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May 2012

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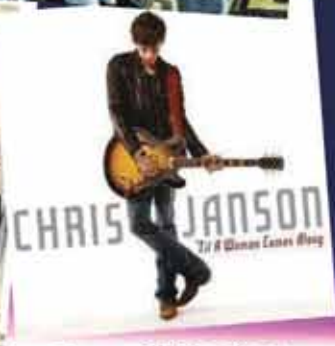
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ROAD MAP

Road Map Photo
 Photographer: Gregory Cook
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Cover: May 2012
 Photographer: BMW USA



FROM THE EDITOR

Hi Folks,

As the Editor, I get emails from readers all the time with comments, atta boys, and criticisms. This is just a part of the job and I take them all with a grain of salt. Most people are courteous and civil and I respond accordingly. I have learned in my 64 years of life, that you can't please all the people all the time so I don't even worry about it. Occasionally, there will be someone that is just plain rude and obnoxious. I would like to say that I handle rude people nicely, but I would be lying. I consider myself a "civilized redneck" and if you are downright rude to me, then you will most likely get more of the "redneck" part than the "civilized" part.

As was the case with "Mr. Real Biker", a complainer that emailed me last week. He stated that there "was a dude in a shirt/tie standing next to his Jetsonmobile" on the cover and that we were "catering to the RUBS and have forgotten about us real bikers!" You know the type I'm sure. He finally bought a Big Bike (probably his first), wears the leather, and now looks down on anyone that rides any other brand or type of motorcycle.

Those of you who have known me since I started writing for Road Rash in 1991, know that I've owned a dozen Harleys since 1970. I've also owned other brands simultaneously. I've logged over 400,000 miles in the last 17 years (90% on Harleys), does that qualify me as a "biker?" I used to refer to myself as such (back when that meant something), but over the last decade, I started referring to myself as a RIDER. My new moniker is an attempt to distance myself from people like "Mr. Real Biker."

Now I'll admit that over the years I have been judgemental in my articles and I have criticized people for NOT riding their bikes, however, I have never dissed anyone for the type or style of bike that they ride. I don't care what you ride, just ride it! We all take the same risks and face the same dangers.

Anyway, I wasn't real nice and he got his panties in a wad because I dared give him my opinion on his comments. He accused me of being a liar and it went downhill from there. He wanted to dish it out, but he didn't like taking it! Now, on to other things.

We had a great time at the CMA's Blessing of the Bikes and the turnout was even larger than previous years. The Black Angels hosted a benefit which drew close to a hundred bikes. Check out all the pics on later pages.

This month, the Steel Brothers MC will host the Third Annual Big Hearts for Little Hands Motorcycle Rally on May 12th and make sure you catch Thunder on the Rock in Monteagle, TN on May 25-27.

Keep an eye out for our photographers as they will be all over the area. You may have noticed our new logo and a change in our format and content. We will be featuring more photos of local events each month and more submissions from our readers. We will remain "family friendly" and a must read for all local riders, bikers, clubbers, motorcyclists, or whatever you choose to call yourself. Until next month.

LTRATD,
Rock

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KICKSTAND UP!

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**Bikes On The
Ocoee**
by
Greg Cook





**Friends of
Go-4-Uncle Gus**

Photos by Chuck Welch



BackSeat Rider

“Get your motor runnin’,
Head out on the highway,
Lookin’ for adventure,
And whatever comes your way”....

“Born to be Wild” would have to be my theme song. This has to be one of the first rock songs to magnify the freedom and power of motorcycles. My best friend (Mark Guy) who I married over 25 years ago, spoke of buying a Harley early on in our marriage. I was totally against the idea because our children were small. The Harleys seemed so loud and extremely dangerous. When his friends came over the sound from the pipes would rattle the windows in our house.



When the weather turns sunny and begins getting warm, I long to be behind my sweetie on his Harley. His first Harley has to be my favorite ride, it vibrates so much more than the new ones! No, really, I grew to love that ride. No one can explain the feeling of riding with the wind in your hair, the keen sense of smells, and the scenery perceived so much clearer being on the open road. There is an utter sense of freedom involved in riding a Harley.

The view from the back seat is one that I would not trade. My passion is education and you can sure learn much about yourself, nature, and the open road while perched on the back of a Harley.

Carrie Guy

Carrie Guy is a teacher with the Bradley Co. School System and her husband Mark Guy is a salesman at Thunder Creek Harley-Davidson. Thanks Carrie for a great article. - Ed.

The motorcycle had to grow on me and grow on me it did! After he purchased a 1978 Shovel, the game was on. We began by taking minor trips out for dinner or we would journey on a local poker run. After many small adventures, we decided to make a trip to Bike Week in Daytona. We followed this tour by a ride to Destin and Panama City.

Then came the big one in 2007, we drove across the United States on the bike. We rode from Tennessee to South Dakota. We made several stops along the way. We were prepared for any kind of weather. We had chaps, leather jackets, face gear, rain gear. You name it, we had it. Most of it we wore at one point or the other. Mt. Rushmore had to be one of the highlights of the trip. The Badlands were also a neat place to visit. We cycled through the mountains and stayed in a large cabin in Sturgis. The cool air at night would send shivers up and down your spine. The nights were followed by sunny warmer days where elk roamed free. One of the best parts of the trip was that our 15 year old daughter (I have a fond memory of my daughter calling Mt. Rushmore “The Heads”) and my sweetie’s dad were able to ride along with us. With great anticipation, I expect to go for a second time.





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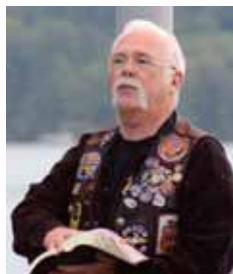
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CHAPLAIN'S CORNER



Another month, another thought. I don't reckon that there is one of us who hasn't been accused of being hard headed. Can you imagine that? In truth I will admit that I am guilty, but aren't we all?

Which brings up the touchy subject of safety equipment, such as a helmet, jacket, chaps, gloves,

boots, etc.

Each sport or activity has some form of equipment to protect the participant, such as football, hockey, and baseball. Sometimes we think it's all hockey, but a good case of road rash is hard to get over.

When I'm riding without my chaps, jacket, or using my beanie helmet, I think, well I hope I don't need any of that good expensive stuff I left at home. Who doesn't like to feel the bugs smack you in the face, get some sun, I do. OK ride free, leave your body armor at home. But never, I say NEVER, neglect to put on the whole armor of God, it's light weight and is the best protection period!

Ephesians 6:13-18 Therefore take up the whole armor of God, that you may be able to withstand in the evil day, and having done all, to stand. Stand therefore, having girded your waist with truth, having put on the breastplate of righteousness, and having shod your feet with the preparation of the gospel of peace; above all taking the shield of faith with which you will be able to quench all the fiery darts of the wicked one. And take the helmet of salvation, and the sword of the spirit, which is the Word of God; praying always with all prayer and supplication.

Be safe,
Cowboy Al

PS: If Jesus is riding with you, keep Him safe!



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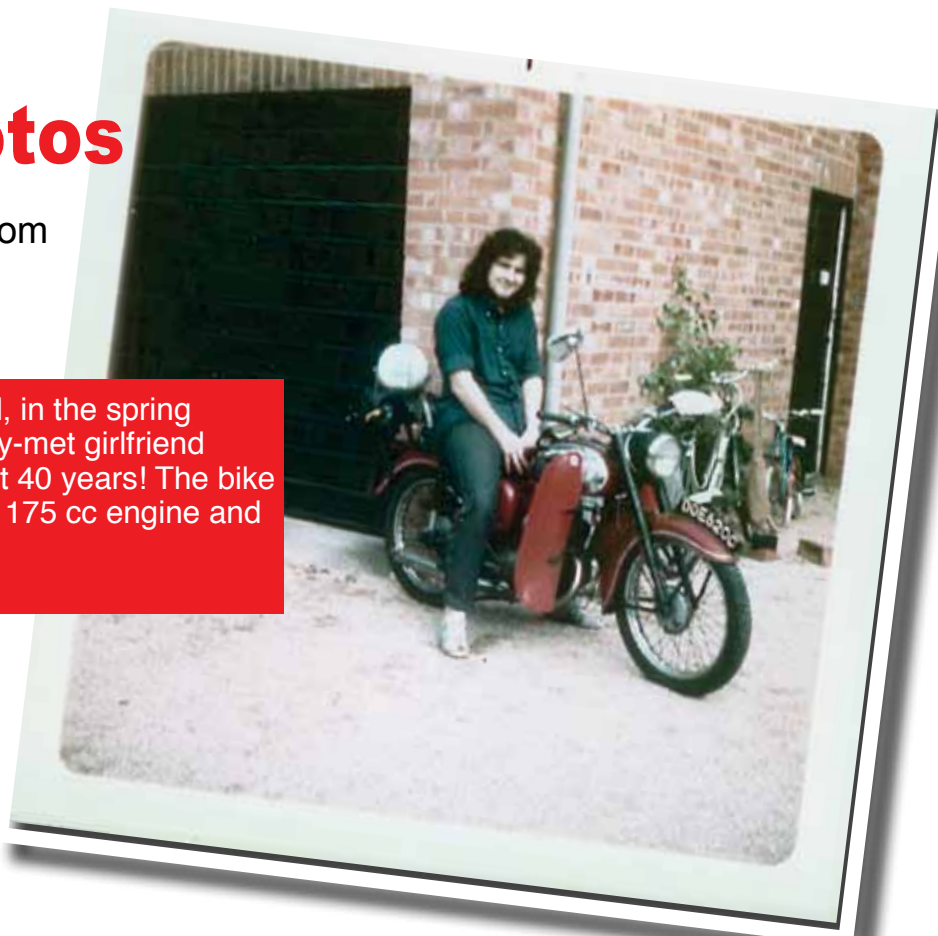
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This photo was taken in Oxford, England, in the spring of 1971. The photographer was my newly-met girlfriend Wendy, who has stuck by me for the past 40 years! The bike is a 1965 BSA Bantam. It had a 2-stroke 175 cc engine and topped out at about 55 mph.
Peter Hanson - The Print Shop



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READER'S SHOTS

These photos were emailed to us by readers. We are always looking for your photos to feature here. If you have a shot that you'd like to share with other readers, please email them to info@kickstandup.com. Please write a few lines about the photo, including the year and any other pertinent information.



I go back and forth a lot from the McMinnville area to the Dunlap/Pikeville area and often across Cagle Mountain where I frequently stop at the Trading Post and pick up a copy of "KickStand Up!" I have been riding (with the exception of a few years when I went through some hard times) since 1972 when I was 10 and had my first Honda, a 1972 SL 70.

My rides now include a 2007 Royal Star Venture and more notably a 2000 Kawasaki W650. I understand this is a rare bike in the US since it was only offered in the states two years and dealers had limited quantities available. I ride "Star Baby" (named after the 1974 song by The Guess Who) on short trips of 150 miles R/T give or take. However, she is still one awesome, beautiful ride.

I have attached a picture before I had her side covers painted and luggage system rack installed.

Dale Johnson



Here is a pic I found of Kris Turner. My question is: Does he go down or does he save it? What do you think, I know the answer. - Ed



After many years of delivering our mail to Quick Tees and KickStand Up! Magazine, Johnny "JR" Sparks finally grabs the first issue and wins a KSU embroidered cap.

Our magazines hit our 24/7 rack at 3472 Brainerd Road (in front of the Quick Tees building) between the 27th and the 29th of each month. They are normally in the rack and available by noon. The first person that pulls the new issue from the rack WINS some KSU gear! (You can only win once per year.) We love to see all the extra traffic each month as the new issue arrives.



My name is Barbara Parton. This is a pic of my 3 year old great-granddaughter Mailyah Davis getting ready for her first ride on a GOLDWING with her Nanna. Her mother (my granddaughter Chassidy Martin) is standing in the background trying her best to not totally panic at the thought of her "Baby" riding.

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ADVERTISER INDEX



Photo by Kent Whitaker

BBQ Bruschetta

By Kent Whitaker

I've had several people ask me to give the Bruschetta recipes that I did with Jed Mescon on WRCB 3 NBC during the 3 Plus You show. I did a very quick version, which broken down to its lowest level is bread lightly basted with olive oil and toasted over coals, or grilled, or baked... you get the idea. For general conversation, that's Bruschetta. I've been told the whole idea is that this was a way to test the flavor of a batch of Olive Oil back in the day. Everything after that is for fun. Traditionally you'll see tomato, garlic, cannellini beans etc.

I went a bit Tex-Mex and Red Neck while cooking with Jed. Here's what I did.

Basic Bruschetta

Italian or French Bread sliced
Basted lightly with Olive Oil
or Pam Spray Olive Oil
Toasted on the grill – lightly

Topping One – Tex Mex flavor
Italian seasoning

Italian seasoned chopped tomatoes
Salsa – Chunky

Pepper Jack or Mozzarella Cheese
Combine the tomatoes and salsa. Place some cheese on the Bruschetta, or as we call it in the South... toast. Then top with the mix, sprinkle with seasoning, maybe even Cajun seasoning and serve. – DANG!

Topping Two – Red Neck Bruschetta
Pepper Jack Cheese
Pulled smoked pork
BBQ Sauce.

Yep, a different twist, but like I said; after the sliced bread and olive oil toasted... everything else is Gravy... or BBQ sauce!

Ride safe – Kent & Ally

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 or on twitter at www.twitter.com/thekentwhitaker

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And they are very easy to use. In an emergency

situation on an ABS bike, just apply the brakes hard! Do not manually pump your brakes. Aggressive braking will initiate the ABS system automatically and the rider can concentrate on the immediate threat — and not the brakes. That's the good news.

On the other hand, many experienced riders can bring their non-ABS bike to a stop faster than an ABS equipped bike, by way of well-practiced, efficient, front and rear braking — particularly on clean, dry pavement. The question is can you do that under the stress of a life-threatening, panic-braking scenario? And even more to the point, how refined are your emergency braking skills on wet or dirty roads?

If you have attended a motorcycle event in which BMW was one of the participating vendors, you may have seen their demonstration and/or video where they compare the braking performance of ABS and non-ABS equipped bikes on flooded pavement. The demo-motorcycles are equipped with outriggers, to prevent the bikes from completely going down. The bikes are each ridden into several inches of water whereby they apply emergency braking. The non-ABS motorcycle loses control, falls over onto the outriggers and spins out. However, the bike with ABS makes a controlled, straight-line stop.

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MOTORCYCLES WITH ANTILOCK BRAKES HAVE FEWER FATAL CRASHES AND LOWER INSURANCE LOSSES THAN BIKES WITHOUT ANTILOCKS

ARLINGTON, VA — Antilock brakes for motorcycles are working as designed to reduce the chances of crashing, removing some of the risk that comes with riding on two wheels. A new study by the Insurance Institute for Highway Safety indicates that motorcycles with anti locks versus without are 37 percent less likely to be in fatal crashes per 10,000 registered vehicle years. Bolstering this finding is a separate analysis by the affiliated Highway Loss Data Institute (HLDI) of insurance claims filed for damage to motorcycles. Bike models with anti locks have 22 percent fewer claims for damage per insured vehicle year (a vehicle year is one vehicle insured for one year, two insured for six months, etc.) than the same models without anti locks.

Stopping a motorcycle is trickier than stopping a car. For one thing, the front and rear wheels typically have separate brake controls. In an emergency, a rider faces a split-second choice to either brake hard, which can lock the wheels and cause an overturn, or hold back on braking and risk running into the emergency. This is when anti locks can help by reducing brake pressure when they detect impending lockup and then increasing the pressure again when traction is restored. Brake pressure is evaluated multiple times per second, so riders may brake fully without fear of locking up. Anti locks won't prevent every motorcycle crash. They won't help a rider about to be struck from behind, for example.

Anti locks are gaining traction among manufacturers and riders. More than half of motorcycle owners recently surveyed by the Institute said they would get anti locks on their next bikes. Buyers can find them on at least 60 new models (go to iihs.org for a list). Institute researchers compared the fatal crash experience of antilock-equipped motorcycles against their non-antilock counterparts during 003-08. HLDI did the same for insurance losses for the same group of motorcycles. HLDI also looked at injury claims.

Under medical payment coverage, motorcycles with antilocks registered 30 percent lower claim frequencies than bikes without this feature. Claim frequencies were 33 percent lower under bodily injury liability coverage.

"Motorcycle antilocks do make a difference," McCartt says. "They help make traveling on two wheels less risky by reducing the chance of overturning a bike and crashing. Passenger vehicles still are safer, but if you're going to ride we'd recommend getting a motorcycle with antilocks."

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BLACK ANGELS BENEFIT RIDE
Pics by Frank Pate



This is an enjoyable ride without much traffic (after you leave Dayton) and it has four ascents and four descents. After leaving Spencer, there are some great twisties and a few nice places to pull off to enjoy your favorite refreshment. This route is not difficult on any style or type of bike or even for new riders as long as they have had some experience on curvy roads.

There are sections that are especially exciting on sport bikes or for any rider that likes to "lay them over." We usually stop at The Smoke House in Monteagle and chow down on their daily buffet before heading home. Say hi to JD for me and tell him you read about him and saw his ad in KSU. To do this you will need to take a right on 41A at the top of Monteagle Mountain and then backtrack to 41 and on to Tracy City.

Rock

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27N to Dayton (or your favorite way to get there)

30W to Pikeville

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Continue on 30 through the twisties

Go L on 127S

L on 41 then up Monteagle and through Tracy City toward Jasper

At stop sign at bottom of mountain go L

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Follow 27 up and over Suck Creek to the foot of Signal. If you don't know how to get home then, you probably should have stayed at home. :)

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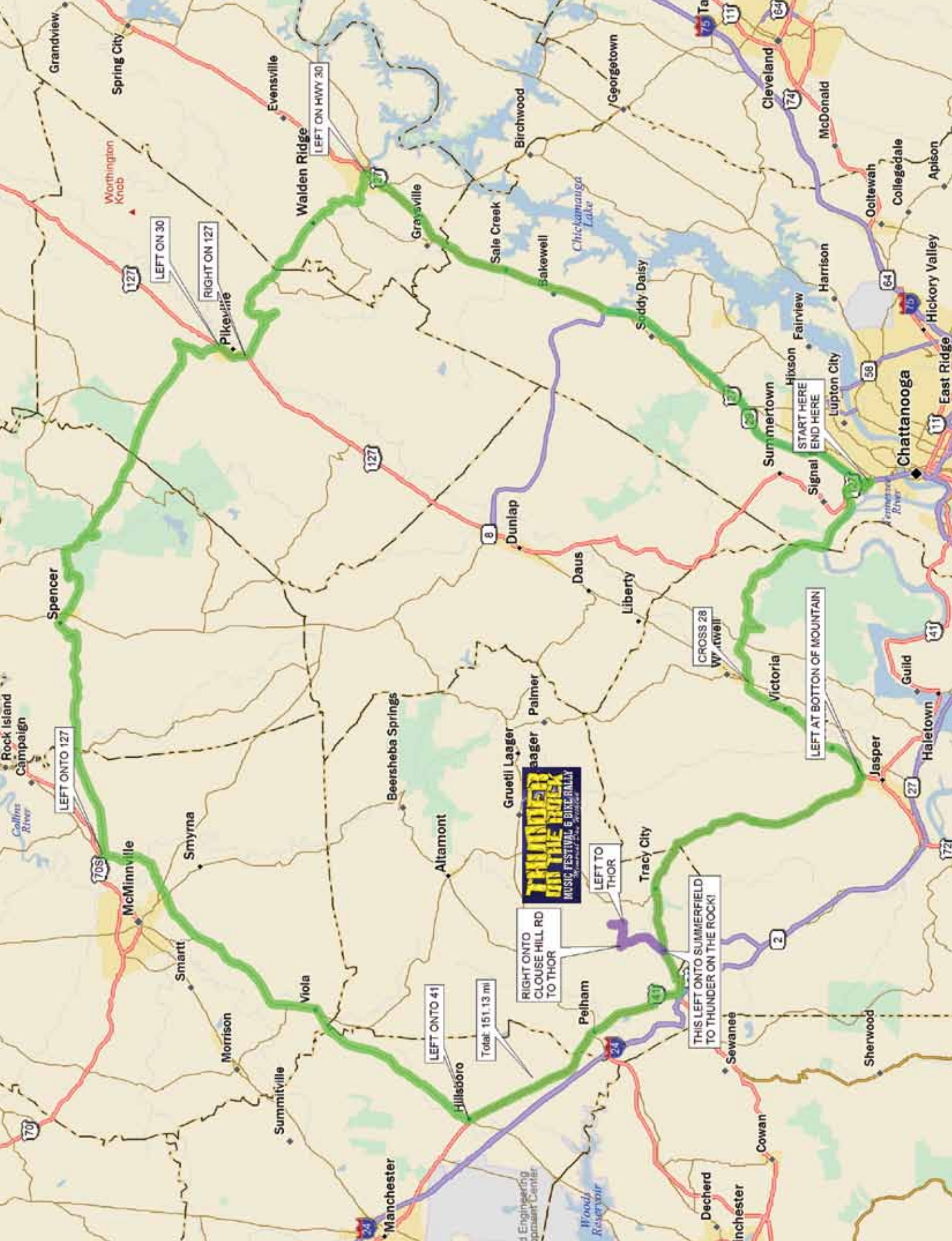
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LEFT ONTO 41

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LEFT TO THOR

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SUPERCROSS

SEASON WRAP UP

This year's AMA Supercross Championship and FIM World Championship goes to Ryan Villopoto for the second year running! We started off with a loaded pack of riders. Ryan Villopoto, Chad Reed, James Stewart, Ryan Dungey, Trey Canard, and Andrew Short - Any of these guys could have been the 2012 Supercross champion. The Season had it's ups and downs, but history was made, and Villopoto ended up on top.

This season certainly had it's ups and downs, and a lot of riders went out with injuries. Andrew Short, Ryan Dungey, Chad Reed, Kevin Windham, Ryan Morais, and James Stewart all sat on the sofa during the races this season. Trey Canard and Ryan Morais crashed hard early in the season when they got tangled together in a banner ripped off of a tuff block. They both were taken to the hospital with serious injuries and didn't race for the rest of the season. Dungey crashed later in the season during a practice and injured his collar bone. He actually raced on it, but decided to get it plated later on. Kevin Windham crashed hard in a

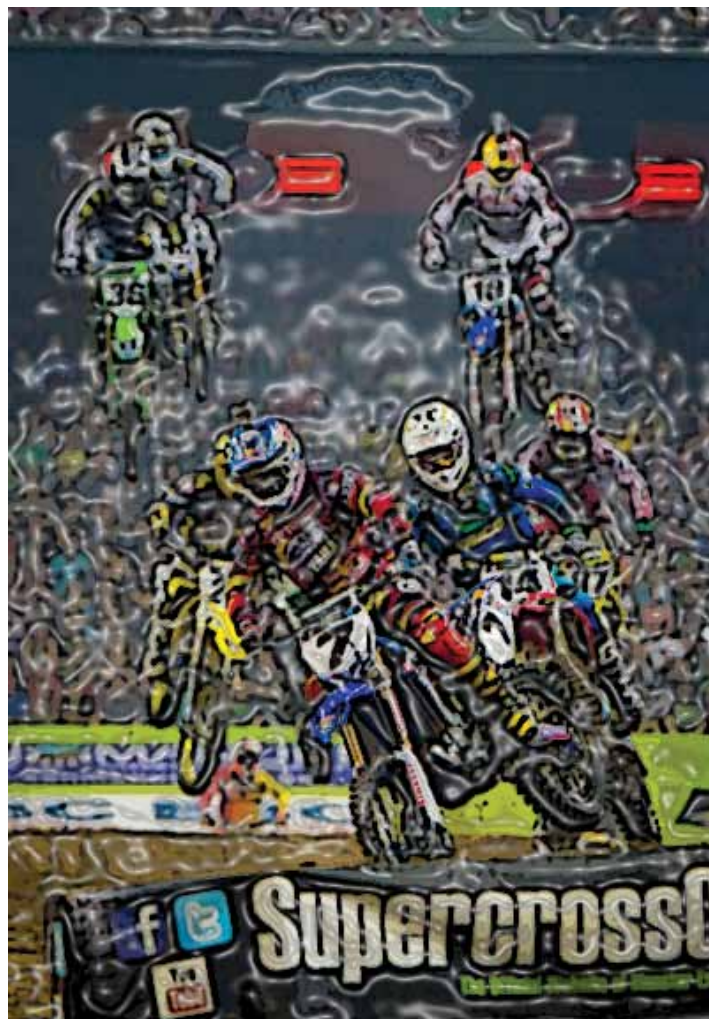
heat race and dislocated his shoulder and injured his left hand and wrist. This season definitely shows that anything can happen in a race.

These riders made history in two different ways this season. First, KTM made history by getting their first win ever in the premier Supercross class. Ryan Dungey rode to Victory in the second race of the season in Pheonix, making history for the KTM brand! Ryan Villopoto made history this season by sealing up the championship in Houston. By doing so, he sealed up the championship in fewer races than anyone else has in history. Last year, I talked about how Ryan Villopoto was not the most consistent rider, but this year he stayed consistent among all the chaos while everyone around him crashed hard and went out with injuries. Consistency is certainly the name of the game for Champions like Ryan Villopoto. All season, he never finished outside of the top 5 (so far).

The excitement doesn't end with Supercross. As soon as the Supercross season ends, the outdoor motocross season begins. We will see longer tracks, less jumps, and higher speeds. The enthusiasm continues on!



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Jorge Lorenzo of the Yamaha Factory Racing Team won the first MotoGP event of the year held at the Losail International Circuit in Qatar. Lorenzo started in the pole position and held the lead for the first three of the 22 lap race, keeping Casey Stoner (Respol Honda Team) and his teammate Dani Pedrosa at bay.

During lap three, Stoner passed Lorenzo on the long start/finish straightaway and held the lead until lap 19 when Lorenzo again took the lead. Pedrosa also passed Stoner and took second place while Stoner took third.

Monster Yamaha Tech 3 teammates Cal Crutchlow and Andrea Dovizioso took fourth and fifth respectively. American Nicky Hayden of Owensboro, Kentucky riding for the Ducati Team finished sixth with Alvaro Bautista (San Carlo Honda Gresini) finishing seventh. Stefan Bradl (LCR Honda) last year's Moto2 Champion finished a respectable eighth in his MotoGP debut. Héctor Barberá (Pramac Racing) had been racing for sixth but ran off the track when he pushed too hard in the last few laps. The Spaniard finished ninth, and the final spot in the top 10 went to Valentino Rossi (Ducati Team) who has been struggling since mounting the Ducatis.

There are another great 17 races in the MotoGP season with the next one taking place in Spain. You can check out the entire schedule at motogp.com. You can catch most races on The Speed Channel. - Rock





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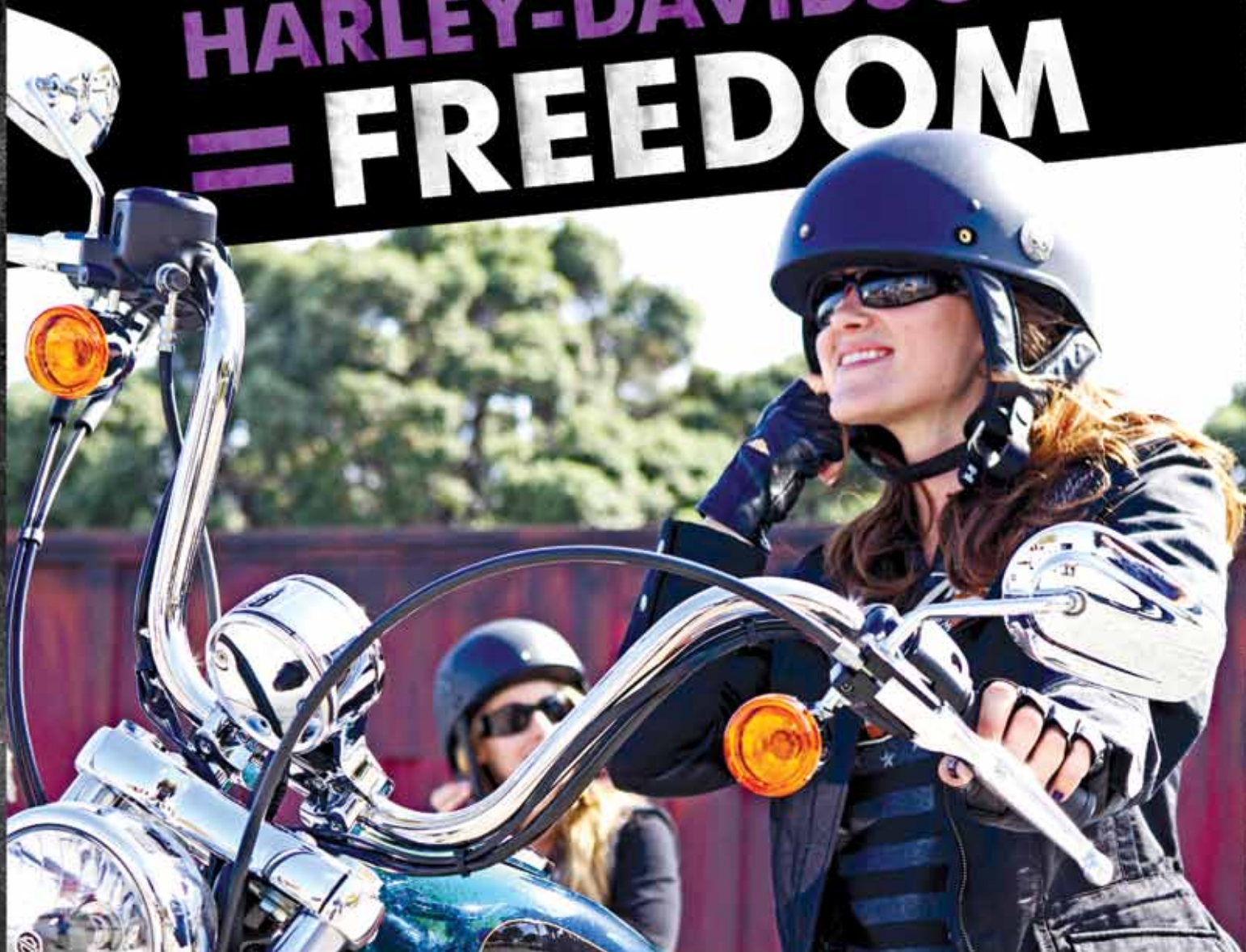
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