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May 2011

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MAGAZINE



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Kim Teems



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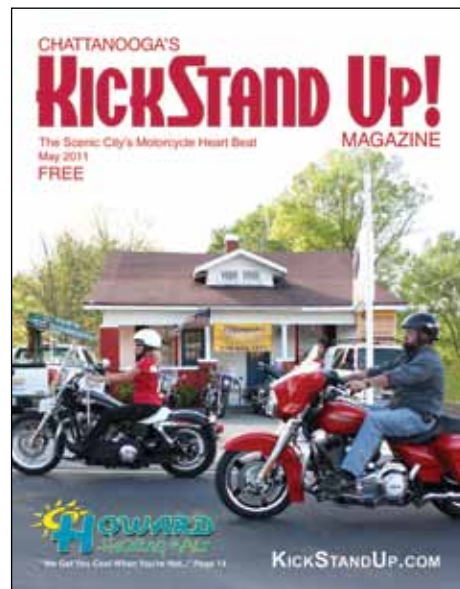
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Road Map Photo: May, 2011
Photographer: Gregory Cook
www.gregorycookphotography.com



Cover: May, 2011
Riders: Carol & Scott Howard
 Howard Heating & Air
www.HowardHeatingAndAir.com
 page 14
Photographer: Kim Teems



FROM THE EDITORS

Well, Track Day is over, my bike is still in one piece, and I'm not in the hospital . . . all good things. I had been as nervous as a long tail cat in a room full of rockers for a couple of weeks before the event. However, I do love trying new things and pushing the envelope just a bit. I've always loved speed and at the track I didn't have to worry about bad pavement, debris, or idiots pulling out in front of me. Oh yeah, I also didn't have to worry about getting a ticket or having my bike impounded while enjoying my speed fix.

Alan Kelley and I took our time and rode 'em down to Little Talledaga Grand Prix Speedway in Munford, Alabama the afternoon before the event. Well, we really didn't take our time, but we rode a lot of back roads fast and had a good time doing it. As the afternoon progressed others in our group arrived and our impromptu parking lot gathering grew larger. The group ate a nice dinner together at the neighboring steak house compliments of our host Pandora's European Motorsports and retired early to get rested up for the big day. We left early to get to the track as soon as it opened. This was a private event, so we had the entire facility all to ourselves. We had a rider's meeting, then, Group One took to the track. We had four groups of 6 riders each. The first few laps we followed Rick Trimble and Justin Prann to get the feel of the track and learn the layout. After a few laps we were waved around and allowed to open them up, choosing our own lines, and passing when safe and appropriate. We were not racing each other, we were racing ourselves, trying to get smoother and faster with each lap. It was exhilarating and very, very tiring. The concentration it takes is amazing. The curves just keep coming and as the day progresses they start coming faster and faster.

On my first session I was reserved, but by the last one I was hammering it pretty good and finding my lines. All the turns at Little Tally are lefts except for one right hander. Luckily I am better on left turns than on rights so this was the perfect track for my first time. I am looking forward to another Track Day sometime in the fall. I'm sure that I won't be as nervous the second time around.

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

Hello and thank you for picking up another issue of KickStand Up! Magazine. The riding season is upon us and the events are stacking up. Thunder Creek and Mountain Creek H-D are kicking it off with a Women Riders Contest, where you register your miles at either of "The Creeks" and enter to win gift cards up to \$200. Hey – I'm going to register and I know all my "Sistahs" out there will too, but that's not all "The Creeks" are doing! Check out our events on page 16 to see what else they're up to.

Lots of other things are happening as well, from poker runs [See page 3 for two great rides], adventure rides, and even some drag racing with Pandora's. There's just no end of two wheel [and three] entertainment out there. I'm looking forward to the variety – they do say it's the spice of life!

I recently went to O'Brien, Oregon to see my mom and all I can say is – I will be back! Back to ride some of the most gorgeous twists and turns around through the Siskiyou Mountains and Redwood Forest. While I was there, the sun came out for the first time of the season and bikes were everywhere. Of course I was in a car with Mom, but I just had to talk to anyone close to me on two wheels. One group of riders plans on riding the Rolling Thunder Ride to the Wall. Now that's a road trip. I hope they look me up at Thunder Creek when they come through in May.

A lot of you are asking if I have a name for my new ride yet, and so far no name yet. I know she flies like the wind and sounds like something from the Jetsons as you twist her throttle...kinda like the trill of a humming bird and purr of a cat. I actually like being quiet with so much power - very stealthy. But a name – no – not yet..so keep your thinking caps on.

As I ride in the wind this year, I continue to say prayers of healing, hope, and comfort to those going through life's challenges. I have to believe that good things come from even the most tragic of circumstances. It brings me great joy to see the riding community rally together to help each other when in need. Thank you all for all you do. Now get out there and RIDE!

Béke~
Kim "HippyChicKim" Teems
kim@kickstandup.com

"Don't be pushed by your problems. Be led by your dreams."

Kenny Reynolds
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May 2011
Issue 6
Published by
KickStand Up! Magazine LLP
3472 Brainerd Rd.
Chattanooga, TN 37411
www.KickStandUp.com

CHATTANOOGA'S

KICKSTAND UP!

The Scenic City's Motorcycle Heart Beat

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YOG'S BRIEF ABATE UPDATE

The state legislative season is mostly over now except for some summer meetings they have on "The Hill." CMT/ABATE was successful in keeping House Bill 153 from passing this year. If you remember HB 153 would have made it illegal for children five and under to ride as a passenger on a motorcycle.

This type of bill is not completely dead. Senator Overby from Maryville has written and sponsored bills that have age limits for passengers of motorcycles for the last four years. The first time around he wanted children thirteen and under off motorcycles. Unsuccessful, he then dropped the age down to eight. Unsuccessful again, he then dropped the age to five.

The Senator appears to want his name attached to some type of anti-motorcycle legislation. I guess he hates motorcycles. Go figure.

Our "**Freedom of Choice' Bill, HB 1673 isn't dead, just dormant.** We didn't have the votes to get out of the sub-committee this year so we all have our work cut out for us to convince six more members of the sub-transportation committee to vote yes next year.

To aid in your summer comfort for being forced to wear a Styrofoam filled plastic bucket, you may want to consider and **take advantage of Tennessee's vented helmet law.** If you ride in Tennessee and you are twenty-one years or older you can wear a sport type vented helmet such as the skaters and bicyclist wear as long as ventilation holes do not exceed 1 1/2 inches in diameter and the helmet has a label of approval from the American Society for Testing Materials (ASTM) or the Consumers Product Safety Commission (CPSC) Southern Impact Research Center (SIRC) or the Snell Foundation in it. For a copy of this law you can look it up at Michie's Legal sources under Tennessee Code .

These helmets are available at any store that sells bicycles or skate boards. Note that the flat black skate board helmets don't look much different than the beanie helmets once you get a few stickers on them.

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

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



Be First & Get KSU Gear

Each month we are giving KSU gear to the first person to pull the new issue out of our 24/7 rack. The magazines hit the rack around the 27th of every month. When the new issue arrives the KSU flag will be flying above our rack in front of the Quick Tees building at 3472 Brainerd Road. Be the first person to get the new issue and win a prize along with getting your photo in next month's magazine.

Photo Left: May's winner, Willis Jacks

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In the Headlight THE U.S. MILITARY VETS



The U.S. Military Vets MC was established in 1987, in Fort Lauderdale, Florida and is incorporated as a non-profit organization. The club as a national organization strives to achieve the following:

1. To provide a club for qualified military veterans which offers brotherhood and an opportunity to establish relationships with other military veterans who have served in the defense of the United States of America.
2. To establish and support a strong sense of pride in having served in the military service of the United States of America.
3. To improve the image of

military veterans and bikers to the general public.

Membership Requirements:

- A.** Have a DD 214 and have served 181 days or more in an active duty status. (Reserve and National Guard members can count active duty for training and "summer camps"). Have full rights to veteran's benefits and have received an Honorable Discharge from the United States military or be currently on active duty for a period greater than 181 days, or currently in the National Guard or Reserves.
- B.** Have a valid Motorcycle License.
- C.** Pay monthly dues.
- D.** Active participation in the club.
- E.** Have a 750 cc motorcycle or larger.

The U.S. Military Vets MC TN 4 regularly attends charity and fund raising events within the Tennessee, Alabama, and Georgia area. We support our club members and attend out of State events and meetings. We also attend Friday night functions within the Chattanooga area including Sundown and Nightfall. Feel free to approach any of the U.S. Military Vets MC members regarding questions as

to whom and what we are about.

The U.S. Military Vets MC TN 4 Chattanooga meets twice a month. The meetings occur on the second and fourth Saturday of each month at 1500 hours. The second Saturday meeting will be announced prior to the meeting, the fourth Saturday meeting occurs at the VFW located at 6011 Lee Hwy, Chattanooga, TN.

You can contact U.S. Military Vets MC TN 4 at: usmvmctn4@yahoo.com, www.usmilitaryvets-tn4.com

We are not associated with the "Military Veterans MC" in any way!



American Legion Post 106
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There is no such thing as an ACCIDENT

(When applied to vehicles on the roadway)

I know this sounds strange and your first response is that I am crazy or at least misguided. Read on, you may just change your mind. When we use the term accident, it implies that you or the other person had no control over the incident and no one is at fault. You would be wrong. When it comes to vehicles on the roadway such as trucks, automobiles and motorcycles, "accidents" are almost non-existent. **A CRASH OR COLLISION IS THE RESULT OF A CONSCIOUS, DELIBERATE ACT OF ONE OR MORE PERSONS.**

You say that it isn't so, well let's see; a vehicle turns in front of you. Was someone driving that vehicle or was it operating on its own? So who made the conscious deliberate act? A rear end collision is always the fault of the driver who strikes the car in front of them. Why? There are only two ways you can strike a vehicle in front of you; (1) Following to close and not maintaining a proper distance, or (2) Traveling too fast for conditions. The

conditions being that you would be able to stop before striking the vehicle in front of you. Who made the conscious deliberate act in those scenarios?

You make a left turn and are struck by an oncoming vehicle, "accident?" I don't think so. You see, even if that vehicle was speeding, he had a right to expect that his way would be unimpeded but you turned in front of him and impeded his progress. Now it was your duty to look and insure that your turn could be made safely, but obviously you did not perform that duty because you got struck. Sounds a lot like both of you committed a conscious deliberate act that resulted in a crash. You are drinking and driving. Conscious deliberate act? Yes, you made a conscious decision to drink and you made that same decision to drive. It does not matter that you did not intend to get drunk or to drink over the legal limit.

You are riding along at highway speeds and your tire blows out or chain or belt breaks, "accident?" No, it is your duty according to law to maintain your vehicle in safe operating condition.

I could go on and on with scenario after scenario but I think you get the

picture. I argued this point at a traffic law enforcement summit in Tampa, Fla. For two hours with every scenario imaginable. The Secretary of The U.S. Department of Transportation was in attendance and when I had finished, he declared that he was convinced and that henceforth no department of transportation document would use the word "accident." That remains in effect still today. **The State Of Tennessee Changed their "traffic accident report" to "traffic crash report."** And so did many other states.

The defense against "accidents" is to plan your "accidents," by doing so they will never occur. Always drive reasonably and responsibly, be cognizant of what the law requires of you and always be courteous to other drivers. You will find that this pays off in big dividends and never, but never, take anything for granted or assume the other driver knows what he is doing.

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TRAIL OF TEARS REMEMBRANCE

Motorcycle Ride "Statement of Facts"



kim Teems

The Trail of Tears Remembrance Motorcycle Ride has experienced tremendous growth over the past 17 years. From the success of our organized efforts, other rides have developed and travel on or near the dates of this ride. Whether this ride is significant to you because of a connection to the Native American culture or you take it as a pleasure ride, we want you to have the correct information and facts about the Trail of Tears Remembrance Motorcycle Ride.

When you participate in the Trail of Tears Remembrance Motorcycle Ride, you are riding with **Bill Cason, the ride**

leader and originator of the Trail of Tears Motorcycle Ride. Our ride is the 3rd weekend of September every year, and begins in Chattanooga, TN and travels to Florence, AL as no other Ride does. On Sunday, the ride continues to a destination in Oklahoma arriving on Monday. Once again, no other ride does this. The pre rides take place on the 3rd Friday of September leaving Cherokee, NC, Cartersville, GA, and Hopkinsville, KY, traveling to Chattanooga to join the main ride on Saturday.

Where possible, this organized ride is police assisted across our great country

for the safety of the riders. The ride supports the Native American culture through Educational Scholarships. These activities are all made possible through the sale of our official merchandise.

Through the support of motorcycle enthusiasts, we will continue making this one of the largest organized rides in the world. We want to thank everyone for the many years of support.

TOTRAI Board of Directors
www.trailoftears-remembrance.org

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This ride not affiliated with any Trail of Tears ride other than the "Charlie Maxwell Ride" from Cartersville, GA, "Cherokee NC Ride", and the "Cherokee Northern Route Ride" from Kentucky all of which take place on Friday, September 16, 2011. Trail of Tears Remembrance Ride is organized by a 501 C3 non profit Board of Directors

URAL



Adventure bikes come in all sizes. There are the big bike guys, who prefer the R1200GS Adventure bikes, farkled up, and they usually tackle at least one big ride a year. Alaska is a favorite destination for these bikes and they are well equipped to take on the challenges.

There are the small bike aficionados. These riders will take something in the realm of a Yamaha TW200 and attach a full set of aluminum panniers. They will also ride the heck out of these machines. We've seen small bikes come through the shop with over 100K miles on them. The riders swear by the light weight and the maneuverability of the smaller machines.

Then there is another group, the one percent of the one percent... these would be Ural riders. A Ural is a Russian built machine that is basically a BMW Clone. There are lots of

versions to the story on how the Ural came to be, the most credited notes that right around 1940 Russia was preparing for possible military action against Nazi Germany. Joseph Stalin ordered a complete review in the best ground force defense vehicles. The BMW R71 was found to be the closest match to their criteria. Five units were covertly purchased by some Swedish Intermediaries, and within no time Soviet Engineers had prototypes to show Stalin...he approved for mass production immediately. One of the five original BMW R71 bikes still exists and is on display at the Ural Factory Museum in Russia.

The basics of riding a Ural two-wheel drive are simple. You can throw it into left handers, but right handers proceed with caution, and give yourself plenty of time and distance to react. The two-wheel drive feature on

the machine is great for mud, sand, snow, and dirt. There are YouTube videos out there that show Russian soldiers running their Urals at clips and over terrain that would astound some of our most accomplished dirt riders in town.

Some interesting characteristics of a sidecar rig:

- Continues to pull right when you add a passenger.
- Lifts the car in right hand turns
- Sidecar pushes the bike left under braking

Yes, the ride is weird. No, there is no lean angle. However, you can load the kids in the sidecar, put the wife on back and all go out to dinner on the motorcycle!

Justin Prann
justin.prann@pandorasmotorsports.com

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POWERSPORTS UNLIMITED

Advertiser in the Headlight



Kim Teems

face you're likely to see is Myrna's. She is the "shop mama" and does "a little bit of everything" according to Troy. Longtime customers Bobby and Kathy Mason say they love seeing Myrna when they come in. "Everyone there is always friendly. You just feel welcome. They are so obliging; they are just nice people to deal with. They do an excellent job and are always on time. If they tell you they are going to do something, you know they're going to do it."

Powersports Unlimited has a very small markup on tires and batteries, and does a high volume of business on those items. "Customers tell us there is no one in the area that can beat our prices. We also love to do sponsorships for dirt bike racers; we mostly do those through discounts on parts and service. We are carrying a larger line of street bike oriented items now, including headlight bulbs, tank guards, anything needed to do service on your bike or suit 'on the spot' needs."

Now open and eager to serve new customers, you can find them in Hixson, past Chester Frost Park, in the shopping center area across from Bi-lo in Dallas Bay at 8521 E on Hixson Pike. When you drop by to see them, be sure to tell them KickStand Up! sent you!

Kathy Kile
kathy@kickstandup.com

When it comes to having someone work on our bikes, we all dream of entrusting them to someone who will treat them like their own. Powersports Unlimited in Hixson is that kind of place. Family owned and operated by Hixson native Troy Steele, Powersports Unlimited services personal watercraft, street bikes, dirt bikes, ATVs, motocross and more. Troy takes pride in running a friendly, personal service oriented business.

He just moved the shop to a new location a few doors down from their previous location. "We've been in business for almost 10 years. We have a reputation for honesty and taking our customers' needs to heart. We've seen an increase in Street Bike work lately, and with our new shop, we are set up to handle those needs better than before. We have a roll up garage door for easier access and a large window between the shop and the showroom, allowing a view of the area where the work is done. If you bring us your cycle or PWC, you will meet the person who will be working on it. Our technicians usually come out and talk to the customer to be sure they know and understand all their needs."

Troy and his crew, Joe Hilliard, Will Chandler, Troy's sons Cody and Blake Steele and his Mom, Myrna have a knack for making you feel comfortable the minute you walk in the door. The first smiling

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Kim Teems

Advertiser in the Headlight
Howard Heating & Air

Meet Scott and Carol Howard, you may have seen them cruising across the front cover, owners of Howard Heating & Air [HHA], who say, **“We Get You Cool When You’re Hot And Warm When You’re Not,”** and they mean it.

Scott and Carol put more than hard work into their business, they provide comfort with the highest integrity, especially when serving the elderly and women. They believe in good old fashion values, and that shows in their service. Howard Heating and Air has been around a long time and is going on its tenth year as a BBB Accredited Business with an A+ rating. They perform service and installation of HVAC systems on industrial,

commercial and residential buildings. HHA also service and install commercial refrigeration systems and gas piping.

Located at 1111 McFarland Ave., Rossville, GA, their office reflects their warm down-home values and you feel cheered by the bright colors and Carol’s bubbly personality. She says, “We want our customers to be happy with their experience with us. Our service techs all wear HHA uniform shirts and keep tidy in appearance; they wear boot covers over their shoes when they enter customers’ houses. They make sure to ask if they can help, sometimes taking out the trash, changing batteries in the smoke detectors, and replacing burned out bulbs. A lot of our

customers are the elderly and women, the people who are so often taken advantage of. We’re trying to heal that gap by doing all we can to make sure they get treated fairly and given a helping hand if they need it.” In fact, HHA even has loaner air conditioners and heaters, so customers won’t have to suffer when their unit breaks down and parts may be a day away.

So next time you find yourself looking for heating and air work, think Howard Heating & Air, 706-858-7427, HowardHeatingAndAir.com.

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Kent's PABST PUPPIES



Kent Whitaker

Sucker for a Hush Puppy

For some reason I have always been a bit of a hush puppy addict. Even if the fish served up at a restaurant was horrible I could still enjoy the place if the fried cornbread balls were good. Thankfully, Ally shares my love for them. Now that's a good woman.

Season these to your own liking. We all have our own tastes, but I think you will like these straight from the recipe. HOT oil for frying is the secret to any good hush puppy. Then make sure you don't fry too many at one time and don't make them too big. If there are too many, then the heat is not even, and if they are too big, they burn on the outside and are mush on the inside.

With that being said, enjoy my PBR puppies.

Pabst Puppies

- 3 1/4 cups self rising cornmeal
- 1 cup all-purpose flour
- 1 tablespoon sugar
- 1/2 tablespoon garlic powder
- 2 teaspoons salt
- 2 eggs, beaten
- 1 Pabst Blue Ribbon at room temp
- 3/4 cup finely chopped onion
- 2 tablespoons hot sauce
- Hot vegetable oil for frying

Combine all of the ingredients in a large bowl and mix well. Allow to rest for 5-10 minutes while oil gets hot. Use a deep fryer. Drop batter by the spoonful into oil and cook until golden brown. They will expand slightly. Try a few to master size of batter ball. Larger sizes will not fully cook in the middle. Add additional flour if needed. Drain on paper towels and serve hot.

From the official PBR mini cookbook by Kent Whitaker

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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WEDNESDAY, APRIL 27

Chattanooga, TN
BART'S LAKESHORE ANNIVERSARY PARTY
 5600 Lake Resort Terrace
 423-870-777 / www.bartslakeshore.com

SATURDAY, APRIL 30

Chattanooga, TN
AMERICAN MOTORCYCLES SPRING SWAP MEET & PARTY
 American MC, 3208 Rossville Blvd.
 423-698-2500 / www.americancyclesinc.com

Chattanooga, TN
CMX CHATTANOOGA MOTOCROSS ROUND 4

Saturday Night
 423-821-MOTO / www.ride-cmx.com

SUNDAY, MAY 1 - TUESDAY, MAY 31

Dalton, GA
MOUNTAIN CREEK H-D WOMEN RIDER CONTEST
 Check in with service dept starting on May 1
 706-370-7433 / www.mountaincreekharley.com

Chattanooga, TN
THUNDER CREEK H-D WOMEN RIDER CONTEST

Check in with service dept starting on May 1
 423-892-4888 / www.thundercreekharley.com

THURSDAY - SUNDAY, MAY 5-8

Newport, TN
RALLY AT THE STRIP
 www.rallyatthestrip.com

FRIDAY, MAY 6

Chattanooga, TN
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 4922 Brainerd Rd.
 FREE evaluations and adjustments, Prizes & More
 8 AM - 5 PM
 423-499-8834 / TroySmithChiro.com

SATURDAY, MAY 7

Chattanooga TN
RUN FOR THE SON
 Sportsman's Warehouse - Lee Hwy, 9 AM
 www.cmachattanooga.com

Dalton, GA
(PROFESSIONAL HARLEY-DAVIDSON) SEMINAR

Mountain Creek Harley-Davidson 2:00 PM
 Join our master technicians for this free seminar
 706-370-7433 / www.mountaincreekharley.com

Vonore, TN
'RIDE FOR RED' CHARITY RIDE / POKER RUN

Tellico Marina 11:00 AM
 423 337 9011 / RideForRed@yahoo.com
 www.ride4red.webs.com

SATURDAY, MAY 14

Chattanooga TN
CMA RIDE: JACK DANIELS DISTILLERY
 Sportsman's Warehouse - Lee Hwy, 9 AM
 www.cmachattanooga.com

SATURDAY, MAY 14

Chattanooga, TN
THUNDER CREEK H-D GRAND RE-OPENING
 10 AM - 5 PM
 Ms. Thunder Creek Contest \$1000 Cash & More!
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Dalton, GA
V-TWIN DRIVE IN AT MOUNTAIN CREEK H-D
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 Jackie Poag 706-264-9938

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 Patten Community Center, Cummings Hwy
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 Billy Vinson 987-1704, Jeff Talley 580-9934,
 Rodney Smith 653-8320
 Rain date May 21

SATURDAY, MAY 21

Trenton, GA
STATE OF DADE'S HERITAGE FESTIVAL & COUNTY FAIR
 Dade Recreation Fields Hwy 11
 Bill Lockhart / American Legion 423 593 1572
 southernposeur@yahoo.com / DiscoverDade.com

TUESDAY, MAY 24

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 423-892-4888
 www.thundercreekharley.com

FRIDAY - MONDAY, MAY 27 - 30

Pelham, TN
HOGFEST MEMORIAL DAY WEEKEND BIKE RALLY
 Hogfest Grounds, 11 AM
 Jimbo 931-308-5500 / www.hogfestoftn.com

SATURDAY, MAY 28

Dalton, GA
MOUNTAIN CREEK H-D 8TH ANNIVERSARY PARTY
 11 AM - 5 PM
 706-370-7433 / www.mountaincreekharley.com

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 setrialsriders.org

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 Thunder Creek Harley-Davidson
 10:30 AM / LBO Noon
 www.Ride4Smiles.org

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 Eton City Park, 4 PM
 Jackie Poag 706-264-9938
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 wefreeman01@comcast.net

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ODDS & ENDS

Scenic City Roller Derby Now Recruiting

Scenic City Flat Track Roller Derby is a new league to the Chattanooga area. Our goal is to become WFTDA (Women's Flat Track Derby Association) certified and begin competing in National competitions. We are striving to incorporate values that start with motivation and unity, with a team that thinks and performs as one unit.

SCRD has a board of directors which includes a well known athlete in the Roller Derby community, Natalie Mason (better known as Tape Worm) as Assistant Coach. Mario Parino as Head SCR

Coach. Carly Hahn, a seasoned skater (also known as Ghetto Blaster), Michael Newsome (Moose), and owner of Enigma Magazine, Dave Weinthal, are the names on the non-profit business agreement.

SCRD is a professional Roller Derby league and is starting the league with the inspiration of WFTDA (the Women's Flat



Track Derby Association). We are training for National Championship. We want to train as hard as winning leagues and as a skater, you will get out of this team what you put into it.

The team will accept and train any skater, or official who is willing to exhibit motivation, and dedication. SCR D will not hold a "tryout." If you want to skate on this team, SCR D will train you to play, or mediate the sport. SCR D believes that with the right attitude and level of dedication, our coaches can train ANYONE to be a roller derby athlete.

SCR D will be recruiting women ages 18 and up starting April 2nd at the Chattanooga Skate Park located at 1801 Carter Street, Chattanooga, TN. The team will provide you with information about what it takes to get started, how the league operates, and what we expect out of our athletes. SCR D plans to be competing by the 2012 season. Roller Derby is becoming a large part of women's sports. We look forward to meeting supporters at the first recruitment event on April 2nd.

www.sceniccityrollerderby.com

CELEBRATING 15 YEARS!

Dr. Troy R. Smith, D.C. of **A Better Choice Chiropractic** is celebrating 15 years of chiropractic care for the city of Chattanooga and surrounding areas.

Dr. Smith is a firm believer of the body's power to self-heal and the roll proper spinal alignment plays in that ability.

Dr. Smith received his Doctor of Chiropractic degree from Palmer College of Chiropractic in Davenport, Iowa in 1995 where he learned that chiropractic is a healthcare discipline that emphasizes the inherent recuperative powers of the body to heal itself without the use of drugs or surgery.

Chiropractors, like Dr. Smith, are the best and most experienced physicians in treating improperly moving joints and compromised nerve function, called a subluxation, which is corrected using manual spinal manipulation.

Chiropractic offers a natural comprehensive approach to health, utilizing lifestyle improvements (exercise, nutrition, and stress relief), to treat the whole person — not just the symptoms.

Dr. Smith and his staff at A Better Choice Chiropractic on Brainerd Road would like to invite you and your staff to our Open House, **Friday, May 6. From 8-5 pm, Dr. Smith will be offering FREE evaluations and adjustments, with X-Rays when necessary, to any and all who stop by.**

We will be serving hot dogs and

hamburgers and giving away some awesome door prizes including Tens Units (Home model electric stim units) and a Jeanie Rub Massager! Bring a non-perishable food item to be donated to our Local Food Bank and receive a chance to win! Refer a friend and get 2 chances! Come celebrate 15 years with us. Let us say Thank You Chattanooga!

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SMOKE HOUSE LOST KICKSTAND CONTEST

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



DIRECTIONS:

Go S on 41 for 31+ mi till you see Post Office on right - reset odometer - Stay S on 41 for another 11.8 mi then turn left. Look to the right of the big round object and I'm hiding in here.



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

RIDE TO DINE

Countryside Cafe

On Thursday, May 12, at 6:00, and I do mean PM, we are heading out on a little ride to dine. I am calling this the "KickStand Up! Supper Club." No patches needed. Just a fondness for riding the back roads and eating good food.

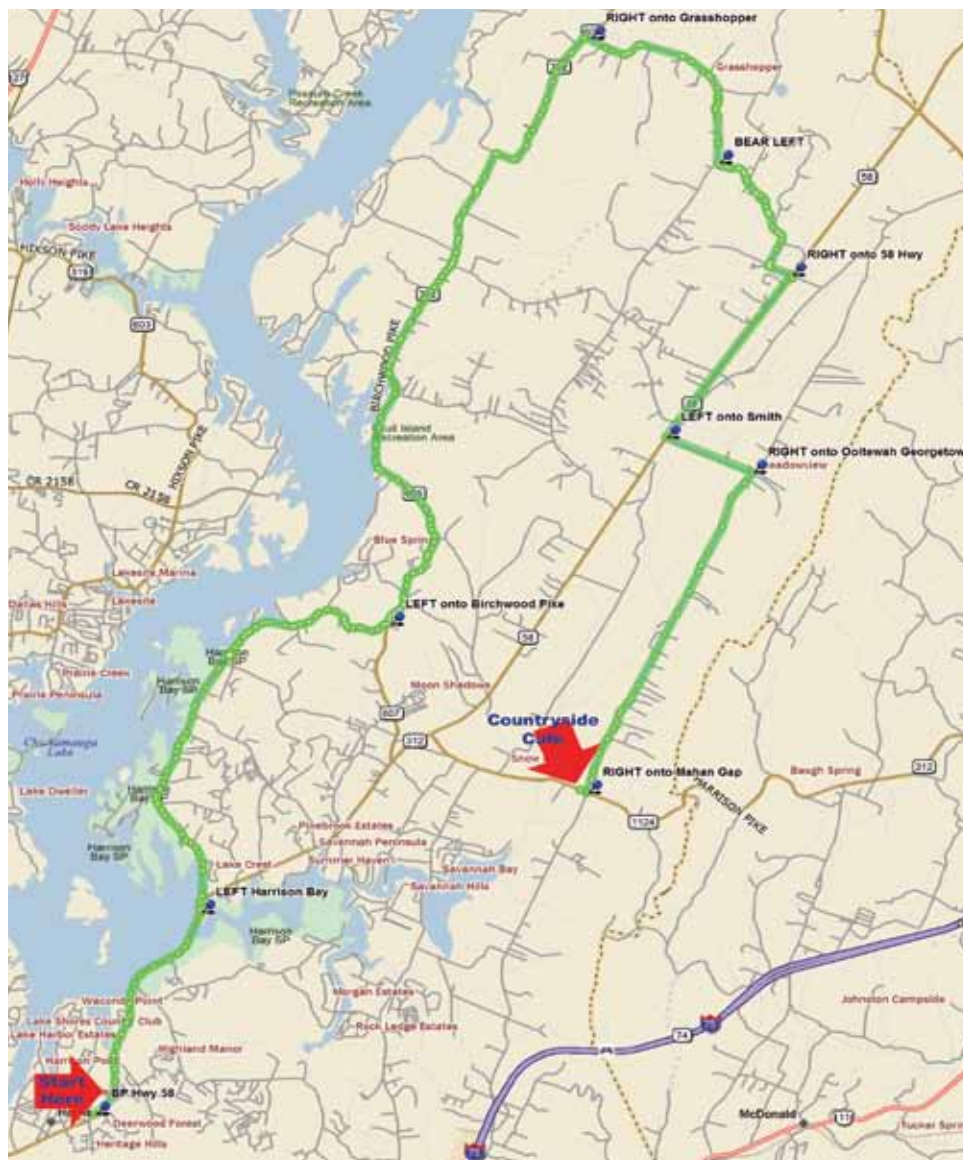
On this ride we are starting from the BP station on Hwy 58 in Harrison. We will head out towards Harrison Bay on Hwy 58.

- LEFT onto Hwy 58
- LEFT Harrison Bay Rd..
- LEFT Birchwood Pike.
- RIGHT Grasshopper Rd..
- RIGHT Hwy 58
- LEFT Smith Rd.
- RIGHT Ooltewah-Georgetown Rd.
- RIGHT Mahan Gap Rd.
- Now slow down and turn RIGHT and you are at the Countryside Café!

Great food and great people and we are going to have fun. If you cannot make the ride and still want to come eat, please do. We look forward to seeing you. Just let me know your coming and we will have a seat just for you.

Gary Boyd
gboyd1800@yahoo.com

Download PDF of this map at
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"I forgave him at the scene of the accident."

On a beautiful day, much like the Sunday in February when I rededicated my life to Christ, I headed out like any other day. I rode with my mp3 playing all my riding songs and my feet on the highway bars. I didn't have a care in the world...just me and the breeze and my new life getting back where I needed to be. Then right out of nowhere I see a car pull out in front of me, he came out from under 840 and was turning to get on the ramp to 840 as though I was nothing. Four feet altered the life of two total strangers that day.

I recall him walking toward me and I asked him if he hit me and he said, "yes." I replied, "I forgive you." I found out the rest of the story when he came to see me for the first time. He said I shot straight up off my bike when I made contact with his car and then landed on my behind, slid on my knees, and then my body turned. He came over to me and when I told him I forgave him he said warmth came over his whole body. He laid down right beside me on the road and held me and asked me questions until the

ambulance got there.

I gave him Chris' phone number, told him my name, and the names of all eight of my grandchildren. Then I remember I was tired and wanted to sleep. He told me that I kept rubbing his face and asking him if he was okay. When the paramedics arrived I told them to not worry about me but to take care of him. When they went to cut my jacket off of me I told them don't cut the brown one he laid on me to keep me warm, because it was his Air Force jacket. The cop told him that he had never seen anyone act the way I did. I was more concerned over him than myself. He said when they put me in the ambulance, they had to give me something to calm me down because I was so worried about him.

Debbie Karper

Editor's Note: Debbie's left ankle was crushed and had to be reconstructed with a metal plate on each side of her ankle. When she shot off the bike (she had her legs up on the highway pegs) her legs brought the bars up to an ape hanging position and broke the femurs (thigh bones) on both legs and they had to put bars in both legs. When she turned and landed on her stomach, it bruised her abdominal muscles and broke her hip. When she landed on her right arm it broke. Not just a break, but it broke up and down and they had to put a 12 inch plate and 21 bolts in it. Please keep Debbie in your prayers. She still has a long way to go to heal, but it looks like her heart is full of forgiveness and love. Thank you for sharing your story with us Debbie. - KT

"Forgiveness is the fragrance that the flower leaves on the heel of the one that crushed it" - Mark Twain

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Families That Ride Together

MEET THE KERRS

Katie Kerr



Like Father like son they say and this holds true with this family. Bradley Kerr, brother to Brandon, and father to Justin, Lance and Chad (who mom claims is still too young to ride at only two; and the boys vastly disagree) has taught the Kerr boys what he knows about riding. Bradley grew up riding anything he could find, four-wheelers, dirt bikes, motorcycles and shared the fun with his brother Brandon. When his sons came along they quickly picked up on the family hobby. Justin started out with four-wheelers, and when he was five Bradley and Brandon showed Justin how to ride a dirt bike. Brandon would have Justin sit in the front of him showing him how to gas it and stop, with Bradley shouting directions from their shoulders. Justin picked up quick and soon showed his brother Lance the same way he was taught.

Justin started racing in the Calhoun, Georgia Pinhook Nitro Drags when he was seven on a RM65. Justin was first place in points, and second place overall; going as fast as 7.2 seconds down the strip. Lance soon followed in brothers footsteps wanting to race his CRF50. The boys are now learning the track at the Calhoun Supercross and gearing up to race in the spring.

Dad gave up his motorcycle for a KX250 so he could ride with the boys, Brandon right along with them. Helping train them by showing them how to jump, take turns, and safely pass someone. He encourages

his boys to do their best, and rides right along with them enjoying the fun.

The Kerr Boys spend every second they can training and racing whether it is in the front yard with their very own dirt track, down the power lines or at a private track nearby. Instead of spending their time indoors playing video games or watching TV these boys hit the track as a family sun, cold, wind, or rain; the more mud the better! They challenge each other to jump higher, go faster, and learn from each other. Even Dad has picked up a

few things from watching his talented boys. They are just at the beginning of racing, but you better watch out for the Kerr boys!

Dad says, "Be in it to win it," and inspires his boys by sticking with them and helping them learn what they can from the sport. Justin sticks by his motto "Be fast or Be last!" and Lance? His is simply "Rip everything ya got!"

Katie Kerr

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Basic Police Motorcycle Operators Course

Two weeks of insanity. Two weeks of sore muscles, frazzled nerves, bruised skin and bruised egos. Two weeks of pure torture. Two weeks of learning to make a full size dresser seemingly defy the laws of physics. It's called the Basic Police Motorcycle Operators Course, and it is known as one of the toughest schools in Law Enforcement.

The Hamilton County Sheriff's Department along with the Chattanooga Police Department recently hosted and instructed this two week course to certify a lucky (or unlucky) few area Police Officers for Motorcycle Patrol duty. Sgt. Mark Kimsey, Sgt. David Tittle, and Officer Todd Cook with the HCSO provided hands on instruction along with Investigator Steve Jones and myself from the CPD.

Generally most folks' understanding of what it takes to be a Motor Officer is based primarily from the hit TV show CHIPS. As the recent graduates of the 2011 HCSO/CPD course can attest to, looking good on a motorcycle is only part of the equation (a part which the author considers himself a stellar example, BTW). A 'motorcop' must be able to conduct traffic enforcement on our roadways and interstates, patrol the city or area that

they are assigned to, respond to critical incidents and roadway crashes, and conduct dignitary and funeral escorts among other assignments and duties. All of these tasks may require a somewhat aggressive approach to driving that can be dangerous enough in a full size Crown Vic, so the focus of this two week school is how to do the job safely.

Onlookers to the motor course may view a parking lot full of orange cones with confusion. They will observe the Harley-Davidson being used and abused; smell the smoking clutches, hear squealing brake pads and engine guards scraping on the pavement, and wonder how these slow cone maneuvers teach anyone about the high performance operation of the motorcycle. The biggest goal of the slow exercises is not so much to provide steady work for Doctor Dave's repair shop as it is to teach the rider the handling and turning capabilities of the full size Harley dresser, and how to instinctively resort to training to maneuver 833 lbs of American Iron in and around traffic. These exercises teach the rider how to brake then escape, how to turn around quickly on a narrow road to pursue a violator or suspect, or simply how to avoid meeting that person who is more

focused on that texting device in his or her hand instead of the two wheeled traffic nearby. In fact, many of the exercises used on the parking lot portion of the school simply teach the operator crash avoidance.

The Basic Police Motorcycle Operator Course additionally covers formation riding, tactical training and considerations, and off road riding (everyone's favorite). Many people ask about being able to receive this kind of intensive motorcycle training but unfortunately it is only offered once every couple of years and is only open to Law Enforcement Officers assigned to Traffic related duties. While a full blown two week Police motorcycle course may not be readily available to the public, the AMA offers very good weekend Basic and Advanced Motorcycle Riding courses that will teach you many of the basics needed to keep the rubber side down.

The lucky few Officers that have completed one of the toughest courses in Law Enforcement have been able to walk away with a whole new understanding and appreciation for one of the most prestigious and visible positions in Law Enforcement and are now ready to patrol their town with pride and the know-how to



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Joe Warren
Chattanooga PD Traffic Division



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www.youtube.com/watch?v=N0hAHbjtNRQ



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Super Trooper Blog Part 2

Tuesday to Taos and beyond. I hit the road (up U.S. 412 then I-25 to U.S. 64) through Cimarron Canyon. Beautiful. Outside Angel Fire, I caught a glimpse of snow in the distance at Aqua Fria Peak outside of Angel Fire, NM

I hit Taos about dinner time and had a nice Chile Relleno plate. Just West of Taos on U.S. 64 in the Carson National Forest, I drove in snow for the first time, though the roads were dry.

Further West on U.S. 64, the road leveled out a little and I could see larger peaks up to the north in Colorado. I had been warned that western Colorado might get a lot of snow so I stayed westward.

That night I made it through several Indian reservations. They were quite different in character to the ones I knew

back East. There is a little difference between the Navaho and the Cherokee. In fact, while gassing up in Chama, NM, a local asked me where I was headed and I said West. He looked up at the sun then back at me and said, **"I think you'll make it."** **"Don't get caught after dark on the reservation."** I didn't.

Finally after dark I pulled into Navaho Lake State Park. The next morning it was quite beautiful. I was tired of taking pics at that point though. I was cold, there was frost on my seat, and I couldn't wait to get the heated vest plugged in.

In Bloomfield I learned that southern Colorado had been spared. No snow on U.S. 160. So I headed up U.S. 550 (that I want to ride from end to end one day) to U.S. 160 outside of Durango. I missed my family, so I turned east and headed toward home.

Looking down onto Pagosa Springs, CO was one of the most beautiful things

I've ever seen. So a couple of mountain passes later, I made it past the front range and to Walsenburg, CO for a shower, bed and a good nights sleep.

The next morning I rode across the flat expanse of east Colorado to Kim, CO and stopped for lunch. I was struck by the simple beauty of the small town and the rural, rustic quality of the folks I met in the only diner in that one horse town.

After a hamburger, I travelled on east from Kim, CO through the Comanche National Grassland. The birds on the side of the road would fly up and I was afraid that I might hit one at 100 mph. I didn't.

I made it all the way across Kansas, through Dodge City, took U.S. 400 through Greensburg (the town was flattened by a huge tornado and featured on T.V. about how it rebuilt). Ate a late dinner in Wichita. The road veered SE through Parsons and into Joplin, MO I skidded for another cheap motel (If you are still reading that was 642 miles and my longest day in the saddle).

For my longest day in the saddle, I finished up the trip on U.S. 60 through Springfield and an Eastward glide through the Mark Twain National Forest. I picked up a speeder doing anywhere from 90-110 the whole way through the broad sweeping turns of southern MO. It was a great deal of fun.

I headed down through the boothill and crossed the mighty Mississippi at Caruthersville, MO. U.S. 412 to Dyersburg, through Jackson, Linden, Hohenwald, Columbia, Shelbyville, Manchester, Monteagle, and to my bed at 4:00 A.M. That made for a 14 hour day. I was tired of riding.

Now I'm planning my summer trip - maybe Chattanooga to Montreal?

Steve Smith

Steve Smith





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The Purple Wing Team

We have all seen the Tour de France on television as hundreds of bicycles running in a tight pack on the way to Paris. Riding along with them are motorcycles that have officials, cameramen, medical staff and other personnel with the race.

While we don't have anything of the magnitude of the Tour de France, we do have a group here in Chattanooga that runs a motorcycle team that supports bicycle races across the southeast. Many of you have probably seen the purple Honda Goldwing with the two amber lights on poles at toy runs or rides and wondered what they were for. We sat down and talked to Harry Stone [HTS] recently and talked about "The Purple Wing" which is the name of the team where he is "Captain."

KSU: So how did you get started doing race escorts?

HTS: We began doing races over 10 years ago when I first joined CMA and we were asked to help at a bicycle race in Chattanooga. Most of us didn't have a clue as to what we were doing and after working a couple events the bug bit me and I began

to study the sport of cycling and triathlon. **KSU: After that kind of start what happened?**

HTS: I was the CMA Chapter President at the time and when I retired at the end of 2007, we began The Purple Wing Team. We learned and developed a training program for motorcycle support and we were selected to provide motorcycles for the 2008 Olympic Trials for Triathlon. We were right there in the middle of Olympians as they raced, that was a really great feeling.

KSU: What is on the schedule for the Purple Wing Team this year?

HTS: We have just been selected to support the Rev3 triathlon in Knoxville in mid May and it has a \$50,000 purse as well as some of our favorite rides here in Chattanooga: "Tour de Cure" and "3 State 3 Mountain."

KSU: Tour de Cure? What is that all about?

HTS: Tour de Cure is a ride that raises money and awareness for the American Diabetes Association and many diabetics ride in the event. I was diagnosed with diabetes at the end of our season last year and being able to be more involved with Tour is a wonderful blessing to us.

KSU: So how many are on the Team?

HTS: There are about 9 moto pilots (as we call them within the sport) who ride with us on a regular basis. We also have others who help at different events each year.

KSU: Do you have room for others who want to try their hand at "Moto Support?"

HTS: We almost always have room for riders who are seeking a challenge and want to work with us. They can contact us through our web site at www.thepurplewing.com. It's fun, challenging and can be very rewarding when you know you have been a part of a huge athletic event.

KSU: How many races have you done?

HTS: I have done over 150 races in the 12 years that we have been doing these.

KSU: How many races do you do a year?

HTS: This year we are doing nineteen and in 2010 we did twenty. Our season runs from late March until early October and by the end we are ready for a break.

KSU: We are certainly proud to have you guys as part of the Chattanooga motorcycle community.

HTS: Thank you very much and we are fans of KickStand Up!



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MAD ASS

STRA Rounds 1 & 2

Blairsville, GA / March 12 & 13

The Southeastern Trials Riders Association [STRA] trials championship season for 2011 got off to a great start at the annual Blairsville, GA event held each year at the beautiful Trackrock Stables and Campground. Frank Alexander is someone who knows how to lay out sections that can be fun and at times a little bit technical. You may ride through with a great score and you may end up taking a little dip in one of the many creeks that run through the property. It seems that every year somebody is going swimming. On Sunday it was me who got this honor, but lucky for me my bike stayed high and dry on the bank balanced against a tree.

We had no Champ riders at the event this year so it was the Experts who got to ride the hardest lines. Mike Helstrom is a local North Georgia rider and he rode his Montesa to victory both days. On Saturday it was North Carolina's Garry Hoover in second but on Sunday young Nathan Hirt rode his Sherco to second. The Advanced class was all Mark Sturtevant's with first place on both days including an amazing two point loop on Saturday. Ron Milam rode great on Saturday for second place while on Sunday it was Georgia's Vaughn Cady who got the second place position.

In the Advanced Sportsman class, it was yet another two day string of first places with Gary Holbert winning on both days. Is there a pattern developing here? Trent Webster rode his Montesa to second place on Saturday and I got second on Sunday, which was easy since Trent and Matt Stancil could not return for Sunday so second was a given. Frank

did give me one of the prized Trackrock shirts for the best underwater excursion on Sunday so I guess getting soaked can have its benefits. In the Sportsman class yet another two day victory was achieved by the very smooth Sam McNair on his beautiful Gas Gas Raga. On Saturday it was Robert Darnell of Georgia in second while on Sunday it was a three way tie for second with Alabama's Larry Smith taking second with the most clean rides. Close but no cigar for Robert and Jim Craig but they were still smiling since they both still got event shirts. This has become a tradition at Trackrock and are worn proudly by those lucky enough to have one.

Intermediate had some great competition each day and on Saturday Madeleine Hoover had a great ride and took first place with an eight point advantage on her Gas Gas with Camero Bryant, also from North Carolina, in second. On Sunday it was Drew Leviton of Georgia edging out Made by one point to take first place on his Montesa. Novice class was won on Saturday by Jamie Klein of Georgia with a great ride including a clean second loop which is not easy in this type of technical event. Paul Hirt of South Carolina got second on Saturday and then came back for first on Sunday. We also had a Women's class on both days with Georgia's Olivia Leviton taking first both days on her Beta. We got to see some classic iron on both days with Dennis Simoes riding his Yamaha TY on Saturday to first place while on Sunday it was Steve Glinski on his Dalesman topping Tracy Martin on his Ossa. Charlie Roberts rode Exhibition both days and had two clean loops each day.

This was our fourth year at Trackrock and the first time it was not either pouring rain or snowing and I can say that I liked

it best with the sun shining and the temps at around 70 degrees. It made getting completely soaked not so bad at all. Frank also had everyone over to his house Saturday night for a Low Country Boil and the shrimp was some of the best I have ever tasted. Great job to all who helped put on the event from the North Georgia crew to Catherine Bedley doing sign-up and everyone who scored in the sections and a special thanks again to Frank Alexander for a wonderful weekend. Our next event will be on April 16 and 17 in Whitesburg, Georgia and I will see you there.

Jamie Gourley
Southeastern Trials Riders Association



Courtesy of STRA



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SAVE YOUR NECK

I found myself in Madisonville, TN a few weekends ago to practice for some upcoming motocross races I had this season. I was stoked that day; my bike was running great, the track was perfect, and it seemed to be a great practice session that couldn't be ruined by anything at all. I was feeling comfortable with the track, picking great lines, and really getting into my zone. But unfortunately, my zone was a little too slow this day. As soon as I left the face of a nice downhill double I murmured some foul word under my breath, and just a few seconds later I "cased" the landing of the jump and was knocked out cold.



Luckily I made out with only a dislocated hip, bad dirt rash, and a bunch of stitches in my ear, but all of my doctors told me that without the protection of my neck brace I would probably be dead. This was of no surprise to me because I know the importance of protective gear while racing motocross, but I think some riders are unaware of such dangers.

I hope that all motocross racers, young and old, take seriousness in wearing all of their protective gear, especially neck braces. Since I am the manager at the local motorcycle shop "The Hogs Pen," I felt it was my duty for us to become the Chattanooga area's only Leatt Braces dealer (the best protection gear company in MX) so we can help keep our local riders safe.

If you, or anyone you know races motocross or just rides hard on the dirt, come by The Hogs Pen and check out our Leatt Braces and keep yourself protected.

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SUPERCROSS

In the past month, the playing field has completely changed. Villopoto lost his commanding points lead, and Reed and Dungey (?!?) pose a threat to take the lead away from him.

Villopoto fell on some bad luck in Jacksonville when he crashed out of his heat race early on, sending him to the LCQ. The LCQ should have been a runaway for Villopoto, but again he crashed in a first turn "yard sale," putting him out of the main event and out of any chance at earning any points for that week.

Lucky for Villopoto, Stewart crashed out of the main event as well. In the pile up, another rider hit him, and it was thought that he injured his pelvis or back. He was pulled out on a stretcher, and almost put out for the season. This knocked Stewart back to 4th place in points.

Canard, Reed, and Dungey were able to make up some valuable points they had lost to the former top two. Canard led for most of the race, but had some stiff competition on the last lap from Reed, but he pulled it off for a win at Jacksonville. With this finish, Reed passed Stewart for second place in points and would go on to become points leader in the next race, only to be knocked back to second by Villopoto soon after.

These events have narrowed the top five (Villopoto, Reed, Dungey, Stewart, Canard in that order) to a mere 23 points separating them. Once again, it's anybody's championship.

Our previous "Underdogs" seem to be really figuring things out. Reed has gotten his team together in a way that has put him on the podium a lot here lately. Our rookie, Canard has managed to pull out away from the veterans and get a few wins under his belt as well. Dungey, our reigning champion, despite earlier troubles with suspension and mechanical problems, has gotten his act together as well, earning him some podium finishes.

As for our two that seemed to be sweeping the season, Villopoto has had some major setbacks, but continues to finish well. James "Bobbie" Stewart (as was on a fan's sign in Dallas) can't seem to keep it on two wheels. Despite this flaw, he still usually manages to finish within the top five, but still has some catching up to do.

We will see some great racing coming up as the end of the season approaches. Pressure is mounting and it will go to the heads of our riders. The one that handles that pressure best will win this year's championship.



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Photos courtesy of WPS/FLY RACING

2nd Round SORCS racing Holland, GA Playing In The Mud

SMA Racing/FLY Racing attended the first ever event that was held at the Holland Farms in Holland, Georgia. The conditions were for the diehard racers only. It rained all day Saturday and until the early morning hours on Sunday morning. Three and half inches of rain landed on this first time course. To say the least, it was a muddy mess and that's putting it lightly.

The course had to be cut from 10 miles down to 6 miles because in some areas of the course, the only thing that was going to make it was a jet ski. There was still a good turnout of racers for the event. Several racers from Chattanooga attended the mud fest and competed. This rider observed 30+ bikes either stuck or out of the race due to blown motors because of the conditions. Ruts measured three feet deep in places, making it more than difficult for the riders. Tim Holder from White's Cycle was one of many riders to waste an engine in these conditions. Nathan Holder ran his first ever B-Class race and placed 3rd in his class. Great job Nathan.

Mike Inglis of Chattanooga competed as well and can testify to the conditions. Fred Boadie Lingerfelt raced this event with a cracked rib and still placed fourth in the 30+ Expert class. Mike Davis raced the 30+ Expert class cutting his race short due to the conditions. SMA will be attending the 5th round of SORCS racing at Conasaga, TN on April 3rd.

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In The Headlight **Ezra**



seat, but his dream to ride that Kawasaki KX 65 Monster edition came true. Since he had nearly worn out his first two bikes, his grandparents purchased the new KX 65 as an early birthday present. Ezra was still competing in series races on both the KLX 110 and the CRF 50, but wanted to compete on the 65 as well.

Ezra started racing all three bikes in one evening of racing and most of the time finishing one race with a win and have the next bike waiting at the starting line for the next race. He was racing back to back heats with out a break in between. One of the announcers at Chattanooga MX gave him the nickname Ironman, as most riders will tell you it takes a lot of strength just to ride in one class.

Now Ezra is nine and his focus is progressing on his KX 65, which he still competes in two to three classes each race. To date Ezra holds five first place series wins, two second place series wins and is currently leading in two series on his KX 65.

With all the time spent practicing and racing, Ezra is still an honor student at Unity Christian School in Rome Ga. where he is a third grade student, and he also plays football and basketball and has been a member of two undefeated teams in basketball and one undefeated season in football.

One of Ezra's big accomplishments lately was that he won all three qualifiers and all three main events when he raced at the Tri State Arena Cross in Rainsville, Alabama.

Tim & Nita Shuler



Photos courtesy of the Shulers



Kim Teems

When Ezra Parker first asked his grandparents, Tim and Nita Shuler, for a motorcycle just over a year ago, it was a surprise, but not as big as the surprise to come. He wasn't tall enough for that black monster energy KX 65 under the bike shop Christmas tree that he had is eye on, but what did show up was a monster energy KLX 110, causing racing history in the Shuler/Parker household to begin all over again.

Ezra's grandfather, Tim Shuler #75, began racing when he was about the same age as Ezra, and his dad, Colt Parker #45, began racing at an even younger age. This is when 3G Racing, for three generations of MX racers, was formed.

Ezra has been a multi series 1st Place Champion on his KLX 110 and his Honda CRF 50. In the fall of 2010, Ezra had grown a few inches, but was still not tall enough to ride the big roller coasters at theme parks. He didn't even weigh enough to ride in a car without a booster

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EAST VALLEY ROAD LOOP

After completing a few of the more physically and mentally demanding loops I was ready for today's less demanding and more relaxing ride. I spent the day either riding the stretched out two-lane highways or beautiful secluded country roads. In the most rural section I had to be careful to watch for gravel washed out in the road from driveways and for dogs that may not be in fenced-in yards. The only part of the route that required special riding skills was the descent down Dayton Mountain, which for a short distance is laced with sharp curves. This loop is one that can easily be done between breakfast and lunch or between lunch and supper. Come join me as we take a relaxing ride through the country!

Starting point: Tennessee Welcome Center
Route Length: 136 Miles
Elevation variance: 620' to 2024'
Fatigue factor: Mild

Loop 5 – 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. Since my day will be one of relaxing terrain and laid back type roads I will be using my Honda Magna cruiser. After approximately 11 miles heading north on I-75 the route exits via the Ooltewah exit (Exit 11) and turns left at the traffic signal on US 11. After about ¼ mile I turn right on Mountain

View Road and cruise for 2.7 miles on a relaxing two-lane road that takes me away from the congested traffic that I will not see again until the end of my ride. Mountain View Road eventually merges with Ooltewah-Georgetown Road, which is the name it acquires at this point. From this point the loop continues another 4 miles until it crosses SR 312 (Mahan Gap Road) at a four-way stop. Just across the intersection is the Country Side Café, one of the outstanding restaurants for a "meat and three" meals in that part of town. The

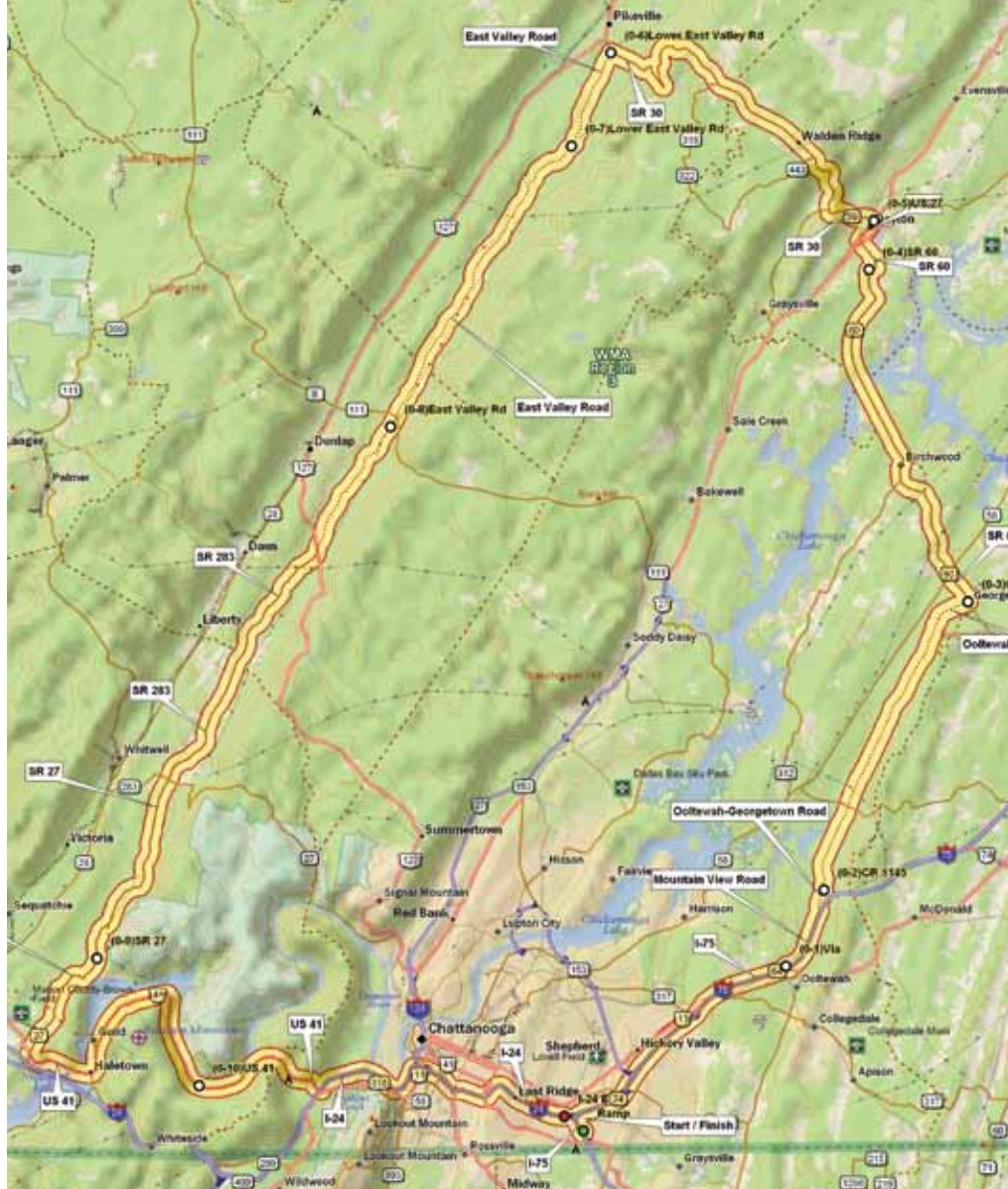
route continues on Ooltewah-Georgetown Road past SR 312 and evolves into rolling terrain, bordered by farmland with residential sections interlaced. After about 9 miles past SR 312 I pull up to SR 60 and take a left, staying on SR 60 for the last high-speed cruising I will have until near the end of my ride. The next 16 miles of straight sections mixed with sweeping curves on SR 60 is relaxing, but certainly not boring, and includes a shot of fresh air as I pass over the Tennessee River.

The route eventually approaches the town of Dayton (Pop. 6180), which is famous for the Scopes Monkey Trial, and then turns right on four-lane US 27. It continues about a mile on US 27 through Dayton until reaching SR 30, where it takes a left, sending riders toward mountain curves and the high country. Within a few miles the ascent begins up Dayton Mountain via gentle sweeping curves, where on top of the mountain SR 30 is generally straight with rolling hills. For about 8 miles on mountaintop riding there is a mixture of farmland, a few small businesses, and homes of various sizes. One side trip some miles off SR 30 worth considering is Wooden's Apple Barn, which can be found by asking directions from any local resident. As I begin my descent on the backside of the mountain toward Sequatchie Valley, I immediately slide forward in my saddle and become much more aware of the road as I lean back and forth in the sharp curves. There are some outstanding views of the valley below but I am careful to pull over to the shoulder for anything more than a short peek. Getting distracted could have disastrous consequences while working my way through these curves and this is a week I don't want cut short by doing something stupid.

After reaching the bottom of the mountain (still on SR 30) I exit to East Valley Road where I turn left (south) and begin the best riding of the day. This road will change names several times along its path but it is basically the same road. While cruising on Lower East Valley Road riders will experience very pleasant and beautiful country scenery, gentle curves, rolling hills, and usually have the road to themselves. This country riding is what many bikers consider riding at its best. After about 17 miles on East Valley the route crosses under SR 111, a highway I will be using on another Bikers' Dozen Loop later in the week. I planned my route where I would reach this point at lunchtime, because a short distance off the road (now called East Valley) is the Cookie Jar Restaurant, a very popular destination for area bikers. The Cookie Jar is an outstanding restaurant, even if they don't have gravy for their homemade mashed potatoes

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

..... until approaching US 41, where it turns left. My riding along the base of the mountains in Sequatchie Valley leaves me envious of the people who are lucky enough to live in this scenic area. Heading south on US 41 soon crosses over the Tennessee River on the high, narrow, and a little bit scary Marion County Memorial Bridge. This green, laced steel bridge,



built in 1929, is now found on the National Register of Historic Places, and loop riders should be careful to keep their eyes on the road as they cross these four spans. I remain on US 41 for 14 miles of relaxing, high-speed cruising running parallel with the Tennessee River. The Tennessee River is the largest tributary of the Ohio River and is approximately 652 miles in length. The river was once known as the Cherokee River, among other names. After my riverside ride on US 41 I reach I-24, which will be my final leg back to the beginning point of the loop.

It was absolutely a great day, riding some of our more relaxing roads beautiful country scenery. After a short and easy ride today, I will probably tackle one of the more demanding loops tomorrow. Tonight I plan to get a good dinner somewhere downtown while looking over the Bikers' Dozen Loops options and maybe visit the Tennessee Aquarium, rated among the best in the United States.

Eddie Rahm
eddie@kickstandup.com

One trait this loop shares with most other Bikers' Dozen loops is the way relaxing, easily negotiated stretches of road are followed by curvy, difficult sections to negotiate. Our lives follow a similar pattern; we plod along with everything seemingly going well and then all of a sudden nothing seems to go right. For Christians it is a comfort to know that the Lord will allow nothing to enter their lives that He has not provided the strength and comfort to overcome. "And we know that in all things God works for good of those who love him, who have been called according to his purpose" (Romans 8:28).

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 5.

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Available at The Hogs Pen, page 35

In The Headlight Product Reviews

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Available at American Motorcycles of Chattanooga, page 7



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The Broken Spoke Rides Remembered

Do you hear that? It is the sound of rain pummeling my roof with the clasp of thunder thrown in for good measure. It is 9:00 on a Saturday morning. Not just any Saturday, this is March 26, 2011. The day of our first KSU! Official ride to eat at Mike's Seafood. We have had six great riding Saturday's in a row and all I asked for was a halfway decent day. You see this ride was my idea. I picked the route. I picked Mike's Seafood. I picked the date. I blew it.

I prayed for a halfway decent day. On my broken down knees I cried out for a great day to ride so that we could meet a lot of you, have a great ride, and eat some wonderful food at Mike's. Actually, I didn't really pray quite that hard. In fact I only started praying when the forecast changed on Wednesday.

It's not that I don't pray hard but in the final analysis this is just a ride. A great ride with over 80 of you signed up and ready to ride. I am sure that the staff of KSU! will come up with another great ride idea.

And the weather will be too hot for some and too cold for others and schedules will conflict but there is always another ride. And as I listen to the rain continue to pour down, I think of how many rides I have already been on.

There was the ride from Chicago to St. Louis when the Harley Classic broke down in the rain and left me and my wife celebrating our anniversary in a truck stop on Interstate 55 in Cornfield, IL. Is that not the most romantic story that you have ever heard? It rivals Love Story, or Sleepless in Seattle.

Then there was the trip when we were getting our kicks on Route 66, starting from Chicago and going out to Tucumcari, New Mexico before turning right and heading to Sturgis. It was a great trip until we got to Red River, New Mexico at the foot of the Rockies and our riding partner decided that as he was very nervous about heights. He did not want to go through the mountains, so instead we opted for the plains of Colorado. The searing heat and flat straight roads that looked like home was not my idea of the majesty of Colorado. But he was a good friend and given the chance to ride with him again, I would do the same thing. But I sure missed the mountains.

It was on that trip that we stopped

in San Jose, New Mexico and did some shopping. I found the greatest leather sport coat that I had ever seen or touched. I didn't want to spend the \$90.00 on it but my wife said I looked great in it. If she thinks I look great in anything I am buying it. Especially after that anniversary that we spent in a truck stop. We were told that price included tax and we went to the register to buy it. We gave the clerk our card and looked around some more. The clerk came back and said that the card did not go through.

I told her that it was a brand new card, [it was as the others were all maxed out buying Harley leathers] and that it should go through. I got on the phone with the credit card company to find out why they were denying a \$90.00 charge. They weren't. They were denying a \$9000.00 charge. It was just as well as I really had no place to carry it home.

I have had adventures locally of course. In the very first issue of KickStand Up! there was a route that was made especially for off roads dual purpose bikes. It's a great adventure ride for an adventure bike. Unfortunately, I ride a Gold Wing, not exactly your run of the mill adventure bike. [Unless you're Julie Land in which case trying to get on the bike can be an adventure. Ronnie keeps taking off without her.]

Three hours of ruts, rocks and two up touring do not mix well. The map showed it as being paved. My friend, Gary Chambers, said he thought that it was a rough road but that he had not been up there since high school. High School? That was 100 years ago. They have electricity, running water and asphalt since then. But not on this road. We got through it unscathed but we just haven't found the time to do it again.

And then more recently we rode the Cherochala Skyway. The snow covered skyway. There was at least 3- 5 inches of snow as we crossed from 4000 feet up and down. Only three bikes made it over that day. There were a couple that tried and turned back, one poor woman with a broken foot and her husband with broken mirror.

So it rained this Saturday and cancelled our ride. We will plan another and another and yet another after that. We will hope and pray for good weather but the truth is we hope and pray harder for good friends to ride with. And I know that God has already answered that prayer for I have the greatest friends and I love riding with all of them. But not Memphis!

Gary Boyd
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Rides & Rods

Bobby & Polly Clark

Rides: Bobby 2007 Honda Shadow
Polly 2007 Honda Rebel 250

Rods: 1949 Chevy Pickup
1956 Chevy Pickup Pro Street

Bobby and Polly's 1949 Chevy truck is Sea Haze green. It has a stock 350 with a 280/440 lift cam, a 350 turbo transmission with power steering and power brakes. It has a Buick sub frame, a Buick rear axle with 323 gears. This truck was built from the ground up by Bobby and Polly. The truck has been at the World of Wheels winning 4 trophies, two 1st place in 2005 and 2007, and two 2nd place in 2004 and 2008.

The 1956 Chevy Pro Street is a primer color. It is a frame off restoration with new doors, glass and tires. It has a one of a kind custom tub bed with a custom built in tool box, a 402 big block 60 over with a crane 300/540 shift ram, a 400 turbo transmission, a Nova sub frame with Ford 9 inch 370 gears and mini spools. It also has an 800 Edelbrock carb and H.E.I. distributor.

Bobby and Polly's bikes are personalized for how they like to ride. They have put over 10,000 miles riding together. They belong to the C.A.R.S. car club and motorcycle riding association. They are true hot rodders and just normal folks.

A special note, their son Sgt. Tommy Clark has done two tours in Iraq and is currently stationed at Fort Bragg in Fayetteville, NC. Thank you for your service Tommy.

Thank you Bobby & Polly for letting KickStand Up! feature your story. God Speed.

Chuck Welch
chuck@kickstandup.com

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GITTY UP AND GO



This month's review is pointed at all of you fellow Harley-Davidson riders. This past November I decided to try something new recommended by my friend Joe Ridge. I moved away from my dual-fire ignition, and boy am I glad I did.

The system I chose fits 1970 on up for single-fire ignitions. The dual-fire systems fire both cylinders, one on the down stroke, as well as the up stroke at the same time. For this reason it made sense to make the change to the Daytona Twin Tec Ignition Kit. I ordered the system from a reputable mail order company and it set the wallet back around \$350.00.

When I opened up my box, it felt like Christmas. I was so impressed by everything that came with it. Remember, I ordered the 'kit' which came with 8.5 mm plug wires, ignition module, coil and every connector imaginable to any application. Installation (which I will not get into here--BUT if others want the installation and

timing details, feel free to email me or I can do a follow up article).

Removing the old ignition unit and coil is a no-brainer. It is almost as easy as installing the new kit, I found it easy and smooth, including timing. I truly noticed a considerable difference in performance from day one. My lil Harley will easily slide you back in the seat from low to mid-range, a considerable difference (for what ever reason) from the dual-fire.

The second and MAIN thing that I notice daily is the idle. When the lights stop me for a moment or two the Evo motor is smooth, it sits there without a gurgling. It reminds me of a fine tuned drag car sitting at the tree of lights. The V-Twin rumbles off the stop out into traffic and with a little pull back on the throttle will put you in the wind without a hitch. I am so impressed by this unit, I have to recommend it. It has never let me down in 'gitty up and go' and also the awesome smooth idle that turns the heads of others while stopped or just easing through a parking lot.

I went to the NGK 2382 series plugs right after the ignition change. The plug is hotter than what I was running, but it is obvious the new ignition kit made a huge difference in performance and economy at the gas pump. Here is a little of the specs on the kit:

- Kit includes ignition module, 8.5mm spark plug wires, single-fire coil and instructions
- Ignition system has two advance curve

- families with adjustable advance curves to accommodate stock to wild engine modifications
- Four rotary switches for adjusting timing and single-dual fire rpm limit digitally set rpm limit (in 100 rpm steps)
- Selectable single or dual-fire mode
- Selectable multi-spark mode for quick starting and smooth cruising
- Coil outputs protected against short circuits
- Optional USB interface kit and software (programs available on website www.daytona-twintec.com/index.html) available for programming custom curves (PC-link cable must be purchased separately)
- Requires the use of an OEM timing rotor (OEM 32402-83 or 383-497)
- Uses the tachometer wire for the USB interface and comes with a connector.

I will note that I did not use a timing light at all. I timed it with only removing the timing plug and haven't had to alter it at all. While my scooter didn't have a VOE switch, I did add one. I cannot say if it makes a difference or not. Perhaps in it's own way-it does. Most factory scooters have this already so don't be concerned. In a final glance, I feel it was the best investment I have made for my HD. If you are looking into ignition systems for your Harley-Davidson--you MUST check this one out.

See you out there!

Rocky Sisemore
rocky@kickstandup.com

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