always empathetic to the plight of those in accidents but never had serious thoughts of being medically helpful. Now, however, thanks to a recent training, my sense of helplessness is now passe.

I owe my new found knowledge of how to be helpful at the scene of an accident to a day-long training in which I learned the fundamental do's and don'ts. It was "A Crash Course For The Motorcyclist."

In Vietnam if a buddy got shot or hit by fragments you could follow your instincts and drag or carry them out of harms way. (Needless to say, every Marine has nothing but mad respect for our Navy Corpsman.) But stateside I often felt stupid when happening upon an accident because I didn't know what to do. That's changed.

This training covered a wide range of critical topics and although I hope to never have to use any of it, I am eager to take the next level of instruction.

It's not possible to repeat the entire training here but I will share the two lessons learned which left the deepest impressions on me. Each dealt with providing immediate, life-sustaining care.

Critical Lesson One was to persuade the victim to remain still and not move their head. One should also not remove their helmet. This is because the greatest risk for permanent injury to a biker is a spinal injury. Until the E.M.S. arrives and takes control of the situation someone should hold their head still by getting down on their knees and gently cradling their helmet.

However, there is one particular instance when removing the helmet may be necessary: that's if the rider is not breathing and needs to receive CPR. Most bikers wear helmets that allow easy access

to the mouth area so removing the helmet should only be necessary if the rider is wearing a non-flip up, full-faced helmet.

My class included hands-on practice in safe removal of a helmet but **I STRONGLY RECOMMEND NOT ATTEMPTING HELMET REMOVAL UNLESS PROPERLY TRAINED IN THE TECHNIQUES.**

Critical Lesson Two was how to provide CPR. The method used in most instances these days is **chest compression**. You know, where you place both hands on the chest and pump. Well **this is not a technique one should use in accidents involving victims who were ejected from their bike or from a car.**[2] People who've been ejected are likely to have chest injuries and compressing their chest could actually kill them!

For practical (and legal liability) [3] reasons I don't dare go into any specifics of my training but the four actions to take at an accident scene that were drilled into us were explained using the acronym **P.A.C.T.:**

1. **Prevent further injury- (initially, by re-routing traffic);**
2. **Assess the situation;**
3. **Contact the EMS; and,**
4. **Treat the injured with life sustaining care.**

Most organized bike clubs have safety consciousness as part of their base structure. This usually doesn't include first aid, but safety is the primary reason we have Road Captains.

I'm a member of the Savannah, GA Chapter of the Buffalo Soldiers M/C. My Road Captain, Adam "Doc" Harris suggested to the membership that he and his four assistant RC's ride down to Jacksonville, FL where this training took place. The club signed off and agreed to pay the fee as well. It was an excellent investment.

Club member or not, **I strongly urge every biker to consider this training.** Because of taking it, I now have the confidence to be pro active and

provide meaningful assistance in these circumstances.

Last summer I rode to Chattanooga, TN, where my local hosts Maurice Lewis, Charles Hyatt, and Steve Terlizze introduced me to the Dragon's Tail and the Cherochala Skyway. While the ride itself was exhilarating, the thrill was dampened after witnessing the "Tree of Shame" at Deal's Gap.

After the usual laughing reaction my thoughts went to the suffering many of those riders and their families endured. It also brought to mind this bitter truth: "Some crash. Some get back on. Some don't. Some can't."

As I stated earlier, I've been down a time or two myself; well, the crash I'll never forget was the one in which I got my stainless steel plate because I tore all the ligaments in my pelvis.

During the training session I recalled that while laying on the ground that day (calling my children on my cell) several folk's stopped to help. What I remembered most vividly was hearing a voice saying "Take his helmet off. Put something under his head. Make him comfortable." To which someone else emphatically stated "No! Don't do that. I've been trained for these sort of things and I'm telling you that's the last thing you want to do."

Fortunately for me my injuries didn't place me at risk for a spinal injury. And even though that Samaritan had no way of knowing this when he came to aid and comfort me, he knew enough to do the right thing. Again, because of the critical life-sustaining benefits of taking this training, I strongly recommend this training.

Ride safe brothers and sisters and remember: gray-haired riders don't get that way from pure luck-:)

Boyce "Guru" Slayman

You can find out more about the Accident Scene Management course at www.accidentscene.org.

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WOMEN IN THE WIND

CASSANDRA

Brad Holroyd

“As fate would have it, I would soon find myself ripping through Montana farmland riding two-up with a pistol-packing priest.”

My first experience on a bike was almost 23 years ago. I was on summer break from the Academy of Vocal Arts in Philadelphia, and a few friends of mine were planning a road trip to Glacier National Park in Montana.

On the way to the park, we decided to stay with my friend's family who was homesteading outside of Bozeman. While we were camping out on their property, her cousin offered us a tour of the farm. As fate would have it, I would soon find myself ripping through Montana farmland riding two-up with a pistol-packing priest. After crashing once and picking the locusts out of my teeth, I decided that riding on the back of a motorcycle wasn't for me. The priest gladly gave me my first riding lesson along with an obligatory Hail Mary. Within minutes, I was in the wide open wheat fields discovering my need for speed.

Unfortunately, my enthusiasm for riding was put on hold for the next fifteen years while I pursued my career as an international opera singer. Within time, my love for the stage waned and I eventually retired. In the years that followed, I developed a passion for rock climbing which led me to relocate to Chattanooga.

After a few months of living in the area, I met my future husband. At the time, he was riding a Yamaha V Star 650 custom. This was all the motivation I needed to get back on a bike. Realizing I wasn't 22 years old anymore and that I had a lot

of learning to do, I signed up for a MSF course. After that, it was off to the races! Over the next six months, I monopolized the V Star and spent as much time in the saddle as my schedule would allow.

I soon realized that I wanted to be on something faster and more agile, and I began shopping for my first bike. I found a 2006 GSXR 600 that was in great shape. It had an after market exhaust system, but it was still running stock gearing. This combination made it easy for me to make the transition to the sport bike scene. I was hooked almost immediately. After a year, I started looking for something bigger. We scoured Craigs list for a few months and finally found the perfect project bike.

This 2002 GSXR 750 was a totally different animal for me. The bike had been set up to handle the track, but it still needed some work. For three months we had her stripped down to just the engine and forks. We reworked the plastics and tank, upgraded the rear sets and controls, redesigned the tail section, and swapped out the tires.

After riding on the twisty mountain roads of Tennessee and the long open straightaways of Georgia and Alabama, I found myself wanting more. This spring and summer will be spent in private track days with Nate Kern and a course with the California Superbike School. I am really excited about learning to ride this bike to its true potential. At this rate, I'm just worried that I might be sneaking runs on my husband's S1000 RR while he is at work!

In the meantime, we have been working on some long-term plans for a massive cross country tour. In preparation for the four month excursion, I recently bit the

bullet and bought a BMW R1200 GS from Pandora European Motorsports. The guys at the shop have proven to be an invaluable source of information. Whether it's a question about touring gear or how to get the best drive out of turn one at Roebing, there is always someone around who can give you the beta.

It has truly been a long journey from the no-helmet locust infested fields of Montana to a set of full leathers and triple digits on the speedometer. I plan to be logging track days when I'm sixty. Older, wiser, faster!

Cassandra Riddle

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ANAHEIM

At Anaheim 2 this year, we see a pretty diverse track with some fast sections along with a tight section with some technical jumps and options for these pro riders. It played to the favor of riders who enjoy the technical sections like James Stewart, while being accommodating to riders who do better on the fast stuff. Ryan Villopoto (RV1) put on an impressive performance, which is what we've come to expect from last year's champion. Despite previous struggles with lap one crashes and poor starts, he plowed through the pack to get podium or near-podium finishes in races leading up to Anaheim 2. At Anaheim 2 he showed us what he can do when he starts well. He pulled the hole shot going into the first corner, but Reed showed that he wasn't going to let Villopoto just run off with it. He passed him going into the second corner, and led the first lap. Villopoto passed Reed on the inside just after the finish line, and led the rest of the race. He put some serious distance between him and 2nd place.. He put in the fastest lap times for most of the race, putting Stewart and Reed out of his mind.

James Stewart (JS7) had a pretty nasty crash in his heat race, which

sent him to the Last Chance Qualifier, but he certainly didn't let it slow him down. He found himself around 5th place at the start, with Millsaps, Brayton, Reed, and Villopoto in front of him. He made short work of Millsaps and Brayton to challenge Reed in second by the second lap. It took him a few laps, but he eventually got by Reed with ease. He found the fastest line through one section that no one else was using, and that cut some serious time off of his lap times. Having to go to the LCQ may have fatigued Stewart, because toward the end of the race, it looked like Reed would catch up with him for a moment there. He quickly snapped back into gear when he realized Reed was gaining on him. Stewart finished in second with a substantial gap in front of him and behind him.

It seems that Chad Reed (CR22) realized that he couldn't hold Stewart off forever, and seemed to give up when he saw Stewart was beside him through the rhythm section. He probably didn't want another situation like he had in Atlanta last year where he and Stewart came together, or just didn't want to waste his energy trying to hold Stewart off. These riders definitely have history of dislike for each other, and stirring up any more wouldn't be worth it. Reed finished in 3rd, and was very complimentary of the two riders that beat him, saying

that they "rode stronger and faster" than him, and that he did his best.

Ryan Dungey (RD5) won his heat race, but got a not-so-good start in the main. He started a little ways back, and fought his way through. He finished 4th, losing his points lead to Ryan Villopoto.

After Anaheim 2, Ryan Villopoto regained his 1st place standing in the points chase. This will set the mode for future races, and give him much needed confidence going into the next race. He needs to work on his starts, and fix any 1st lap issues he has had. Chad Reed is 3 points behind the leader, which isn't much. If he stays consistent, and depends on the inconsistency of Stewart and Villopoto (not that I would characterize RV2 as an inconsistent rider) he could take the title this year. Ryan Dungey is 5 points behind the RV2. Just like Reed, if he can stay consistent, and get some wins in, he has a shot. James Stewart is 13 points behind Villopoto. He needs to get some wins in if he wants the 2012 title, and he definitely has a shot. He just needs to get good starts, and keep it on two wheels.

Jeff Griffith
jgriffith@griffithcycle.com

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Go Confidently in the Direction of Your DREAMS

Henry Thoreau once said, “Go confidently in the directions of your dreams. Live the life you have always imagined.”

I started out with a quote, because I love quotes! If you follow me on Twitter or Facebook, you most likely see me post a bunch of them, but I find them motivating.

Thoreau's statement had a lot of truth to it. I am not only a motocross racer, but I am a girl motocross racer. Sometimes, for a girl, racing in a male sport is difficult. I find it discouraging seeing how separate the women and the men are. In fact, I find it so discouraging that I wonder why I even try. In Thoreau's quote, he says to go confidently in the direction of your dreams.

In January, the skiing world lost a great athlete, Sarah Burke. Sarah



Darcy Jacks

went confidently in the direction of her dreams, and eventually got free skiing into the 2014 Winter Olympics. She didn't let promoters hold her back from her dreams she always imagined when they told her she could not compete.

As a women's motocross racer, I think we can follow in Sarah's footsteps and live by Thoreau's quote. Women's motocross is developing at a much quicker pace than people may realize. As a community, both men and women, we should encourage this growth and never let those dreams fade.

What Thoreau gave us is motivation to strive for our dreams. My dream

is to see women's motocross be just as equal as men's motocross. I don't want to just see it through, but I want to be involved with it. So, I live by this quote. If I shoot for the moon and I miss, at least I am in space, or in my case, I have had a great time trying. Here's to the kids that are still dreaming, and for the women wanting to make a difference.

If you want to help be a part of Women's Motocross check out Chix Mx on both Facebook and Twitter! Also, check out Realmotocross.com.

See you at the races!
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The hazards of shooting on a dirt bike track...

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When he first started his business his main focus was on hot rodders but after advertising in past and present local motorcycle publications his business is now 50% motorcyclist. There are hundreds if not thousands of bikes rolling around the area sporting Jason's quality work.

Jason Williams always dreamed of owning his own business. He wanted to do something he enjoyed while getting out of the rat race of working for others. Having been a "gear head" and car guy all of his life, Jason decided that powder coating was a business he would like to pursue. AutoCycle Powder Coating is a family owned business that started in Jason's home in 2005 with the help of his wife and son. Soon, due to the quality of his work and sheer volume of business, he moved to his present location at 1920 Dayton Blvd. in Red Bank, Tennessee, to be able to keep up with the demand for his services.



Jason & Son

AutoCycle is not a high production shop, but a specialty shop that specializes in high-end finishes for the end user. He does multi colored coatings and can do finishes ranging from metal flake to textures and matte finishes. Jason told us that

"most anything that can be done with paint can now be done with powder coating." They also do high temperature ceramic coating for exhausts, which is designed to keep the heat down or for a more decorative look.

Starting in March, AutoCycle is adding Hydrographic imaging to their line up. Hydrographic imaging is a process of applying patterns, (such as camouflage) using state of the art Hydrographic equipment, to the surface of whatever you think needs to be camouflaged/ decorated. In addition to camouflage, patterns such as wood, carbon fiber, metals, marbles, stones, snake skin, animal print, and other unique designs. Jason says that this process is almost limitless as to it's possibilities; let your imagination run wild!

We would like to thank Jason and family for supporting KickStand Up! Magazine and we trust that you will support his shop when you have a need for any custom powder coating or hydrographic imaging. AutoCycle Powder Coating is the best in the business.

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Kim Teems

Underground Customs '67 Honda Dream 305

Growing up I was always fascinated with motorcycles. A neighbor owned a Honda Dream. I wanted a Dream after seeing his bike. As years went by, I never found the time to find one to restore. Being involved in motocross, bike building and hot rods, I finally decided to make time to find a Honda Dream to restore.

After a couple of months of searching I found the bike on eBay. It was in pretty bad shape but had all of its original parts. After arranging for delivery of the bike, my phone rang and the Dream arrived in a delivery van. My mechanic Eddie looked at the bike and said "what have you bought now?" After changing the battery and cleaning out the fuel tank the bike started. We were amazed!

We completely restored the bike while putting the Underground Customs touches that it deserved. This included blacked out rims, a solo seat, 15 inch ape hangers and many hours of polishing and wet sanding. Thanks to Jason at Auto Cycle Powder Coating and many long days, the bike was complete. I look forward to cruising the bike this summer at local events. I feel confident the founder of Honda, Soichiro Honda, would appreciate his hard work being restored to its original glory while also maintaining a piece of motorcycle history.

Chris White
Underground Customs



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Extended Ride - Florence, AL to Oklahoma, September 16-17, 2012

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This ride not affiliated with any Trail of Tears rides other than the "Charlie Maxwell Ride" from Cartersville, GA, "Cherokee, NC Ride," and the "Cherokee Northern Route Ride" from Kentucky all of which take place on Friday, September 14, 2012.
Trail of Tears Remembrance Ride is organized by a 501©3 non profit Board of Directors

In The Rearview Mirror **Vintage**



See this bike in person at Underground Customs, see ad on page 10



Chris White



DUAL SPORT RIDING

Carry what you'll need...Pack it Light - Pack it Tight!

If you ask experienced riders to tell you about their packing disasters, you'll get plenty of stories...tail packs that came loose and got burned up on the exhaust; duffles that just fell off and were never found; magnetic tank bags that picked up screws or nails and ate up the paint on the tank; bungee scratches on body work; back packs that unzipped themselves and dumped out gear...all of this has happened to me over the years, and I'm still finding things that don't work as well as I thought they would.

The thing about packing for dual sport riding is that all of these outcomes are more likely because the bike is bouncing all over the place, and if your gear is not well packed bad things will happen.

The more you ride, the more obvious it becomes that carrying stuff

you don't need is not a good plan. If you consider the ride you're going to do – where you're going; day ride or overnight; motel or camping; technical trails or graded fire roads; number of riders and support or support vehicles and any other variables you can think of – then you are ready to begin planning what you need and how to pack it.

WHY IT IS IMPORTANT TO PACK AS LIGHT AS POSSIBLE:

- Your bike will handle better
 - Less effect on suspension
 - Easier to stop
 - Safer on difficult terrain
 - A heavily loaded bike is much more difficult to control
 - It is easier and more fun to ride a light bike
 - It is easier to pick up your bike
- Although you don't expect to pick

up your bike, if you ride off road you will sooner or later!

- Where your bike goes down is usually in the worst place you're riding...in a creek, in foot deep mud, in a ravine with the wheels up....the list goes on and on

TIGHT

Why having your gear secured so it doesn't move around is important:

- Prevents damage to fragile items
- Bike rides and responds predictably with no heavy stuff flopping around
- Prevents damage to bike and luggage

What to pack your stuff in:

FANNY PACK

PROS

- Cheap
- Convenient
- Doesn't get bounced
- Could protect you

CONS

- Adds to your weight when standing on pegs
- Could hurt you

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BACK PACK

See Fanny Pack Pros & Cons

TANK BAG

PROS

- Easy to get to
- Can see map or GPS

CONS

- May interfere with standing on pegs

NUMBER PLATE BAG

PROS

- Weights front of bike
- Easy to get to

CONS

- Bounces a lot
- Small

SADDLE BAGS

PROS

- Carry a lot
- Cheap
- Carry weight low

CONS

- Bounces a lot

WATERPROOF DUFFLE

PROS

- Can be fixed tight with straps to seat or rear rack
- Usually doesn't get damaged if you go down

CONS

- Hard to get stuff out of when you need it

ALUMINUM PANNIERS

PROS

- Hold a lot
 - Hard to steal
 - Usually waterproof
 - Weight is low
- CONS**
- Expensive
 - Heavy
 - Your stuff gets beat up against the hard sides
 - Hard to fix in a crash

HYDRATION PACK

PROS

- Convenient
- Can help protect your back
- Can drink on the go

CONS

- A little extra weight
- You take it off and on several times a day

FENDER PACK

PROS

- Convenient place for all tire repair equipment
- Weights the front of the bike

CONS

- Bounces a lot
- Can affect handling

List for All-Day Dual Sport Ride in a Remote Area

COMMUNICATION & NAVIGATION:

Cell phone, camera, spot device, GPS, compass, maps, pen and notepad, phone numbers, emergency contacts

HEALTH & NUTRITION:

Water, energy bars, medications, first-aid kit

DEAD BIKE:

Tow rope, tie down straps

DOCUMENTATION:

License, registration, proof of medical/vehicle insurance, credit card, cash, coins

TOOLS:

Tools to fit all nuts, bolts, allen heads, spark plugs and screws

SPARES:

Spare nuts, bolts, spark plugs, fuses

PATCHING:

Duct tape, electrical tape, zip ties, safety wire, electric wire, quick JB Weld

ODDS AND ENDS:

Multi tool, small vice grips, axle wrench, lighter, rags

FLATS:

Front tube, hand pump/CO2, tube patch kit, tire irons, valve stem tool

STRANDED:

Flashlight, space blanket, reading material

Packing for a dual sport ride really is a lot like backpacking. Everything you take has to be carried. You don't want to carry anything that you don't need, but you'd better have the stuff that will get you there and back and keep you from being stranded.

Doug Graydon



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Ride: 1973 CB 750 Honda cut 4 inches out of the backbone, add 4 inches to the swing arm, made into a hard tail/built handlebars/ CB 650 front end, built by stuff laying around the shop. It won best rat bike at Thunder on the Beach bike show. Paint by Gary Stroud.

Rod: 1973 VW bug with a 1641 engine with dual carbs, slight cam, 6 inch chop top and a 10 inch extended front end, a 1955 rear oval clip and 4 wheel disk brakes, and it has 1936 Ford wheels and Coker Firestone wide whites. Both are built to enjoy.

Harold Evertt III, is a country boy from Cohutta, GA, born in Jacksonville, AR, and he has a variety of nicknames from Fireball Everret [used by his Honest Charley Garage cohorts] to simply "Hal" by most everyone else. Hal grew up on a small horse farm where he first began working on automobiles and equipment out of necessity to keep the farm going. He attended Northwest Whitfield High School, where he was a member of the key and beta club. Succeeding in high school and working on the farm kept him busy, but he still found time to participate in horse shows and wagon trains. When Hal was a child his father rallied a 427 Cobra at SCCA events. Unfortunately Hal lost his dad to a motorcycle wreck when he was four years old, but being a car guy was in his blood and he aspired to follow his father's footsteps.

After graduating high school he moved to Nashville, TN, to attend Nashville State College where he received a degree in Automotive Technology in 2000. After moving back to "the country" Hal found work at various new car dealerships, where he became Hummer, SAAB, Vespa, and VW certified. Those certifications had him travelling across the country from California to Indiana for many specialty schools.

Hal first met Corky Coker in 2007, while driving his chop top Volksrod. Soon after that he met Greg Cunningham, the shop manager for Honest Charley Garage. After two years of watching his technological abilities, Greg called to recruit Hal to HCG in 2010. This would be a dream job for any car guy, especially for Hal, with his diverse taste and abilities in all things automotive. His background in new cars brought another element and skill-set to the garage, but he had to grab the bull by the horns to quickly learn everything from brass-era automobiles to art deco-era classics. After being lead tech at HCG for only two years, you can see his work at Amelia Island, The Great Race, SEMA, Firestone Racing and many project updates and documentaries on YouTube. More recently he has been featured on Horsepower TV and numerous other shows.

When Hal is not hard at work he enjoys building air-cooled Volkswagens and choppers in his garage in Soddy Daisy, TN, with his 2 wiener dogs Shrek and Ralph.

Though he enjoys anything with a motor, Hal finds the most joy spending time with his daughter "Maddie" Everett.

I want to thank Hal and the rest of the crew at HCG for their time and showing me around their great shop. They are all special individuals. Thank you I had a great time.

Chuck Welch
chuck@kickstandup.com



See more pictures at kickstandup.com

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~ Dale Carnegie



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Easyriders Bike Show 2012

January isn't usually the month that someone would be thinking about motorcycles, most of us still have the bikes put up for the winter. But on February 4th, an invasion came roaring into Knoxville, Tennessee "The Easyriders Bike Show Tour 2012." Now I must admit that I have never experienced this type of event before, so I really didn't know what to expect. As my wife and I entered the convention center, it was obvious that we were in the presence of motorcycle riders and enthusiasts of all kinds. There were club patches, t-shirts, hats and pins from every aspect of what we all love - motorcycles.

Now to those that could not make the event, all I can say is it was more than a show or a tour, it was an experience. Not only were there some of the coolest custom bikes there, but also cars, bicycles, and even go-carts. The event had something for just about everyone. As I walked around wearing my "Can You See Me Now" KickStand Up! shirt, I was surprised by all of the people that came up and introduced themselves and gave big props to the magazine.

So with all of the bikes, vendors, and food it is hard to know where to start. Other than the obvious "The Bikes" the

event also had vendors and celebrities in attendance. Sons of Anarchy stars Tommy Flanagan "Chibs" and Winter Zoli "Lyla" and The stars of TRU TV's Hit Reality Show "Full Throttle Saloon," Michael Ballard & Angie, were there signing autographs and meeting guests. And yes we stood in line for an hour to meet Tommy and Winter. Also the 2012 Tattoo Gallery, live music from HEMME, the world's top bike builders, women's roller derby action from the "Hard Knox Roller Girls," the Purrfect Angelz from NBC's "America's Got Talent," Easyriders Roadware Fashion Show, and Smokey Mt. Harley-Davidson's "99 Bottles Of Beer On The Wall."

I would have to say that the 2012 Easyriders Bike Show Tour was a huge hit, the quality of workmanship in the bikes was outstanding, and the entertainment factor and atmosphere was awesome. No matter what you ride... when a show, tour, or event comes to your area - get out and enjoy them! Meet some new people, and get some new ideas; you never know who you will meet and what you will take away from it.

Greg Cook
greg@kickstandup.com



See all the Easyriders pics at KickStandUp.com

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