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The Scenic City's Motorcycle Heart Beat

April 2011

FREE

MAGAZINE

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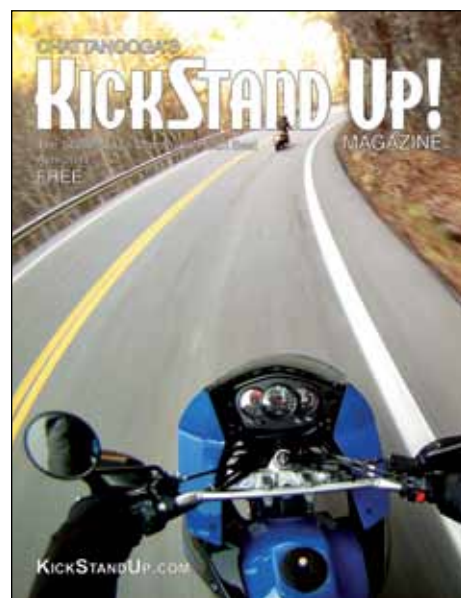
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Photographer: Killboy
www.killboy.com



Cover: April, 2011
Photographer: Gregory Cook
www.gregorycookphotography.com



Kim Teems



Anna Daugherty

30 Seconds In The HippyDen

EDITOR'S GARAGE

*Does anybody really know what time it is
Does anybody really care*
- Chicago 1969

Spring has officially sprung. Our time has jumped forward one hour and we are on Daylight Saving Time until November 6, 2011. You may have noticed that I said Saving not Savings Time. Most people use the term Daylight Saving(s) Time which is incorrect. I myself said Savings Time until I researched this article and learned I had been wrong all these years. What difference does it really make? Absolutely none. It's just another bit of trivia to add to the cranial database. Spring forward, Fall back is the most common way to remember what we're supposed to do. In the spring we move our clocks forward (and lose an hour of sleep) and in the fall we move our clocks back (and gain extra snooze time.) Simple enough. Since I was too lazy to change the clocks on both bikes last fall, they are now suddenly correct again. It's amazing how things eventually work out.

Speaking of learning new things. On April 4th I will be participating in my very first "Track Day." The "K" Bike and myself will be hitting the Little Talledaga Speedway to see what we can do and how fast we can do it. I know for a fact that the BMW K1300S is capable of much more than I will be able to offer in riding ability. I will do my best to keep it on two wheels and off the grass. I've heard that more times than not, when you hit the grass you go down and down is not where I want to end up. I don't need the pain, medical bills or the repair bills to put the "K" back together again. The event

is hosted by Pandora's European Motorsports and is the first of a series of "track days" that they will be hosting this year.

The first big happening of the riding season is the Christian Motorcyclists Association's 10th Annual Blessing of the Bikes at Chattanooga's Riverpark. The annual blessing is traditionally the kickoff of the year's riding season, at least for those who don't ride year round. Our season never ends. This family friendly event hosts hundreds of motorcyclists each year. The KickStand Up! Crew will be on hand to take photos, meet, greet, and of course ...EAT! I hope to see you there.

Make sure to check out our very active Facebook page. You have the opportunity to tell us what you think about what we're doing and offer suggestions about how we can do it better. Our magazine is available at all of our advertisers and other places around town. We also have a 24/7 magazine rack stocked with the current and last month's issues in front of the Quick Tees building at 3472 Brainerd Road. **The first person to pick-up a new magazine out of our rack each month wins a KSU cap or t-shirt and gets their picture in the magazine.** When the KSU flag is flying over the rack the new issue is in. The new issue hits the rack between the 25th and the 28th of each month. I'll be waiting for you with my camera.

LTRAKB,
Ronnie "Rock" Land
Ronnie@kickstandup.com



As some of you may know, recently I had to revamp finances and cut back on a lot of things. In the process my Road King was one of the things that went. It's been a tough couple of months, but I'm here to show you that even when things seem bleakest there is hope. Out of destructive storms there comes a cleaned and refreshed earth, naked where trees once stood, but with new trees ready to sprout.

Out of my storm came peace of mind and a newer, bigger bike. In the process of down sizing...I up sized! I'm now the proud owner of a candy apple red Honda VTX1800S, thanks to the great deal I got at Garry Griffith Cycle. Little did I know on that day that one little test ride would seal my fate. Wow, the power this bike has. It comes close to flight. I love it!

On that note, I'd like to say some very big THANK YOU's to the people in my life that have made the storm bearable and helped bring me out of the rain and into the sun.

Dad [AKA Hey-U] who stepped up to the plate and loaned me his '81 Honda Gold Wing, so that I could get my bearings back without the heartbreak of being bikeless. Thank You Daddy, without your love, support, and guidance I would be lost without a compass. [My brother, Larry, is now the lucky recipient of the GW while he restores his vintage 1976 R75 BMW]

Ronnie [AKA Rock] for keeping my mind off my loss and helping me find a way to move on and forward and for his faith in me; Chuck and Kimber for their heartfelt invitation to ride their Harley anytime I wanted [Only a true friend would offer up their own ride!]; Keith at Thunder Creek H-D, who went above and beyond for me; Phillip, my husband, for putting up with me and loving me anyway; and my lovely daughters because they hugged me tight and held me down when the storm winds threatened to carry me away. The list goes on and I hope that every single one of you knows how much your love and support means to me. Thank you!

So now I have the joyous task of naming my new-to-me bright beauty. I'll let you know when the name hits me. Of course, your suggestions are always welcome.

Thank you all for picking KSU and sharing it with your friends! We couldn't do it without you!

Love & Light To You All,
Kim "HippyChicKim" Teems
kim@kickstandup.com

Our greatest glory is not in never falling, but in rising every time we fall. ~ Confucius



Kenny Reynolds
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KICKSTAND UP!

The Scenic City's Motorcycle Heart Beat

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YOG'S BRIEF ABATE UPDATE

If you ever wanted a chance to **ride lid free** in Tennessee, you will be happy to know that House Bill HB1673 sponsored by Representative Matheny and its companion Senate Bill SB1466 sponsored by Senator Bell, have been filed.

This bill would allow 21 and older to ride **without a helmet** if you have \$15,000 in health insurance. If you would like to read the bill in it's entirety you can look it up at <http://www.capitol.tn.gov/Bills/107/Bill/HB1673.pdf>

This is our chance to be able to ride without a styrofoam filled plastic bucket on our heads in Tennessee this summer. If you are really interested, then you need to call and or write to **YOUR** state representative and Senator and ask for their support and see if they'll sign up as a co-sponsor for this bill. Co-sponsors are one of the key factors with any bill passage.

Contacting all the members of the Transportation Committee would further advance this bill by letting them know that you would like to see the helmet bill pass.

To look up your representative and senator go to **www.legislature.state.tn.us**. Points to remember if you call or write, be polite and if they don't agree with your point of view tell them thanks for listening anyway.

If you email write in a form of a letter use your home address so they know it's not someone else's letter that was copied and pasted.

If you have any questions feel free to contact me: Mark Yog Moore 423-987-0425 yog1958@yahoo.com or Scott McClopin 432-2708 legislative@cmt.com, www.cmtabate.com or you can come to the **monthly CMT/ABATE TN Valley Charter meeting held on the third Sunday of the month at 2:00 pm at Mac's Pub on Brainerd Road.**

Mark "Yog" Moore
CMT/ABATE TN Valley Charter Director

Ronnie:

My wife and I met you and several others from your magazine at the Cookie Jar Cafe last Saturday. I found your online presence and thought you guys might want to consider linking to Stromtrooper.com in your links section. Here is a link to a ride report detailing my last (and also first) long ride. <http://www.stromtrooper.com/ride-reports-route-sheets/61805-westward-chattanooga-take-2-a.html>

There is another site that I follow called advrider.com. I have found quite a bit of good info there using a site specific search in the google search box. Of course, you may already be on top of this type of stuff, but as a relatively new rider, the two sites above have given me quite a bit of info about equipment, rides, maintenance, etc.

Anyway, I like having your local site to browse now too. I look forward to the next issue. If I get a wild hair, I might submit an article for your consideration.

Sincerely,
Steve Smith

See exerts from Steve's blog on page 24

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Hello, everyone. My name is Randy Lyons or “Gator” as most everyone in the biker community knows me. I’m originally from Tampa, FL and first started riding at 14 years old. My first bike was a new 1965 60cc Yamaha that I paid for by delivering prescriptions to senior citizens after school.

I rode that bike for about a year, and then moved up to a twin-cylinder 100cc model, also a Yamaha. Anyway, over the last 46 years, I’ve owned 15 different motorcycles, and my current one, a Kawasaki Vulcan 1500 Classic, could easily be my last. Among the bikes I’ve owned was a Triumph Bonneville, several Yamahas and Hondas, including an inline 750cc four-cylinder and one of the original Shadows. I’ve also owned three Harley’s – two Sportsters and an old Knucklehead chopper that I rode during my “wild and crazy” days in Charleston, SC in the early 70’s.

In 1976, after coming close to a melt-down from years of abusing drugs, alcohol and just plain wild living, I turned my life over to the Lord and never looked back. I still ride, and I still enjoy getting together with bikers of all kinds at the various events, but my main purpose is to minister to them and show them that there IS a way out IF they are looking for one.

Being from Florida presents problems for me in the Chattanooga wintertime, because I get cold real easy. I still ride, but I try to bundle up as much as possible. No heated stuff for me, though. In fact, I just installed my first windshield three years ago. In Florida, I rode without a helmet or a windshield, so moving to

Chattanooga required an adjustment in my riding style.

Another advantage to riding in Florida might seem like a disadvantage to many of you, and that is the nice, straight and flat roads down there. I like to open it up on the highway and let her purr, but that’s difficult to do around here with all the curves and twistys. Gary Boyd (KSU staff) says I do alright on the twistys, but I’m actually back there yearning for a nice straight-a-way where I can open her up. Scraping floorboards and watching sparks fly just isn’t my thing.

I ride with two groups. One is the Chattanooga chapter of the CMA (Christian Motorcyclists Association) and the other is the Tennessee Patriot Guard Riders. Between the two of them and my KSU responsibilities, I get plenty of opportunities to ride.

I really enjoy working with KickStand Up! and the staff here is awesome! I’m very excited about the vision that we have for the direction of KSU and plan to be involved for many years.

So, whether it’s the Trail of Tears, a PGR funeral escort, a CMA ride or one of the many toy runs, if you see a solid bright blue Vulcan with custom orange gator heads on the sides of the gas tank, it’s most likely me. Keep it shiny side up and I’ll see you down the road.

Randy “Gator” Lyons
randy@kickstandup.com



"That bike was a 1972 Kawasaki 900. It was the real deal chopper. By that, I mean the bike had been chopped and welded back together, to gain its geometry. Believe or not those back alley engineers really had their stuff together. I remember the bike handling flawlessly. Even as a kid, I could handle the bike without any problems, not as well as my dirt bike, but pretty well. The bike belonged to a guy that worked with my Dad in the 70's. Ah, the good ole days. The pants I had on were the thing in those days, even for a kid, so don't laugh!"

~ Dr. Danny Thompson

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You may not think that just “knowing your bike” is a safety issue, but it is. In fact it is a major issue. There are so many things that affect your safety concerning the bike that many riders are injured or killed simply because they do not know their bike.

Here are as many as I can address and you can probably think of some that I may miss.

Tires - Always check the air pressure in your tires often. While sitting, even the best of tire leak air, especially spoked wheels. Tubeless tires are less apt to leak down but even they still leak. Tire pressure is critical number one for safe handling at every speed. Low pressure can cause mushy handling at low and medium speeds and even fail on a hard curve. Not to mention the danger of hydroplaning on wet roads and excessive wear on the tread. Of course we all know what excessive air pressure causes. That's right, a “BLOWOUT!” If you have never had a tire blowout on a motorcycle (and I hope you never do) hang on, because you are in for the wildest ride you have ever had, about like a bronc rider in a rodeo.

[See “Got Air” on page 36]

Tire tread and condition -

Excessively worn tread on either front or rear can spell disaster even for the best of riders. You are subject to skid on dry pavement and

even more so on wet pavement. The chance of hydroplaning is quadrupled and efficient braking is almost non-existent.

Lights - All lights on your bike should function, no light should be ignored. After all it is imperative that we see and be seen in daylight as well as in the dark.

Tightness - Everything on your bike should be tight, control levers (brake and clutch), pegs or foot boards, mufflers and tail pipes, handlebars, bolts and nuts, wind shield, seat and anything else bolted onto your machine.

Drive belts or chains - These should be inspected periodically for wear and proper tension. And you metric drivers, don't forget that drive shaft or you might find it twisting out from under you.

Brake pads or shoes - It goes without saying that one should check these periodically and the fluid in the reservoir if the pedal lever feels mushy.

Get to know your bike, it's parts and capabilities. Act like a pilot and do a flight check every time you start to ride, you will find that you will have longer and more enjoyable rides.

Well that's all for now, see you down the road.

RIDE SAFE
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The weather's warmer now, and the days are getting longer. The trees are blooming, and the sound of birds fill the air – that is, if you can hear them over the rumble of **motorcycles!** More than the riding weather, though, springtime also brings families in need to **FACES: The National Craniofacial Association**, seeking help to get their children to specialized medical centers for needed surgeries.

Luckily for those families and for local bikers, that means it's time once again for the biking community to come together to help at the **6th Annual FACES Ride 4 Smiles**, to be held this year on **Saturday, June 4.**

Changes to this year's ride will make it better than ever, and if you have been keeping up through **KickStand Up!**, you know that our poker run is now a poker rally. This will add suspense, intrigue and most importantly more enjoyment for our participants. It should also make the event fun for every kind of bike, along with cars, groups and families. Riders will take off from **Thunder Creek Harley-Davidson.**

Once again, we will have **more than 100 door prizes** to give away, our **fun silent auction** will be back, and thanks to our great sponsors, this year's **grand prize will be \$1,000** to the best poker hand!

FACES helps thousands of children every year who are born with serious disorders of their heads and skulls. When you ride in the Ride 4 Smiles, when you help to sponsor Ride 4 Smiles or when you volunteer for Ride 4 Smiles, you are directly helping FACES replace doubt with knowledge, loneliness with connections and helplessness with hope. Previous rides have raised more than \$100,000 for families that we serve, so you do not want to miss the fun this year!

Make plans now to join us on June 4 for the 6th Annual FACES Ride 4 Smiles. The cost for the ride is \$25 before the event and \$30 the day of the event. Extra riders are just \$5, and lunch (and the fun!) are free of charge.

For more information and to pre-register, call FACES at **(423) 266-1632** or check out the Ride 4 Smiles website at **www.ride4smiles.org.**

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In the Headlight THE BLACK ANGELS

The Black Angels was started in Chicago, IL. In 1968 by a group of black young men that considered themselves Black Rebels. They were tired of the negative portrayal and treatment of Black People and wanted change. BAMC was started by "Butch" – Wade Wicker, Original President / Founder and "CREAM" – Honor Miles, Original Vice President / Founder. BAMC had 30 to 40 black male motorcycle riders and they raced bikes. They were the largest black motorcycle club at the time in Chicago. BAMC held most of all the motorcycle racing titles at the time in Chicago. In the 70's there were a few changes to the club: the club membership dropped to about 20 members due to job re-locations, moving and other venues of life and an Asian and Latino member joined the club. For the next 8 to 10 years BAMC mostly just rode their motorcycles. In the early 80's the BAMC disbanded for a while. The BAMC club restarted in the 80's with most of the original members,



10 came back to restart the club such as: Tony-Z, G-Money, Brick, Governor, Master-G, and Shame. The BAMC "colors" / Patch changed to the present day BAMC

Colors with the "GOLDEN WINGS," created by G-Money (Genero) our BAMC Chicago Brother.

Our goals are based on our BAMC Mission statement: "Our Mission is to encourage the fun sport of motorcycling as a recreation that when conducted safely, legally, and courteously can bring many years of pleasure and enjoyment. We are also committed to supporting various causes in the communities that serves to promote the welfare and well being of

its residents through donations, benefits, and pledges. Our goal is to become an organization whose hearts has no limits and whose imagination knows no bounds."

For more details about the Black Angels of Chattanooga MC, contact the club president, "Fast Ronnie" at 423 774-2677.

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- Ralph Waldo Emerson*

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BACK SEAT RIDER

I don't ride on back often.

When I found out Pandora's European Motorsports was having their first Adventure Ride of the season, my blood started to hum. I had been itching to snap some photos of dual sport riding and more importantly get familiar with the sport. Little did I know my wish was about to come true.

As I mingled with the group and handed out magazines, I asked if anyone had a camera and would be taking photos. From behind me I hear, "why don't you hop on back and ride with us and take the photos?" Good naturedly I replied, "Are you offering?" Never realizing that yes, Rick Trimble, was offering me his rear seat – in pole position. Did I say yes? Well, duh!!!

So suited up warm and toasty and even treated to a full-face helmet courtesy of Pandora's, I hopped on back with Rick and the group took off in search of bears. Well, not bears, but trees, woods, and dirt. Stuff bears like.

Rick led the group up through Cleveland via Snow Hill Road, and from there I got lost, 'cause man it was great to ride on back and look around, and a pure pleasure riding on back with such a talented rider. Rick dug through the curves with ease and my adrenaline was starting to sing.

We turned into the Cherokee National Forest via one of their many gravel/dirt service roads and the adventure really started! Now it was time to hold on with more than my knees, so I kept one hand firmly gripped on the rear seat bracket. We climbed up steep single-lane roads, riding numerous switch backs, passing streams, and an occasional home tucked deep in a thicket.

Rick had told the others that he would rush to get ahead of the group and then turn his bike so that I could catch photos of the riders coming towards us on the road. This was great! I mean rushing ahead was great! Rick handled the terrain and curves with the grace of the pro he is and my adrenaline was in full gear...and we weren't done yet.

Eventually the dirt ended and we ended up on Highway 30 going towards Ocoee where Rick proceeded to show me that yes, dual sport motorcycles [specifically his new BMW R1200GS] can handle the curves, and the next few miles I shut out all else and fell into the curves with him. My adrenal gland was on overtime now.

Back on Highway 64 riding towards Pandora's, I smiled in the wind and said a big prayer of gratitude for the unexpected blessings of the day. I met some neat people who love to ride and explore, got some photos that I wanted, and I rode on back...and I liked it!

Kim Teems
kim@kickstandup.com

Post Note: Larry Boothby suggested next time I ride backwards to catch the

action. Now with the right bungee cords – it just might work...

Do you have a Back Seat Experience? Send us your story in 300 words or less to info@kickstandup.com.

Kim Teems



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FABRICATED

Personal Honda History

This is my life as a little man. When I was adopted from the foster home, I met the most important family of my life, the Zorns. Walter H. Zorn Jr. and Dorothy (Dot) P. Zorn.

Dad grew up racing race cars on the dirt track along with some of America's icons from the 50's and 60's. When Walt and Dot wanted to have children of their own, we were at hand. Dad started teaching me how to ride a bicycle when I was five years old and I fell in love with it. You never forget your first full ride without laying it down. Dad had to stop racing cars to have us and gave up his passion to keep me and my sister, Penny.

Dad always loved riding on motorcycles and had everything from a KZ900 to a GI1000. He had an idea to build a bike with a sidecar so his family could go on motorcycle road trips with him..and he did. **Dad would not just buy something, but he would study about it and figure out how to build it the way he wanted it.** No matter what it was. He just sat down and drew it out and then went to work on it. He hand-built and fabricated the frame out of old car parts and then used chicken wire to make a mold and fiberglass it in. Then just a little Bondo and paint later and we were on the road and off on a road trip.

We were going everywhere after that, so he had another good idea...what if we took a camper along? **Dad made a trailer hitch on the back of the Gold Wing and bought a pop-up camper to pull along.** This was a

camper that you pulled with your car. Can you imagine seeing a motorcycle with a side car AND a pop-up camper going down the road? This was normal to me. I did not understand things back then.

I remember sleeping in the floor of the side car, buzzing down the road, listening to the engine. **The sidecar had a small hole that I could see the road two feet off the ground.** That was very cool. We always went to Cherokee, NC and the Great Smoky Mountains to have fun. People were always looking at us because they could not believe what they were seeing. I am

very sorry that no photos were made pulling the camper!

My first motorcycle was a 1973 Yamaha Trail 80 . I started at six years old and never looked back. I was hooked! One hundred wrecks later, I still get back on. Dad showed me what tools are for and what to do. Of course tools stayed in the yard. If you break it - learn to fix it!

Robert "Busa Doc" Zorn

photo courtesy of Robert Zorn




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Griffith: It's a Family Tradition

The Griffiths have been a major part of the motorcycling world in Chattanooga and the surrounding area for decades and have a history that dates back to the 1920's. They have held many different franchises including: Harley-Davidson, Yamaha, Kawasaki, Suzuki, Triumph, Rickman, Ducati, Aprilia, Norton, Bridgestone, J.B. Sachs, Honda, and Arctic Cat; and continue to thrive in a down economy.

The tradition started when Howard Griffith opened the first Griffith motorcycle shop, in Cleveland, TN, one of the first Harley dealerships in the Chattanooga area. It opened in 1926 in what history calls

the "Roaring Twenties" and even managed to survive when the stock market crashed just three years later in 1929 and started the "Great Depression." Having a Harley-Davidson was a good distraction from the woes of life during the depression and offered a lifestyle filled with barbecues and biker outings. People would compete in various challenges like slow races or barrel rolls (pushing a barrel from point A to point B with the front wheel of your bike), go for rides, and just hang out. Howard Griffith made a name for himself in the community and supported a wife and five children with Harley, but dropped the Harley franchise in 1968 and picked up Yamaha a few years later in 1973. He ended up selling the dealership to his son, Howard Griffith Jr., and his son-in-law, Ed Moore, who split into Ed's Cycle and Griffith Kawasaki, which are still in Cleveland.

Meanwhile, his other son, Don Griffith [left photo], was busy cooking up a dealership of his own, Griffith Cycles in Chattanooga, TN. He opened up his motorcycle and bicycle dealership in October of 1956 on Dodd's Avenue and lived upstairs at the dealership with his wife and son, Terry Griffith. Triumph and Schwinn held him afloat until he could afford to rent the building across the street in 1960. In that building he built a business that would allow him to live comfortably all the way through to 2004 when he retired. He sold Triumph, Schwinn, and even Ducati, Rickman, Aprilia, Norton, Bridgestone, and J.B. Sachs motorcycles out of that building. The thing that set him over the top, however, was getting Honda in 1964 when it was just emerging as a big power in the powersports industry.

In just three years after getting Honda, he was once again able to build up

the funds to move into a new building in 1967, which he built just across the street in the building he stayed in until he retired. In 1983 Triumph went out of business, leaving him with just Honda, and Honda thrived. Between winning national championships and raising a family of his own, his son, Garry, helped run the dealership until he finally sold the Honda franchise to a corporation in 2004 and retired.

Garry had worked in the shop with his father since he was twelve and had substantial knowledge of motorcycles through racing through the 80's. It was in his blood to continue his career in the powersports industry, so he went with the Honda dealership and worked until August of 2009 when he left and opened the old shop back up in the middle of a recession. Garry Griffith Cycle had its grand opening in the same building Don had built on October 1st, the same month that Don had first opened his shop. He started out just selling used motorcycles and ATV's and doing some service work. A few months later, an Arctic Cat representative heard about Garry and offered him a franchise. Garry Griffith Cycle got its first Arctic Cat ATV in April of 2010. Today, Garry Griffith Cycle is a family owned and operated business with Garry's wife, Dava, and his son (myself) working with him, just like he did with his father.

Garry Griffith Cycle, Griffith Kawasaki, and Ed's Cycle are still alive and well and will carry the family's legacy for many years to come. We are three generations deep and as time goes on, the legacy will pass on to future generations.

Jeff Griffith
jgriffith@griffithcycle.com

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Kent Whitaker

Kent's Crab Cakes Made Simple

Ally watched me work about three hours trying to get my bike started. Her ride fired right up. It was about 67 degrees and we were craving anything to do with a beach after a good ride. We missed a ride and we decided on a plan B... Buffet music on the home stereo and crab cakes.

But, I had no crab, but I had some imitation lobster meat and decided to use that. That's the great thing about this recipe is that you can substitute the crab with imitation crab, lobster, imitation lobster meat, crumbled shrimp and even crawdads. It all works.

They turned out great with some store-bought tartar sauce and store-bought southwestern mustard. Hope you enjoy. - Kent

- 1 pound lump crab meat
- 1 cup low-fat mayonnaise
- 1 tablespoon Dijon or spicy mustard
- 1 egg, beaten
- 1 teaspoon Worcestershire sauce
- 1 1/2 teaspoon Old Bay seasoning
- Handful minced red or green pepper
- 1 tablespoon lemon
- 12 Saltine crackers, crushed
- Parsley flakes

Combine all of the ingredients in a bowl and if you don't have any Old Bay try Cajun or Creole seasoning. Cover and chill for an hour or more. Form into balls smaller than a ping pong ball. The smaller the cake the easier to flip as they tend to break apart if made too big. You can cook them in hot oil or melted butter until golden on each side or place on a nonstick cookie sheet with a bit of butter spread on top and bake at 450 degrees until golden brown.

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

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EVENT LISTINGS

SATURDAY, APRIL 2

Chattanooga, TN
(PROFESSIONAL HARLEY-DAVIDSON) SEMINAR
 Thunder Creek Harley-Davidson, 2:00 PM
 423-892-4888
 www.thundercreekharley.com

Dalton, GA
(PROFESSIONAL HARLEY-DAVIDSON) SEMINAR
 Mountain Creek Harley-Davidson, 2:00 PM
 706-370-7433
 www.mountaincreekharley.com

Chattanooga, TN
CMX CHATTANOOGA MOTOCROSS ROUND 1
 Saturday Night
 423-821-MOTO
 www.ride-cmx.com

SATURDAY, APRIL 9

Chattanooga TN
CMA RIDE: DEVIL'S TRIANGLE
 Sportsman's Warehouse - Lee Hwy, 9 AM
 www.cmachattanooga.com

Chattanooga, TN
RALLY ACROSS AMERICA FOR BRAIN INJURED CHILDREN
 Acoustic Cafe, 3 PM -11 PM
 Gary McCullough 423-304-8417
 www.facebook.com/unforgotten.wrtwl

Eton, GA
CRUISE-IN & D1 POKER RUN
 Eton City Park, 4 PM
 Poker Run Begin @ 11 AM FBO Noon
 Jackie Poag 706-264-9938

CHATTANOOGA, TN
CMX CHATTANOOGA MOTOCROSS ROUND 2
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SATURDAY, APRIL 16

Rock Spring, GA
TC THOMPSON CHARITY EVENT WITH LIVE BANDS, CAR & BIKE SHOW AND MORE!
 Village Sports Bar, 96 Fieldstone Village Dr.
 706-375-1165

Chattanooga, TN
FREEDOM RIDERS MAKE-A-WISH POKER RUN
 Thunder Creek Harley-Davidson
 Reg 10:00 AM / FBO 11:00 AM
 423-240-5988

Shelbyville, Tn
AUT 2 B KIDS RIDE FOR AUTISM
 Celebration Pavilion, Celebration Dr., 9 AM
 Ronnie D Curtis Cell (931)224-3208
 Rain date April 30th

SATURDAY, APRIL 16

Chattanooga, TN
ZACH NICHOLS MEMORIAL RIDE
 Spectators, 1 PM
 (423) 648-6679

Rainsville, AL.
RICK'S CYCLE CUSTOMER APPRECIATION DAY
 Rick's Cycle Parts, 11098 Horton Rd., 10:00 AM
 256-638-1069

SATURDAY & SUNDAY, APRIL 16 & 17

Carrollton, GA
SOUTHEASTERN TRIALS RIDERS ASSOC. ROUNDS 3 & 4
 Schoenbeck Ranch, 12 est. Saturday, 10 est. Sunday
 Jamie Gourley, 770-788-0937
 setrialsriders.org

SUNDAY, APRIL 17

Chattanooga, TN
CMX BATTLE CREEK MOTOCROSS ROUND 3
 Saturday Night
 423-821-MOTO
 www.ride-cmx.com

MONDAY APRIL 18

Dalton, GA
CUSTOMER DEALER RIDE WITH MOUNTAIN CREEK H-H
 Ride to Lake Guntersville with lunch @ Triple BBQ
 KSU - 9:00AM
 706-370-7433
 www.mountaincreekharley.com

SATURDAY, APRIL 20

Calhoun, GA
FALLEN SOLDIERS MEMORIAL POKER RUN
 American Legion Post 47, 10 AM, LBO 10:30 AM
 www.108thmemorial.com

SATURDAY, APRIL 23

Chattanooga, TN
BLESSING OF THE BIKES
 TN Riverpark 10AM-2 PM , Free lunch
 Gary Scruggs-President, 423-991-0962

SUNDAY, APRIL 24

Chattanooga, TN
EASTER SUNRISE SERVICE
 Chickamauga Dam Boat Ramp, 7AM
 Gary Scruggs-President, 423-991-0962

WEDNESDAY, APRIL 27

Chattanooga, TN
BART'S LAKESHORE ANNIVERSARY PARTY
 5600 Lake Resort Terrace
 423-870-777
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WEDNESDAY - SUNDAY, APRIL 27 - MAY 1

Panama City, FL
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SATURDAY, APRIL 30

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THURSDAY - SUNDAY, MAY 5-8

Newport, TN
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 www.rallyatthestrip.com

SATURDAY, MAY 7

Chattanooga TN
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SATURDAY, MAY 14

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 Jimbo 931-308-5500
 www.hogfestoftn.com

SATURDAY, MAY 28

Chattanooga, TN
HONDA OF CHATTANOOGA OPEN HOUSE
 4915 Hwy. 58
 423-855-5055
 www.HondaOfChattanoogaTN.com

FRIDAY - SUNDAY, MAY 27, 28, & 29

Monteagle, TN
THUNDER ON THE ROCK MUSIC FESTIVAL & BIKE RALLY
 www.ThunderOnTheRockOnline.com

SATURDAY & SUNDAY, MAY 28 & 29

Sequatchie, TN
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 Fri., April 8 - JOHNSON & BROWN
 Sat., April 9 - BLAKE MORRISON

April 15 & 16 - BOUNTY HUNTER, GOVEMENT CHEESE, AND OLD #7 TC THOMPSON BENEFIT EVENT WEEKEND

Fri., April 22 - MONKEYSHINE
 Sat., April 23 - GOVTMENT CHEEZ
 Fri., April 29 - TIMBERWOLFE
 Sat., April 30 - CHICAMAUGA RODEO

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Wednesday - Open Mike

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Saturday 11 - Midnight / Closed Sundays

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ODDS & ENDS



The Crash Pad Update

Construction at The Crash Pad is coming fast and furious! A month ago we only had some footings. Then within a week we had all of our walls up and another week we got both floors in. The roof is now framed and we're awaiting our green roof to be installed. In slightly sad news, the building affectionately known as the relic (an existing building we were going to keep two beautiful brick walls of, brace and mount with solar panels) fell over in the process of us trying to save it. It turns out that 100-year-old mortar has the holding power of dust. Not to worry, we've reclaimed literally every brick and beam of wood and this will go into an outdoor pavilion area that we're in the middle of designing right now. To follow our progress (and for more construction pics) please check out facebook.com/TheCrashPad.

Max Poppel
max.poppel@gmail.com

Editor's Note: Thanks for the tour Max. I can't wait to see it once all it's done!
- KT

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Check out motocross training articles at:
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I WANNA RIDE!

Honda of Chattanooga is having the "I WANNA RIDE" Open House on Saturday, March 26th from 9 a.m. to 5 p.m. **Two new Honda scooters will be given away** that get an estimated 114 m.p.g. and **demo rides** will also be available! You must be present to win! There will set be door prizes & refreshments.

Coming up on May 28th is our annual Open House where you can enter your bike for a chance to win door prizes and a Honda Lawnmower. All brands/classes welcome, any condition! A Honda trimmer will also be given away for folks who don't enter a bike. Call 423-855-5055 or check out **www.HondaofChattanoogaTN.com** for details.

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RIDE TO DINE

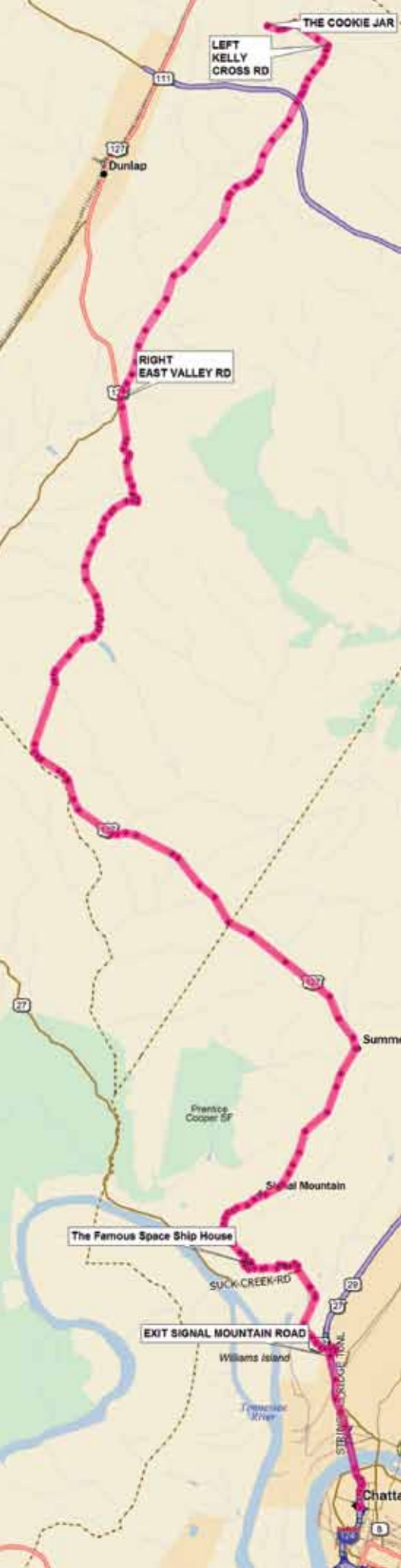
The Cookie Jar

Most of you have already found this little treasure of a restaurant out in the middle of the countryside in Dunlap, TN. But it is worth another trip any time you get the chance because the food and especially the desserts are wonderful. And if you have not made the trip out there yet, what are you waiting for?

Now the instructions going to Dunlap are a bit hazy to us who are not long time residents. Take Corridor J out to the new highway and get off at East Valley Road and go right to where the big oak tree used to be. Turn left and you will go down past Farmer Bob's brown and white cow and veer to the left. Now don't veer at the black cow, as that is a not a cow, but a bull. And you will be pulling into Farmer Bob's driveway and you just aren't invited for lunch. After you veer left, and go around the curve hang a right into the Cookie Jar. Come hungry.

Gary Boyd
gboyd1800@yahoo.com

- Take 27N from downtown Chattanooga
- Get off at Signal Mountain Rd exit [Hwy 127]
- Follow Hwy 127 across Signal Mountain
- Go over mountain and turn right on East Valley Rd at red light in Powell's Crossroads
- Follow East Valley Road to stop sign at 127
- Continue straight on East Valley Rd
- After passing under 111 be watching on the left for Kelly Cross Rd (approximately 1 mile)
- Stay on Kelly Cross Rd. You will see a dairy farm on the right.
- The Cookie Jar's driveway if next on the right.
- It's a hilly gravel driveway, but the food's worth it.



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The Trans Georgia Trail

The Trans Georgia Trail [TGT] traverses the mountains, ridges and valleys of North Georgia from the Alabama state line to the infamous Chattooga River (Deliverance was filmed there) at the South Carolina border. Much of it runs through the Chattahoochee National Forest on dirt and gravel forest service roads, but it also includes some of the most exciting paved roads in the southeast.

The TGT is actually a network of roads running generally east and west that provides lots of route choices. You can follow one route going east and then return to your starting point on entirely different roads.

There are no roll charts for the TGT and in some places you may have the choice of several routes. You may also choose to take different roads for a number of reasons...fuel, food, weather, time, high water crossings, closed forest service gates, etc.

The route covers about 300 miles from Alabama to South Carolina and could be ridden in two full days. There

are motels in Chatsworth, Ellijay, and Dahlonega that would make good midway stops, and enough gas stations, small grocery stores and cafés on all routes to keep you going. The very best thing about the TGT is that there are wonderful, unexpected, amazing people and places that you will encounter all along the route. The ride will not be one you'll soon forget.

Recommended Navigational Aids:

- North Georgia Road Map
- Georgia Atlas & Gazetteer – Delorme
- U.S. Forest Service Map – Chattahoochee National Forest, Chatsworth Office, (706) 695-6736
- County Maps of Dade, Walker, Chattooga, Catoosa, Whitfield, Gordon, Murray, Gilmer, Fannin, Unicoi, Towns, White, Habersham and Rabun Counties
- GPS

The detailed description of the TGT will be presented in installments over

the next several issues of KickStand Up!, or create your own custom route by employing some of the navigational aids listed above. Consider your riding ability, navigational skills, and tolerance for adventure.

Use sound judgment and have fun!!

Doug Graydon



Doug Graydon

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CENTER STAND DOWN

How important is body position when riding a dual purpose motorcycle? I feel like it's just as important as a golfer's stance when driving or putting; or a tennis player's position when serving the ball, etc.

First, place the bike on the center stand, if equipped; if not, center the bike on a box with both wheels off the ground. Put your feet on the pegs. Stand up, knees slightly bent, hands on the bars. Position yourself fore and aft so there is no pressure on your hands. NOW you are in the proper stand-up position.

Sit down now slowly, with no pressure on your hands, fore and aft. You should be close to the tank, upper body slightly forward. **If your butt position is toward the rear of the seat when sitting down, you are an accident waiting to happen.**

The front end is too light and when you accelerate hard, you have tremendous pressure forcing your body to the rear. Sitting up close to the tank, leaning forward during hard acceleration – use your stomach muscles and legs; tighten against the tank. This keeps the front end down and eliminates aft pressure on your hands and arms, keeping you in total control. Sounds simple, but it is VERY important.

HOW ABOUT HAND POSITION?

Right hand: first finger on the brake lever (ALWAYS – dual purpose and street bikes) This gives you quick brake action always, plus gives steady throttle control. Try it. It makes a huge difference. **The FIRST FINGER IS ALWAYS ON THE BRAKE LEVER.**

Left hand: when riding slowly, (dual purpose and street bikes) first two fingers on the clutch lever (first finger

only, if you have a bike with a super easy-to-pull clutch lever).

These are the first and very important steps in going from an average to an excellent rider.

Rick Trimble
ricktrimble@comcast.net




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SALE CREEK POWERSPORTS Sale Creek, TN 423-451-7036	DUNLAP FAST LUBE Dunlap, TN 423-949-6157	BATTLE CREEK POWERSPORTS Jasper, TN 423-942-9056

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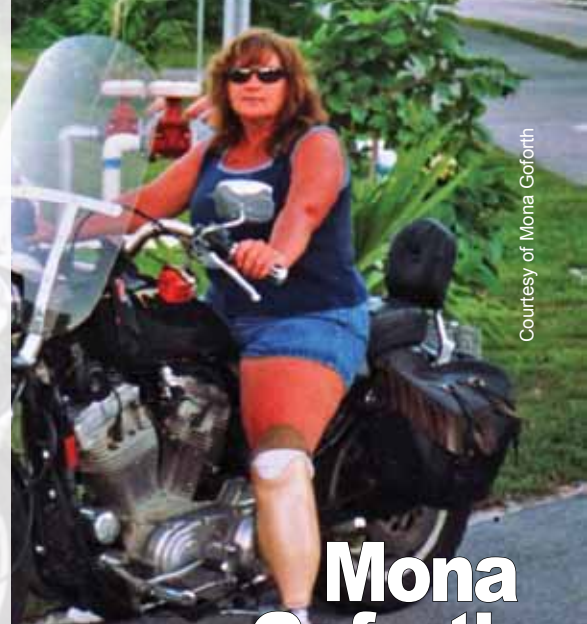
She was simply on her way to work that morning. Not a long ride, really. She rode her bike because later that evening she and her friends planned to ride down to Chattanooga to Nightfall. It was an August morning in 2001 in Benton Tennessee, not long after Mona Goforth had returned from a ride to Sturgis. Long rides are a love of Mona's. She has ridden to Wyoming, Mt Rushmore, Daytona, South Carolina, Savannah, the list goes on. Mona's devotion to riding was sparked at a young age, when her dad brought home two bikes, one for Mona's brother and another for Mona and her sister, Theresa, to share. Independent minded, neither of the girls wanted to ride on back so their dad bought Mona her own bike, a Hodaka 100. From the beginning she had obstacles to overcome. The bike had no kickstand and was too tall for Mona to reach the ground. Undaunted, when she needed to get on or off the bike, she leaned it over on her grandparent's porch. Riding became a natural part of life for her. It still is, in spite of that fateful day in 2001.

That morning, Mona had just made the turn onto Hwy 411 from Hwy 30, moving at about 20 mph. From the opposite direction a young man who had recently begun a third shift job was on his way home. As he traveled down 411, he fell asleep at the wheel. Mona saw him coming and did her best to get out of his way, but could not. "It was a freak accident. There was nothing I could have done to have prevented it." Mona says. After the impact, her next memory was waking up inside an ambulance

with her friend Cindy, an EMT, standing over her. Mona told her "Cindy, take off my shoe, just take it off, its too tight on my foot." Cindy responded by telling Mona they were on the way to the local hospital and would have to let the doctor take it off. Not grasping the extent of her injuries, Mona resisted. Her friend explained "We're meeting the helicopter there, and airlifting you to the UT Trauma Center." It was days later before Mona was alert enough to be given a report of the damages her body sustained. She had suffered a severe head injury, broken all her ribs, punctured her lung, broke her right elbow, arm and rest, cut open her left knee. She had 6 surgeries in 9 days, and in the last one, they removed the front of her foot leaving only her ankle and heel.

Recovery was long and agonizing. She slowly healed from most of the injuries, though she relates that her speech is slow at times. She used a wheel chair for 3 months, but eventually was up and trying to walk with a walker and cane. Pain medications were an essential part of life, and things that were once possible weren't even conceivable due to the excruciating pain in her heel. When she came home from the hospital, she couldn't get into her house because of the steps. Her husband, Larry, built a ramp the next day.

Some people might have allowed these injuries to define them. Not Mona. After two years of fighting pain, using the prescribed meds, being home bound, walking agonizingly with a walker or cane and "laying around getting fat," this forceful woman decided she was



Courtesy of Mona Goforth

Mona Goforth

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fed up. Life was moving on and she intended to move on with it. "Someone had to wake me up to eat and go to the bathroom. I told my husband, I don't want this life." Her doctor could offer her only one drastic solution. If she wanted to permanently relieve the pressure from her damaged heel, he could remove her leg. "Let's do it." Mona told him. Friends and family tried to convince her not to do. Mona told them "You aren't having to live my life. I feel trapped. I don't have a life."

So in Feb. 2002, she had surgery to remove her leg just below the knee. When asked how she deals with such a difficult decision and go forward with life, Mona answers without hesitation. "Determination. Losing my leg was a minor thing." she tells me with a shrug. "I am alive." She had to wait a few months for her leg to heal before getting her first prosthetic. "I got my new leg on April 15, and by June 1st I was on my bike headed to Key West."

Her H-D Sportster 883, which she had received as a 20 year anniversary present, required some changes in addition to being repaired from the accident. "Dear friends in Chattanooga put my bike back together. It now has a larger gas tank, different handle bars and a windshield." Randy Hysinger, a machinist in Cleveland, came and measured her foot and made a rocker arm so she could change gears. Larry, her husband of 38 years, put floorboards on her bike to rest her heel. With the addition of forward controls, Mona's bike was ready to go. "I could ride my bike but still required the use of a folding cane to walk." Some people questioned her about riding a motorcycle when she couldn't walk without aid. But Mona and "the girls," her 7 closest friends, did what they do best. "We find the fun and go have it!" All 7 women road the trip to Key West and have ridden many trips since.

"We've jokingly made up our own motorcycle club, called "The Missing

Parts." I'm missing a leg, my sister lost her left boob to cancer, and a friend lost her eyelid to cancer. And," Mona says with a sly grin "one friend is an RN who just has no common sense." She laughs hard and so do I. I hadn't expected this. How is it we can be laughing about such a serious change of life? "You have to laugh." Mona explains. "There's a lot of pain, a lot of heartache, a lot of hurt, but you just have to play the hand you're dealt." Was there any hesitation when it came time to get back on the bike? "No. Some people thought I was crazy, but those who knew me always knew I would get back on."

"I had to learn to ride all over again. I took the Motorcycle Safety Course. I figured if I was gonna drop a bike, I wanted it to be their bike." Since it is her left leg that is missing, she had to learn to mount her bike from the right side. "There was a lot of trial and error. I did some stupid things. Once I put my kickstand down on the shoe of my prosthetic. I couldn't move and didn't have my cell phone. I was in Florida visiting a friend and had stopped for gas. I'm bad about riding alone, if someone else doesn't want to ride, I just go. Anyway, I asked several people for help to get my bike off of my foot, but I guess they thought I wanted money or to hurt them, because everyone rushed past me." Finally a woman hesitated long enough for Mona to explain what she needed. "I'm an amputee and my bike is on my prosthetic. Just pull my bike by the handlebar." Mona told her. "I don't want any money; in fact, I'll pay you if you'll just help!" Mona laughs and shakes her head at the memory. "And one other time I stopped on a spot of oil and out went my leg and down went my bike. It landed on my prosthetic. Well what was I going to do then? I managed to hop and pull my leg out, but I was still stuck.

Mona's active life isn't just about motorcycling. She loves to dance. She

water skis (using her 'water leg'), snow skis and sleds with her grandchildren. This past fall she took her grandchildren zip lining. "If I mess up at something, I blame it on my leg. Think about it." Mona is full of funny stories about learning to live with her prosthetic. "It's no big deal." She even painted her house recently, climbing up and down a ladder repeatedly.

Mona's doctor, Kevin Gardner of A&P Prosthetics, is Mona's biggest admirer. He tells her "Mona, it's so hard for me to get some people to even wear their legs, and you wear them out too fast!" I asked her what he thinks of her riding the motorcycle again. She says he just grins and says "Okay Mona, tell me where you've been, and tell me where you're going."

It seems impossible to think of Mona as "handicapped." She doesn't think of herself that way and her friends, especially, don't see her this way. She credits her doctor with giving her the capability to do whatever she wants to do. Mona's indomitable, fun loving spirit is contagious. I tell her I am inspired. Does she know her outlook on all this is not typical?

"What is the option, really? To hide in the house? Cry about what happened? Wish to go back and make it all different? I've never been one to feel sorry for myself. If it hadn't happened with that young man, it would have happened some other way. I honestly believe this is my journey in life. If it hadn't been that accident, something else would have happened. I would have gone through life as an amputee anyway. That's just the way it is. And I love to ride my bike. It is my peace of mind. My get away."

Kathy Kile
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Kim Teems

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steve.smith's Super Trooper Blog

Last October I needed to travel from Chattanooga to Memphis for a conference. Having just bought the Vee, I decided to drive it there . . . and a little further after the conference.



Day 1.

Chattanooga to Memphis via U.S. 72. I left a little

later than I had planned since I had no idea leaving the key in the ignition would drain a battery. I drove through my first thunderstorm at night on a pitch black road through rural N. Alabama and N. Mississippi. No pics of the lightning.

Back on the road after the conference, I took U.S. 64 westward but got bored. I ended up taking a northwesterly track toward Batesville, through Heber Springs and into the Ozark National Forest.

From there I took the super slab I-40 over to Ozark, AR (first real experience opening the bike up to see what it would do) and got dinner at a second rate steakhouse. No free advertisement for that meal.

Next, back through the twisties north to Huntsville, AR and then West into Fayetteville, AR, home of the Razorbacks. It was Friday night in a real nice college town.

Back on the bike - getting late. West on U.S. 412 through another little sliver of national forest. I found a place for "dispersed camping" and with the threat of overnight rain, I pitched the tent.

Oh, the second day from hell.

It started raining as I crossed into Oklahoma, though it was just a steady light drizzle. I stopped in Talequah, OK and toured the Western Band of the Cherokee museum and then the downpour came. I went down to Muscogee (I'm a Haggard fan), then west on U.S. 62 south of Tulsa to OK 16 (due west). Someone

had lost a screw and I found it in my rear tire just southwest of Bristol, OK.

With the plug seemingly holding (and being late Saturday evening with no open tire shops anywhere) I moseyed on over to Guthrie, OK and then further West to Kingfisher, OK in search of a campsite. None to be found. I talked to a Sheriff's Deputy about anywhere I might throw down a sleeping bag. "We don't take kindly to vagrants," was the attitude I discerned. So I headed up U.S. 81 through Enid, OK and it was getting late. I turned down a dirt road, crossed some RR tracks and drove down the RR right of way a ways and found the only clump of trees in Western OK to hang my hammock.

It turns out, I camped a stones throw from the Chisholm Trail. A little dogie may have wandered over to the ancestor of the tree I hung my hammock in for some shade. You can just make out a swale where millions of hooves beat down the earth behind the ugly brown Chisholm Trail sign.

Day three - FIND A TIRE. I headed west on U.S. 412 to Arnett, OK then south to Sayre, OK to super slab I-40 west toward Amarillo. I lunched at a McDonalds and learned that there was a neat canyon south of Amarillo. I got off the superslab in McLean, TX and headed toward Clarendon, TX. I had planned to try and pick my way on county roads to Palo Duro Canyon but the plugged tire just wouldn't hold anymore. I abandoned the canyon idea and tried to make a beeline to Amarillo in hopes the dealer would open the next day (Monday) and have a tire.



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I made it to Amarillo and stayed at a Motel 6 within walking distance of a Suzuki dealer. The next morning on the way out the door, I got a call from a fellow Storm trooper with an old used tire that he didn't need. I kindly thanked him but headed to the dealer. But guess what - no new tire in stock. So I called back trailryder42 and met him at his place where we changed out the tire. Swell guy. Lifesaver. I hope to return the favor someday.

So about lunchtime on my third day from Memphis, I headed west again on Route 66. There were many dilapidated buildings and I felt like an archeologist. There were black stained markings on many buildings, maybe an homage to a ruler of some kind.

Stopping for lunch I noticed the wind had picked up. One guy in the diner asked me if I was riding in "this wind" and I thought it was an odd question. I had been to the panhandle before and the wind always blows. But nothing prepared me for the next six hours.

A low pressure system (that a few days later back in Tennessee spawned a tornado) was building and I was blasted with sustained winds of 35-40 mph coming from about 10 o'clock. I had to ride in the oncoming lane of Route 66, canted over, so that when the 50-55 mph gusts hit I would have room to recover before I was blown off the right shoulder. I could get about 30-40 mph safely and did so the rest of the day. The wind never stopped.

Crossing over into NM, I headed northwest to Logan where I ate supper. It was a roadhouse looking place and was pretty darned good. I had a green chile burger. After the fill up, I headed up to Mosquero on NM 39. It felt like the road would go on forever - in a good wanderlust kind of way.

In the high desert nightfall was approaching and so was a dark cloud. It started to sprinkle. I didn't think I could hold it in the road with the wind if it got wet so I started looking for a place to throw down the tent. I was trying to make it to Kiowa National Grassland, but I couldn't.

I passed a farmhouse and wondered if they'd mind if I pitched a tent in their yard. It was dark. I was dirty. On a motorcycle. In the middle of nowhere.

A woman answered the door. She was strangely not too shocked at the late visit. Her husband invited me in. They were real nice folks. I explained the flat and the wind and not being able to make good enough time to get to a campsite. They offered me dinner and let me sleep in their Winnebago. Awesome. Second stranger I met on the trip and both reaffirmed my faith in humanity. Oh, by the way, they rode motorcycles too.

To Be Continued Next Month

Editor's Note: Steve has only been riding street bikes for two years, yet he undertook a solo trip that many veteran riders will never have the nerve to attempt. A long solo trip takes a heavy dose of self confidence and moxie that most people don't have. - RL



Steve Smith

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Brandon Bones

Season Opener in Daytona

Kris Turner Update

I had a pretty successful season opener at Daytona at the end of Bike Week. Qualifying on the 5th row in 19th was a little disappointing, and just enough inspiration to pick up the pace a little, dropping to 12th quickest in Sunday's morning warm up.

I started off strong with a decent start passing up to 9th place. With a gas-n-go only planned pit stop on lap 18, I was hoping to pick up even more positions. But a TV crew was loitering and obstructing my view marker for my pit stall. I missed my stall all together and had to stop the next lap too, wasting a bunch of precious time.

At the first of three red flags, I started to make up for this mistake and got to 14th. When I saw the red flag come out, I knew it was second chance for me to make up what I lost in the pits.

After the mandatory tire change and a nice speed center break for the live TV, the lights were out again. I knew I had my work cut out for me on the first lap with my quick shifter no longer working. That wasn't the only problem. We were planning on doing the whole race on one front tire and one rear tire, so pit stops were for gas only. I really think it would have worked out great if we didn't have a semi used rear tire on the warmer for an hour and a half between racing. I knew without my quick shifter and limited traction the only place left to make up time was on the brakes in the chicane and turn one.

I had to hold off a hard fighting Huntley Nash for 11th over all. After the way the last two Daytona 200s have been, this is such a relief. I'm going to do what I can to catch the lead pack and see if I can't race up front a little this year. I really need to thank my crew for staying in the game, even with my confusion in the pits, they never slipped once when I didn't make it in.

I want to be able to do all the races this year. If more financial support comes along, I will be at the next race in Sonoma, California to chase my dream.

Kris Turner
turner38flew@yahoo.com

Sport Bike Editor's note: There are a couple things Kris didn't tell you about his race that I would like to mention. Finishing 11th in the Daytona 200 sounds good, but Kris didn't mention there were 43 bikes in that race. That makes an 11th place finish outstanding. Also, most of the competitors in Kris' category are fully sponsored by teams who roll into the paddock in transport vehicles (some in tractor trailers) loaded with every piece of equipment they could possibly need. Who knows where Kris would be with sponsors, possibly you or your company? It would be outstanding to see one of our local companies step up to be involved nationally with cycle racing. Contact Kris for additional information. - ER

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ATLANTA SUPERCROSS

REED AND STEWART DUKE IT OUT

Tyler Davis

This year's AMA Supercross in Atlanta, GA was a race that will not be soon forgotten.

Cameron Stone represented the Chattanooga area well, qualifying for his first AMA Supercross Lites night show. He got sixth fastest lap times in his first practice and went on to qualify among the top riders in the nation and make it to Lites Heat 1. We can't expect him to make it to the main event on the first try, but he still did great and accomplished something that every amateur rider dreams of doing.

The Supercross Main event was filled with ooooo's and aaaahh's as Chad Reed and James Stewart duked it out for the lead. These two had a heated rivalry last year. Now they had some time to cool off, but the rivalry is just as fresh now as it was then. Back then it ended with Stewart pushing Reed's bike off the stand in the pits and both put out with injuries; who knows how it will end this year!

Just before the race ended, Reed goes for a block pass, and Stewart

slams into the side of Reed, allowing Villopoto to sneak on by for the win, but this wasn't over. Stewart picks up his bike while straddling Reeds bike, then kicks off of Reed's to take off in front of Reed. Reed catches back up by the last turn, puts a strong pass on Stewart, and finishes the race in 3rd. If you weren't watching closely, you wouldn't notice that Dungey snuck in there on the last turn while Reed was passing Stewart and passed both of them to make second place.

After the race I went back into the pits to see these guys and get some autographs, James Stewart was nowhere to be found. Chad Reed showed up after a few interviews, and was obviously distraught. The crowd at Atlanta had just gotten through booing him during an interview about what happened. James did the smart thing and got back into his rig before he said something out of anger that would cause him to lose fans. In their interviews afterward, Stewart said that Reed's move was a desperate attempt

by a defeated man; and Reed said that he gave Stewart a choice, and Stewart made a decision to ram him rather than let him by. You can decide for yourself, but I wouldn't fault either. Racing is an aggressive sport. If you want a safe sport, try golf.

That race and the race at Daytona solidified the points lead for Ryan Villopoto, and gave Reed a good chance of passing his old rival, James Stewart, in points standings. Stewart has to conquer his inconsistency if he does not want to lose his chance at winning this year's championship, and he has run out of time to do it. Reed is figuring things out with his new team, and Villopoto has a commanding points lead. These guys are pushing the limits and will not give each other a break, especially as the end of the season approaches.



Jeff Griffith
jgriffith@griffithcycle.com

In The Headlight **Chase**



At age 6, Chase Fauscett (now 10 years old), fell in love with dirt bikes. He was first exposed to the race world by cousins Cortney and Barry Phillips. Barry, who has raced four wheelers and dirt bikes for most of his life took Chase to a hare scramble, a race in the woods, and Chase was hooked. Chase received his first bike, a Honda CRF 50, for Christmas that year and by April he competed in his first race. With the support of his mom, Kelly, mom's boyfriend, David Edwards,

and Cortney and Barry, Chase continued to race in the Southern Off Road Championship Series for two seasons. In his first season he took fourth place overall in his class in the series and in his second season he placed second overall. For the next two years Chase continued to race, going through two more bikes, a KTM 50 Junior Adventure and a KTM 50 Pro Senior, finally moving up a class to a Kawasaki KX65. Chase has successfully brought home numerous plaques and trophies, many for first place. Chase no

longer rides in the woods, he has found his home on the motocross track. While he wasn't able to do much riding last year, Chase is back in the game and has been amping up his skills and twisting his throttle at Lazy River and Calhoun Supercross. He hopes to be a contender in the 65 Beginner Class in the series at Calhoun and Chattanooga Motocross this year.

Kelly Fauscett
[Chase's number one fan - his mom]

OUTDOOR MOTOCROSS MAKES ITS WAY TO THE SCENIC CITY!

On April 2, 2011, Battle Creek Motocross will open the gates for the first time! There is a lot of excitement and energy about our new facility opening. I have owned and operated Chattanooga Motocross for ten years and it is a great Saturday night track, one of the most popular night tracks in our region but, we have always been limited on how much we can grow due to the size of our property.

Now with the new facility we have endless options. The new 1.2 mile outdoor motocross track is strategically set on 88 beautiful acres of land. We have devoted a lot of time designing the spectator area, the parking lot, and the track to work well together. The facility and layout is completely unique!

Our plan is to light half of the new track and run a Saturday night series with Chattanooga Motocross Park, since all of the AMA Sanctioned series have their 2011 schedules set. We have a learning curve on how to prep a track this size. Prepping a track for a day event is much different than prepping a track for a night event and we hope to work through this as quickly as possible. Hopefully we can land one of the large AMA sanctioned series for 2012!

For more information and updates you can visit us at www.ride-cmx.com, Facebook or call 423-821-MOTO



Racing Schedule

ROUND 1

Chattanooga Motocross
Saturday Night, April 2nd

ROUND 2

Chattanooga Motocross
Saturday Night, April 9th

ROUND 3

Battle Creek Motocross
Sunday, April 17th

ROUND 4

Chattanooga Motocross
Saturday Night, April 30th

The full schedule will be available at our website www.ride-cmx.com
Both tracks will be racing at night in May! Battle Creek's Grand Opening weekend will be practice Saturday and Sunday April 2 & 3.

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BIKERS' DOZEN

BY EDDIE RAHM

CHATTANOOGA, TENNESSEE AND SURROUNDING AREA

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Dragon Tail Loop

This was the day I had been looking forward to; it was the day of The Dragon with the Cherokee Skyway thrown in as a bonus. Today's route will certainly go down as my favorite Bikers' Dozen loop and most likely the best riding day of my life. There have been magazine articles written about much of today's loop and I definitely see why. I was glad I picked a day after one of my short loop rides because I was rather tired at the end of the day, but it was worth it. Since this was a rather strenuous ride, I made numerous stops along the way and enjoyed fellowship with fellow riders at most every one of them. I met cycle riders who came from every part of the country and a few from as far away as Canada. Looking back on the day I leaned into curve after curve, rode 43 miles on a mountain crest highway called the Cherokee Skyway, and then experienced the one of a kind, internationally known, Dragons Tail. In this stretch I found myself buried deep into motorcycle country and did the "low five" literally hundreds of times before I parked my bike at the end of the day. The Dragon and the fellowship alone were worth the trip. So sit back as I recap my ride and one that could be the ride of your life!

Starting point:	Tennessee Welcome Center
Route Length:	258 Miles
Elevation variance:	675' to 4570'
Fatigue factor:	High

Loop 4 – Partial Description:

I begin my day at the Tennessee Welcome Center (I-75 N, south of East Ridge exit) just prior to the I-24 split. I have a long day ahead with many curves and some very intense riding, so the first part of the ride will be spent on the Interstate and some other high-speed divided highways in order to quicken my arrival at the interesting part of the ride. I will be leaving my Honda Magna cruiser at home and instead will bring my Italian Aprilia Tuono sport bike, due to the curvy terrain and the masses of sport bikers that I will converse with on today's route. The ride begins by taking I-75 north for 19 miles until parting from the Interstate at Exit 20 near Cleveland (Pop. 37,192). The route turns right on US 64 and continues for a little over six miles until it exits to another stretch of US 64 (still divided highway). This section of US 64 progressively takes Loop travelers away from the traffic congestion they have been in the midst of since the actual start of the ride and toward the point where the scenic riding starts. It's about 14 miles from the

beginning point of this section of US 64 to the point where it crosses over US 411, a highway used for another day and another Bikers' Dozen Loop. Just shortly past this crossing, US 64 transforms to a two-lane and is very close to the beginning of my day of curves. Just a mile or so down the road from this two-lane section I make a rest and fuel stop at a very nice convenience store with a large number of gas pumps and plenty of options for food. This store is obviously popular with motorcyclists because for the short time I'm there I observe numerous bikers.

Once fueled and rested, it's back on US 64 and within a mile I pull over at the Scenic Overlook located at the Tennessee Valley Authority Ocoee Dam #3. I actually stopped here on one of my other Bikers' Dozen Loops a few days ago, but I stop again for a few more photos. This overlook provides an excellent view of Parksdale Lake (also Lake Ocoee) and the surrounding mountains. This is the type scenery I will be experiencing for many miles of riding during the day. The curvy two-lane roads are coming up soon and



Bikers' Dozen



my riding position and road concentration level will be adjusted appropriately. So the curves start here as I hug Lake Ocoee's banks and will not back off until later in the day and many miles down the road. About five miles past the Scenic Overlook I will take a left on SR 30. This winding two-lane will keep me on my toes and does not invite sightseeing. Even though my Tuono was made for the curves, I still must take care to stay on my side of the yellow line, since there is a myriad of blind curves on this road. This highway takes us through some densely wooded terrain with cabins and homes located sparsely along its path.

After about 9 miles on SR 30 the route reaches a small historic community called Reliance, where I stop at the Webb Brothers Store overlooking the Hiwassee River. This little old store was until recently a combination post office, general store, gas station, raft rental, and local gathering place in the historic district. In recent years the post office section has been closed. On summer weekends this area is swamped with trout fishermen, rafting enthusiasts, and bikers



who each are enjoying God's creation in their own way. After consuming a Zagnut and taking some photos of the Hiwassee River bridge behind the store, I pull back out on SR 30 and immediately turn right on SR 315 and cross over the bridge I was just taking photos of. My time in the curves continues, initially on SR 315 but eventually the highway somewhat straightens out for a while. As the road straightens, the woods disappear and open farm country takes its place. This section of SR 315 is very pleasant affording some relaxing and scenic riding. After 15 miles on SR 315 the loop turns right on SR 39, where it remains for about four miles until terminating at SR 68.

Riders will get a clue that motorcycle country is close due to the number of businesses that cater to motorcyclists. The route turns right on SR 68 and within a mile arrives at the town of Tellico Plains (Pop. 859), where within minutes riders will find themselves surrounded by bikes and their riders everywhere. No matter where riders stop, they most likely will end up visiting with bikers from everywhere. I stop at the Tellico Restaurant for a great lunch surrounded by bikers at half the tables and then afterward I stand out in front of the restaurant to take in the ambience of the community. I have the cool breeze blowing in my face, the beautiful mountains surrounding me, the genuinely friendly smiles of the locals, fellow bikers just anxious to share memories of their day, and some of the best bike riding in the United States ahead of me. Life just

doesn't get any better than this!

The route now heads back out on SR 68 and immediately turns left on SR 165, which will become the first segment of the Cherohala Skyway. Even though I'm really not low on fuel yet I decide to make a fuel stop at one of the convenience stores that is packed with bikers. My fuel stop turns into a show in itself, as there are more groups of bikes coming and going than I would expect to see at a bike show. Everywhere you look bikers are sharing their experiences with big grins on their faces. This is a mandatory stop.....

See the Chattanooga Convention & Visitors Bureau web site, www.chattanooga.com, for the complete route description, with maps, directions, and photos.

.....I miss seeing the throngs of fellow bikers, but enjoy the type riding offered by these back country roads. After 14 miles on SR 30 from Athens, I reach Decatur and turn left on SR 58, a continuation of two-lane riding through primarily farm land, and continue to enjoy laid back cruising. The further I progress on SR 58 the more I'm back to the real world (traffic). After a total of 40 miles on SR 58 I take SR 153 south back to I-75 south and soon am back to where I began my ride this morning.

This was one of those rides I'll remember probably the rest of my life. It was combination of thrills, beauty, fellowship, relaxation, skill enhancement, and a dose of rejuvenation, but also tiring. It's getting late and I'll grab a good dinner on the way back to my room and turn in

early for some needed rest. I'll decide tomorrow which loop will be next, but at this point, I will more than likely elect for one of the shorter loops. Or, I may take a trip tomorrow to the Barber Motorsports Museum near Birmingham for a change of pace. Tomorrow always brings new opportunities!

Eddie Rahm
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As riders negotiate the curvy Dragon it is imperative they keep their eyes focused on the road at all times; any glances toward the surroundings, no matter how brief, could be an invitation to disaster. So it is with those who have a personal relationship with the Lord and strive to maintain a close walk with him. With all the distractions in life, any glance in the other direction with all its worldly pleasures can be a disaster in the makings. As stated in Proverbs 4: 25 – 27; "Let your eyes look straight ahead, fix your gaze directly before you. Make level paths for your feet and take only ways that are firm. Do not swerve to the right or left; keep your foot from evil."

The Bikers' Dozen is a thirteen part series highlighting thirteen scenic rides in the Chattanooga and surrounding area. The complete package can be found on the Chattanooga Convention and Visitors Bureau web site, www.chattconvention.org. The accompanying article is a brief summary of Loop 4.

In The Rearview Mirror 1972 Triumph TR6-C

In 1967 I saw my first Triumph 650 T.T. The 40 year affair had started. This is my evolving tribute to that first meeting. I bought the bike in 2007. The previous 20 years were spent under an army poncho. The past three years I've been tinkering with it.

Buck Cooper

1972 Triumph TR6-C

650 cc, single carburetor
Originally a high pipe, off-road model
All matching numbers
Three paint jobs - one pro, 2 "jingle-can"
Rebuilt front end
Frame stripped and repainted

Rear & Front Hub: new bearings, break shoes, and painted black
Hand polished aluminum break backing plate

Front & Rear Rims: Akront high wall polished aluminum with 10qa polished stainless steel spokes and nipples. Built and Trued by Tom Owens

Ignition: Original Lucas ignition and electrics replaced with Boyer pointless ignition, coil, and solid state rectifier

Carburetor: Original AMAL carburetor replaced with 32 mm Mikuni with custom built intake by Max McGee and myself.

Stainless Steel Rear Fender: from a 1965 Triumph 500 "Desert Sled"

Tires: Front and rear Dunlop K-81

Tank: Original equipment

Pipes: Triumph T.T. Straights

Handlebars: Aftermarket "motocross"

Seat: Aftermarket - Fiberglass Racer



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CAN YOU SEE ME NOW?



Can you see me now? You hear the joke all the time as riders put on layers of black leather but the reality is that other drivers are not looking for motorcycles on the road. Modern day distractions like cellular phones calls, mobile web and text messaging are creating drivers of all ages who are more concerned with the action on a 2 x 2 screen than what is happening on the roadway ahead. Add these distractions to the old stand bys of eating, watching the kids and general daydreaming and the roads become a veritable gauntlet of accidents waiting to happen! It is up to us as motorcycle riders to take our safety into our own hands and decide how visible we want to be.

You may have heard the buzz about retro-reflective materials. This means that light that shines on the fabric is reflected back toward its source creating higher visibility. You've probably even seen it at work in places like the piping on your new raingear or the tennis shoes of the jogger who is out at 5 am every morning. Have you noticed the silver tint in Fido's collar that lets you locate him when he steps out at night for that last chance to do some business? This flash of light will definitely provide a momentary glimpse of something out there, but when it comes to actually putting reflectivity to the test, the key element is candlepower.

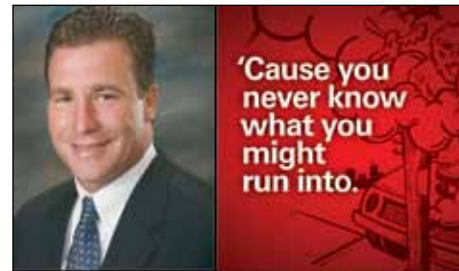
Candlepower is the intensity of the light source that reflects off the reflective material. This provides a measurement to gauge visibility. Considering that a standard stop sign has a candlepower of 50 which provides visibility of 150 feet, most reflective gear uses this standard and provides candlepower of 20-50 meaning that maximum visibility is only 150 feet. Harley-Davidson has teamed up with 3M to create reflective gear that has a candlepower of 200 allowing riders to

be seen from up to 500 feet away! This increased visibility actually allows for reaction time to assist in the possibility of avoiding dangerous situations.

Harley-Davidson 3M reflective material is available on rain suits, helmets, gloves, leather and even men's casual apparel. In addition, the Harley-Davidson rain suits and leathers take this retro-reflective wave to the next level with 360 degree reflectivity. 360 degree reflectivity offers the benefits of H-D candlepower from every angle! Stop by Thunder Creek Harley-Davidson to have one of our Motor Clothes associates demonstrate the reflective qualities of this gear for you!

Until then, ride safe, ride often and definitely ride by Thunder Creek H-D!

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The Broken Spoke

Blessing of the Bikes



Ronnie Land

It is in the wee hours of Saturday morning, late in September. You and your riding partner, if you have one, are leaving your home in the darkness to get in line early. You don't have time for all of the Saturday morning rituals because today is the day of THE RIDE. You meet up with your friends so you can ride down together in the predawn morning, for light will not visit you for yet another hour or so. You need to get there early.

As you ride towards your destination, you wish that you would've grabbed a cup of coffee, or maybe even a biscuit. But it is too late now. The important thing is to get there as soon as possible. You want to be as close to the front as you can. And if it's not you, there is always someone that you ride with who just has to get there. You need to get there early.

And so you arrive amid the mass of bikers, with bikes gleaming of chrome that has been polished ever so carefully. New bikes and new lights and the latest fashion trends are on display. New bikes, two days from being in a crate are on display with license applied for placards. You have just arrived at the world's greatest test drive for motorcycles, the Trail of Tears ride. You got there early.

But someone else got there before you. They arrived while you were still sleeping and they set up stands with coffee and biscuits. And they are giving them to you. That's right, giving them to you. And they are giving you cleaning towels and small copies of the New Testament. They are the CMA. The Christian Motorcycle Association has served many bikers in and around the Chattanooga area and this is just one example.

On April 23rd, this year they will be

servicing you once again. The annual Blessing of the Bikes will take place at Tennessee River Park, 4301 Amnicola Highway, Chattanooga. They will bless bikes and provide lunch.

Now I am going to get in trouble. I truly love and respect the CMA and what they do. But exactly what does it mean when you have your bike blessed? I know you get a sticker and they provide lunch and a good time. But I have never had objects blessed before so I don't have an expectation as to what will happen.

Will it go faster? If it will go faster, I am all in. I think a supernatural bike would have to just be a must faster bike. Maybe then my old GoldWing would chase down the rabbits that I ride with on their sport bikes. Or is it a bike that will no longer break down anywhere? That would be a great reason for some bikes to get blessed. Maybe just part of the bike is blessed. Like the seat. A certain friend of mine needs to have his seat blessed as his wife has fallen off. I'm sure it was the seats fault and maybe a blessed seat would not allow that to happen.

Or maybe the bike will now be safer. Cars, especially the blessed ones, knowing that your bike has been blessed, will not veer into said bike. Deer, dogs, and wayward lost sheep will never again cross into your paths. Birds flying over looking to make their deposits from above will ignore the bike that has been blessed. Now you will know why that bird got you.

And what if you put on accessories after you have it blessed? Are they grandfathered in? And why does the blessing only last a year? I may be sick next year and not be able to make it. What do I do then?

And who is the CMA that they can even bless the bikes anyway? Enough of this blessing of the bikes and maybe they should just start cleaning the bikes. Washing the bikes wheels would be symbolic of Jesus washing the disciples feet.

And I would be like the apostle Peter, not just my feet, Lord, but wash all of me. Not just my wheels, but wash all of my bike. Now that would be a blessing. If they did a good job of course.

Or would it? What is a blessing? And is the CMA actually blessing your bike? Of course they are not blessing your bike. They are blessing you. They are approaching the God of this universe and asking Him to bless you with safe travel while riding your bike.

So when you come to the Blessing of the Bikes on April 23, and I pray that many of you will once again come, you will be blessed. You will be blessed by saints, who will be loving you and praying for you. Yes, it's the bikes that get the stickers, but it is your life that the blessings are being poured out on.

And so I would like to thank the CMA. For the work that they have done and the work that they continue to do. On Sunday, as we celebrate Easter, the CMA, once again, serves you with a sunlight service. Why don't you come? You may just find a lifelong friend who is everything you need. From here to eternity!

Gary Boyd
gboyd1800@yahoo.com



Rides & Rods

Danny & Deanna Gentry

Danny "Sick Boy" & Deanna Reid Gentry
Ride – 1999 Harley-Davidson Road King
Rod – 1931 Ford
Employer – Norfolk Southern

Danny has been employed at Norfolk Southern as a train dispatcher for 35 years. He controls all of the trains in and out of Chattanooga from five different directions including Memphis, Birmingham, Kentucky, Knoxville, and Atlanta. So if by chance you get stuck at a train crossing, it is Danny "Sick Boy's" fault.

Danny's ride is a 1999 Harley Police Road King with 18 inch ape hangers and a one-of-a-kind, hand-cut flame windshield. Danny is really into flames. His rod is a satin black yellow-flamed 1931 Ford with a Chevy 350 CU engine. It has a 750 Holley double pumper carb, Hooker headers, ceramic pistons with a mild cam and an automatic with a shift kit. It has Mickey Thompson tires all the way around. Danny hand fabricated the flame cut out (half engine hood) and with the help of two friends fabricated the front and rear bumpers out of three snap on wrenches. The back are two wrenches each 24 inches and the front a single 61 and 3/4 inch wrench. For the shifter he welded a 1961 22 caliber 8 shot western pistol to the shifter stem for a "little attitude." On top of the air cleaner sits "Ole Sicky" himself. Danny then added a custom convertible top.

Danny and Deanna's longest trip on their Harley was 850 miles round-trip from Chattanooga through Atlanta, Spartanburg, SC, Asheville, NC, the Smokey Mountains, Gatlinburg, Knoxville then back to Chattanooga. Incidentally, Danny said that this was his wife Deanna's first motorcycle ride and ever since, she has been hooked. They have enjoyed going to bike week every spring since being married in 2004.

Danny and Deanna Gentry are as unique as his hot rod and motorcycle. I am happy to call them friends of KickStand Up! Magazine.

Chuck Welch
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GOT AIR?

It is estimated that 500,000 motorcycle tires are running on low air pressure out of an estimated 6,000,000 on the road. Make that 500,001. On the ride home from Blacksmith's Bistro, HippyChick texted me letting me know my rear tire was low. Thanks Kimmy! As I was checking out my bike that morning, it was on the list to make tire pressure one of those pretrip thumps. Of course I forgot, but I made the trip there and back safe, thankfully. I placed two quarters into the local air machine and was back up to standards.

I am assuming that riders do a good run through of their machines before going on a long ride and tire pressure is one check that shouldn't be overlooked - even for a short ride. For a short run to the store or local place, we tend to hop on our bikes and we're off.

Whether one used nitrogen or old fashioned air, there are a couple of lines of defense to alert you when pressure is a little off.

A couple of units that I looked at work for motorcycles, trikes, and trailers and give you one thing less to be watchful for. The units are priced in most pocketbook ranges, from \$200 to \$300. The lesser amount being for a motorcycle, then the trike up to the ATV/trailer unit.

The wireless tire pressure sensors can be installed outside or inside the tire rim using valve stems (patent pending) that are included with the system. The sensors are waterproof,

weatherproof, and spin-welded to prevent corrosion and provide long-life. Once the sensors are screwed on to the valve stem, they become activated and begin to receive and transmit tire pressure data to the monitor via radio-frequency signals. Anyone that understands wireless transmission tools and alarms can understand the 'workings' quite easily.

The tire pressure monitor is a small monitor with a large, digital LCD screen that can be mounted almost anywhere on the bike. From handlebars, to the frame, to under the seat with the option to use the small LED external warning lamp visible on the handlebars. Prices on your kit may vary depending on what you purchase as suited to your needs. The upgraded systems allow riders to easily program the display/monitor to fit their specific setup with their motorcycle, trike or trailer.

In addition, to the standard alarm settings at 12.5% and 25% below the programmed baseline tire pressure, the new systems include a FastLeak™ alarm that provides the rider with an audible and visual alarm when the tire pressure drops 2.8 psi in less than 12 seconds. This could be a real life saver should a nail or splitting rubber come into play. This model is the Doran.

There are others like the Pressure Pro Motorcycle Monitor in which existing alerts will be in evidence as soon as the monitor is electrified. Press a button to check each tire's air pressure. It can alert you to low tire pressures on your motorcycle and/or side car/

trailer/ATV; showing the problem tire location and current tire pressure. The monitor of course is weatherproof. This particular brand monitor is around \$150. Individual add-ons may vary the cost. It will monitor up to six wheels. It automatically dims in dark/low-light conditions and brightens in bright light conditions. It uses standard size Pressure Pro Tire Sensors (order Sensors separately), a must have UV resistant display, and includes integral built-in antenna and extended power cord with male/female plug. Velcro mounts are included for quick installation, and a continuous display of pressures (rotates tire to tire every 2 sec.)

The technology is simple, much more than I expected. Working much like a wireless home alarm, the signals are sent from sensors to the unit and if there happens to be a problem, you will be alerted.

I think this is an ideal accessory to add to your scooter - especially for long haul riders. Besides that, how many times have we rolled across a gravel or dirt road and not far down the road realize a roofing nail or other foreign matter has been traveling along with us? For that run to Sturgis or just around town, for the price, either of these two brands can bring peace of mind.

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Families That Ride Together Meet The Lewises



Troy and Sonya (Burns) Lewis love to take their bikes out for a ride whenever the opportunity presents itself, but they rarely are without a passenger. Both of their older daughters, Tory (9) and Bobby (7) have been riding for some time now, but the youngest, Josy (5) will get her chance this year. The rule has been that you can't ride until you can touch the footpegs while seated, so this is Josy's year.

Troy was born in Dayton, TN and started riding around '82 on a Suzuki SP 125. In the 90's, he earned a road-name of "Crash" because of his tendency of dropping his bike a lot. It didn't help matters that he was riding a '94 Police Special called the "Law Hog" which was too tall and heavy for him, but he was also

riding with cowboy boots. Apparently, he has outgrown the "Crash" road-name and now just goes by "Troy Boy." He currently rides a '98 Heritage Springer FLSTS nicknamed "Shaggy" because of all the fringe and tassels.

Troy likes to tell people he met Sonya at Hooters in '96, which IS a fact of sorts, but the reality is they were co-workers at SAM'S Club two years prior to that. Sonya was with a friend at Hooters when Troy pulled up on his bike, but she didn't recognize him at first. The last time she had seen him, he was fresh out of the marines and very clean cut, but now he had long hair and sporting a full beard. He immediately recognized her and sat down with her, and of course, she finally recognized him and the rest is history.

Sonya was born in Wildwood, GA and her first bike was a Saga 750. Troy took her to an old back road in '99 to teach her to ride, and after going through the controls with her, how to start and stop, and to turn in circles, she took off down the road. She turned around and came back and asked, "like that?" She took to riding like a duck to water and has been riding ever since. A short while later they purchased an '84 Honda V-65 Magna for her, which she still rides today.

Troy and Sonya are active members of the Chattanooga Chapter of the Christian Motorcyclists Association (CMA), but say they are ready to ride with anyone who will let them. They also enjoy participation in the local HOG chapter. They love to ride by themselves or in a group, because like most of us, riding gives both of them stress relief. Their daughters also love to ride, and since Josy will start riding this year, the only thing they need to figure out is a way to ride three girls on two bikes. Troy laughingly said, "I guess I could add a side car."

So, if you pass Troy and Sonya on the road, look closely at their small passengers. They will be the ones grinning from ear to ear and with their hair flying in the wind. As Troy would say to the rest of us, "Keep your knees in the breeze!"

Randy Lyons
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