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The Scenic City's Motorcycle Heart Beat

June 2011

FREE

MAGAZINE



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Greg Cook, Kim Teems, Angel Williams



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Road Map Photo: June, 2011
Photographer: Unknown
Riders: Batman & Babygirl who passed in Feb.
 Ride Free in the Wind Babygirl!



Cover: June, 2011
Rider: Charlie Brown
Bike: Honda VTX 1800 Trike
 See story on page page 22
Photographer: Gregory Cook
www.GregoryCookPhotography.com



FROM THE EDITORS

Hello everyone,
As a motorcycle rider I find myself frequently riding in all of the counties surrounding Chattanooga. I have ridden the roads so many times that I have developed a friendship with the roads, terrain, and the people. The recent tornados have changed many of my favorite areas for decades to come. Our thoughts and prayers go out to everyone affected by the storms. Southerner's have always been very resilient and we will rebound better than ever.

It's hard to believe, but we are celebrating our seventh issue this month. It's been a lot of work by a lot of people, but we are pleased with the progress we've made and the positive response we are receiving from our readers.

This was demonstrated by the response we had to our first Ride To Dine on the evening of May 12th. Julie and I arrived late and we couldn't believe the number of bikes we saw waiting in the lot. There were sport bikes, scooters, Hondas, Harleys, BMWs, Spydys, and everything in between. We even had a 1971 Sportster that had a 12 year old Gary Stroud original paint job. We had veteran riders of 40+ years and one lady that had only been riding for a month. Julie and I had the pleasure of riding with Brenda at the back of the pack. I must say that she rode very well considering her short time in the saddle. She'll be dragging a knee before you know it!

Gary Boyd, our resident event organizer, had planned about an hour ride before we were to arrive at the Countryside Restaurant (see page 29) for dinner. The food was absolutely great and the service was fast even though the place was packed to the rafters. Gary plans on having more of these local Ride To Dine events and we encourage each and every one of you to come out and ride with us. It's a good way to meet other riders and you even get to meet and tolerate many of our staff members.

There are so many events coming up that I don't know where to start. We have the annual FACES ride, the monthly Sundown at Thunder Creek Harley-Davidson, events at Mountain Creek HD, Nightfall, American Cycle events, and many other charity rides. I could go on and on. Make sure to check out our events listings on page 16.

In this issue we have a great article on Charlie Brown, one of our local motorcycle builders/customizers. Charlie has won more awards with his Honda VTX trike than I have room to mention. We have an entire gallery of photos of his awards and his garage on our web site. Just go to KickStandUp.com > Photo Galleries > In The Headlight > and look for Charlie Brown's Garage. There are some great photos by our staff photographer, Rocky Sisemore.

We appreciate you reading our magazine up and more importantly patronizing our advertisers when you have a need for their products or services. Until next month.

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

Hello All. May this find you well and in good spirits, ready to explore Chattanooga and beyond. It's time to ride the sorrows out of our souls and fill it with the inspiration of the wind.

I am saddened by the destruction of the April storms, but I am inspired by the community and their hearts. Quick to respond, several benefits were swiftly organized to bring relief to the area's storm victims. Among them Mountain Creek H-D and Village Sports Bar both opened their businesses to live bands and fund raising events, as well as donation points. In my effort to find a way to help I came across a great web site, **www.helpringgold.com**, built by an area web developer who wanted to help somehow. It's going to take a while to get things back to normal for a lot of people and I'm thankful we have such a caring community. I will continue to pray for their recovery and optimism for their future, as well as help any way I can.

It's TIME! **FACES Ride 4 Smiles Poker RALLY** is here folks – **Saturday, June 4th [pg 3]** and you're invited to an entertaining ride, starting at Thunder Creek H-D, where you're sent on your way to destinations unknown and well fed by Texas Roadhouse somewhere in the middle – all in the name of raising money for **FACES: The National Craniofacial Association**. This is a totally family-friendly ride that you're sure to enjoy with or without your rugrats. There's always tons of cool door prizes and silent auctions, and first place is \$1,000 CASH!!!! Find out more at www.ride4smiles.org. Of course, I'll be there!!!

Later this month – be sure to catch the more adult friendly ride, **All In 4 The Kids – June 25th** [see page 7]. All proceeds go to **TC Thompson Children's Hospital**. The Unwanted Motorcycle Club, whose members consist largely of those in the noble professions of police officer, firefighter, or military, is sponsoring this ride. They throw a great event and you're sure to have a fun filled day of riding and adventure! I'll see you there too!

This issue is packed full with a little of everything. As our readership grows, so does our goal of expanding our motorcycle consciousness. The Zen of riding shall we say. We want to hear from you. We're looking for inspiring people who ride and ideas, interesting little back roads [they don't have to lead anywhere!] and things that make you say "hmmmm..." I hope you're up for the challenge!

Last but not least – Thank you for picking up KSU and for visiting our wonderful advertisers who keep this publication FREE for all to enjoy.

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

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~ Mahatma Gandhi



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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 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 stores that sell 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 in them.

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

Be First & Win 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.



Due to storms, May did not have a winner, but we'll be keeping our eyes open for June!

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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.



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In the Headlight GWRRA

On June 4, 1977, six individuals in Arizona got together and started an organization whose motto was, "Friends for Fun, Safety, and Knowledge." And the GoldWing Road Riders Association, [GWRRA] was started.

Thirty years later, there are over 70,000 members in five countries making this the largest motorcycle group devoted to one model of motorcycle. The Honda GoldWing is truly the gold standard when it comes to luxury touring motorcycles, and this group of people are truly the gold standard when it comes to friendly riding associations.

The GWRRA was really started to help people get together and ride more. It was designed to be an association rather than a club to avoid the rules, rituals and regulations of motorcycle clubs. It was also designed to promote fun in motorcycling while presenting a positive model for the non-motorcycling public to see. There is also safety education and training on a continual basis.

There are two vibrant chapters in our area. Chapter TN-O, White Water Wings, in Cleveland meets



the first Tuesday of every month at the Golden Corral on Stuart Street in Cleveland at 6:30 pm. The Chattanooga chapter, TN-V which is called Choo-Choo Wings meets the second Saturday of every month at Southern Powersports on Workman Road for free breakfast at 9:00 am. And though the two chapters are separate, it is hard to tell us apart, as we always include each other in our monthly meetings, events and rides.

If you like to meet friendly people, laugh a lot, share life, and oh yeah, ride all of the time, then come and check out our websites. Better yet, come check out our chapters. In Chattanooga, we'll even buy you breakfast.

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working employees and above all, God and His protection over our business.” Owners Jeri Talley, Josh Talley and Tom Beard are planning to relocate the pharmacy from its current Hwy 58 location to a larger facility in Ooltewah in 2013. “In appreciation to our customers, we will now be offering free postal shipping for prescriptions to Tennessee residents.”

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View From The REAR

I am a back seat driver whose husband loves to ride!!! He loves to ride so much it's difficult to get him to stop for sights along the way (or the all important bio-break). Be it a short or long motorcycle trip, I've happily occupied a back seat for nine years. I've ridden on the back of a Yamaha 650, Victory Touring Cruiser, Yamaha Royal Star and currently ride on our Gold Wing. Riding is the "sport" my husband and I discovered we are able to enjoy together. A big part of that enjoyment is riding the beautiful area in which we live.

The ride, no matter if a day trip through the mountains or a long trip across country, is best for me when viewed from the back seat. What a view! I briefly

entertained the notion of having my own ride but decided against it because of my 5', 92 lb "weakling" frame and decided to enjoy the view from the back. Being short does have some disadvantage even as a "rider." I must lean out to the right or left to see around the driver.

Nothing is better than a motorcycle ride to fully view the open countryside. Senses are more acute- smells stronger, colors brighter, air fresher! It is very hard to think about taking a scenic trip confined to a car ever again.

The ever changing scenery during our trip west last summer was exceptional and viewed from the back of a bike it was spectacular, because I could crane my neck to look upward to view a mammoth granite rock jutting from the earth in Yosemite! We traveled into 21 different states and logged almost 10,000 miles on our last trip. I became the official photographer and the camera stayed in my hand ready for that perfect shot, which for me was at every turn. So 3800 pictures later we had our memories captured digitally. OMG! Our poor friends loyally looked at each photo when we returned.

Often the "driver" needs an extra pair of eyes due to heavy traffic, questions about route, inclement weather, etc. That's when I become the vigilant backseat driver on the lookout for potential problems.

I love to ride the scenic routes; hate the interstate! If we do interstate riding that's when the boredom sets in for this back seat driver. I begin to experiment with the camera. Last summer, after taking many "cycle shadow" pics and "helmet reflection" pics, I started what I called "kudzu" art pics. Keeps me entertained!

One of the hardest things about being on the back for me is the difficulty of communication between the rider and the person in control of the bike. As we rode north up the California coast last summer, I can't tell you the many times I punched the "driver" to say "I'd love to stop to see a wood carver," "wish we could find some good seafood," or "turn here to drive through the Redwood tree!" I did get pictures of the roadside wood carvers' work as we went speeding by though.

I, as the "rider," enjoy the ride as much as the "driver" and it's so easy to stop and savor a moment. This summer it's my goal to help my husband and me relax as we travel up the east coast to Maine and then catch a ferry to Nova Scotia. We are both guilty of being destination oriented and getting those miles under our belts. "Stop and smell the roses" has become our new modus operandi!

Amelia Hodges

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AN OUNCE OF PREVENTION

It can be expensive to maintain a motorcycle, especially in the current economy. The cost for repairs and general prep for any long haul can add up. Any motorcycle that sits over the winter will generate problems if it isn't maintained properly. If you ride year round, your bike can still have issues, but not the same kind of issues. What is the first thing that comes to your mind when you think about service work? Oil? Battery? Brakes? The point is, if your bike cranks and runs do you feel like it's okay? Not even close. First things first. When you take a motorcycle to a certified technician make sure that a safety inspection gets done on paper, not by word of mouth, even if it's an oil change. An inspection on paper is very important to have because you may have a problem with your motorcycle down the road. I'm not saying that something the tech did was wrong, but it is important to know what was actually checked out during the inspection. A motorcycle is full of mechanical moving parts and we know those can break, regardless of what you do. The older the bike, the worse it can be. The newer motorcycles have service lights that come on for timed services based on mileage or you can keep up by mileage or by months. A safety inspection at least twice a year will save you money as well as problems down the road. Do the math, it takes one little thing stopping you from having a good weekend and it's always something that didn't get checked out. It could be that one wire that would not crank the bike or the head light that stopped working. How do you stop the smallest problem from being very costly? By simply having a check up completed. Just imagine being four hundred or more miles from home and breaking down over a two dollar part. It may cost you three hundred dollars and a tow bill. It's worth the money to keep up a good service on your motorcycle to keep the cost down and the fun factor up.

Ride safe!
Robert "Busa Doc" Zorn

Ronnie Land




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Kim Teems

Families That Ride Together MEET THE BOHANNONS

Allan Bohannon and his wife Debbie love to ride. In fact they met in high school while he was riding a motorcycle. Or rather he was crashing a motorcycle. He had seen an Evel Knievel movie and decided to start jumping things around his high school. The hill he was going over with the front end in the air was just fine. It was the car backing into his path that was the problem.

Debbie ran over to see who was hurt and decided that he was exactly the kind of man she was looking for and the rest, as they say is history. Debbie herself had starting riding motorcycles on a Honda Trail 70. She got her license on that bike. Of course it took a pair of bicycle handlebars fashioned as crash bars to make her legal, but legal she was and she was forever a biker. She soon graduated to a Yamaha 125, which she loved until the day her father let her brother trade in the Honda Trail 70 and the Yamaha 125 for a Honda 350 they could both ride. The only problem was she couldn't reach the ground and kept dropping the bike. Her riding days were over.

Years later after raising their daughters, Allan got the bug to get another bike and it was an idea that Debbie loved. She loved riding on the back with Allan but she wanted to ride more. Like when he was at work. So one day, Allan said that she was either going to have to lose weight or get her own bike, she decided to get her own bike. That way she could ride all day.

Katlyn, or Sugar Booger, as she is called, is their granddaughter whom they are raising and she loves to be on the

back of the bike. When asked who she liked riding with more, she immediately pointed to Allan and explained that he is more experienced and his seat is more comfortable. As we rode behind them I noticed her dancing and waving her arms on the back of his bike. I think she likes it.

Allan and Debbie, or Mud Puppy, are the founding president and secretary of the CMA chapter in Athens, TN. He is still the acting president and while she is no longer the secretary, she is the road captain, a title she earned from her ability to find good restaurants. She loves motorcycles because they get her to the restaurants faster.

She also has found mud. In fact she found so much mud that it took three men to pry her bike off of her in the mud and then the same men had to pull her up as the mud make a sucking sound as she came out of it. She did sacrifice her body to save the bike and Allan appreciated that. The next CMA meeting, the name Mud Puppy was on a patch and given to her with much delight.

Allan, Mud Puppy, and Sugar Booger really are a family that rides. Unless Allan is working, then it's just Mud Puppy and Sugar Booger.

Gary Boyd

Riding to Remember

Chattanooga, TN to Florence, AL

SEPTEMBER 17, 2011

EXTENDED RIDE

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Sept. 18 -19 , 2011



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

ODDS & ENDS



THE CRASH PAD GRAND OPENING!

The Crash Pad is thrilled to be opening their doors for business in time for the Riverbend Music Festival! Join them for the ribbon cutting and grand opening on Friday, June 3rd, or visit www.crashpadchattanooga.com to reserve your bed anytime from June 8th onward. The Crash Pad is ideal lodging for the Trail of Tears in September. Make sure to reserve your space now. 423-648-8393.



David Nowadling



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Kent Whitaker

Kent's KSU BURGER

Many of the weekend rides Ally and I take are in search of chow! We love hitting a small barbecue place or burger joint. Sometimes a burger can't be beat, at a restaurant or one on the back deck.

Next time you fire up the grill, instead of taking a chow ride on the bikes, then try this KickStand Up! Burger Special. You can use your choice of "stuff" for stuffing – you will see that in the ingredients. Ally and I prefer cheese but on occasion all kinds of other "stuff" will make it in. It's up to you! Make sure you don't over stuff or your burger may split apart!

- Ground Beef – Enough for 4 HUGE patties
- Minced Garlic
- Olive Oil
- Worcestershire sauce
- Dash of Hot Sauce
- Lots of Ground Black Pepper
- Pepper Jack Cheese
- Fine Sliced Onions
- Other Stuff!

Combine the meat with some minced garlic, a few dashes of olive oil, Worcestershire sauce and hot sauce. Mix well by hand and separate into four LARGE portions. Split each portion in half to make eight equal portions. Flatten these into eight wide patties that are a bit thin and wide. Sprinkle with pepper and place an equal portion of pepper jack cheese in the center of four patties leaving an edge around the outside. Place other four patties over the four covered patties and press the edges together to seal. You should have four good sized stuffed burgers. Grill over medium high heat turning as few times as possible. Serve hot on toasted French Bread Slices or toasted Texas toast with your favorite toppings.

You can stuff this burger with all kinds of other stuff such as mushrooms, Blue cheese, peppers... whatever you like. Enjoy your burger - Kent

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

SATURDAY, MAY 28
 Dalton, GA

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Chattanooga, TN
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SATURDAY & SUNDAY, MAY 28 & 29

Sequatchie, TN
SOUTHEASTERN TRIALS RIDERS ASSOC. ROUNDS 5 & 6
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SATURDAY, JUNE 4

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FACES RIDE 4 SMILES POKER RALLY
 Thunder Creek Harley-Davidson
 10:30 AM / LBO Noon
www.Ride4Smiles.org

Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
GREG CROWE W/SARAH MALLORY & JENNIFER PARMLEY
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.TheSmokeHouse.com

THURSDAY - SUNDAY, JUNE 9-12

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SATURDAY, JUNE 11

Chattanooga TN
CMA RIDE: TAIL OF THE DRAGON
 Sportsman's Warehouse - Lee Hwy - 9 AM
 Marc Jeffers 423-344-0508
www.cmachattanooga.com

SATURDAY, JUNE 11

Eton, GA
CRUISE-IN
 Eton City Park, 4 PM
 Jackie Poag 706-264-9938
 Sharon Apodaca 706-581-7483

Monteagle, TN
"Music on the Mountain" Featuring:
TERRY RANKIN W/LANCE POOLE & JONATHAN KNIGHT
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.TheSmokeHouse.com

SUNDAY, JUNE 12

Rising Fawn, GA
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SATURDAY, JUNE 18, 2011

Chattanooga, TN
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 Tennessee Riverpark, FBO 9:30 AM
 Amy Jo 423-243-3471
www.hatcherfoundation.org

Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
KEITH GAY AND RILEY JACKSON
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.TheSmokeHouse.com

MONDAY, JUNE 20

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RIDE TO WORK DAY
www.ridetowork.org

SATURDAY JUNE 25

Chattanooga, TN
ALL IN 4 THE KIDS POKER RUN FOR
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 T-Bones 1419 Chestnut St.
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Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
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SATURDAY, JULY 2

Chattanooga, TN
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SATURDAY, JULY 2

Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
KIM MCLEAN AND DEVON O'DAY
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.TheSmokeHouse.com

FRIDAY - SUNDAY, JULY 8 - 10

Monteagle, TN
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DAVE GIBSON OF THE GIBSON MILLER BAND,
IRA DEAN OF TRICK PONY & AARON BARKER
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.smokinhitsongwriters.com

SATURDAY, JULY 9

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 Poker Run Begin @ 11 AM FBO Noon
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Chattanooga TN
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 Sportsman's Warehouse - Lee Hwy - 9AM
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SATURDAY, JULY 16

Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
NOLAN NEIL AND RILEY JACKSON
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.smokinhitsongwriters.com

THURSDAY - SATURDAY, JULY 21 - 24

Bloomsburg, Pennsylvania
THE 39TH BMW MOA INTERNATIONAL RALLY
 Bloomsbrug Fairgrounds
www.bmwmoa.org

SATURDAY, JULY 23

Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
RUNAWAY HOME AND DENIS MARLOWE
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.smokinhitsongwriters.com

SATURDAY, JULY 30

Cleveland, TN
DIXIE DOGS & CATS POKER RUN
 Pokey's, Sahara Drive, Reg. 10 AM - noon
 423-618-2101 or 423-476-7122
www.dixiedogsandcats.org

Monteagle, TN
"MUSIC ON THE MOUNTAIN" FEATURING:
AMANDA WILLIAMS AND TRAPPER HASKINS
 Jim Oliver's Smoke House 850 W. Main St.
 Starts at 7:30 PM, www.smokinhitsongwriters.com

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Stephanie May

In The Headlight Race

You could say that eight year old Race May was destined to race from the day he was born. At the time his dad, Brandon May, was drag racing in the Outlaw Limited Street class, and with a name like Race, he was sure to follow in his dad's footsteps. Race got his first dirt bike, a PW 50, for his third birthday and at the age of five he swung his leg over that same bike for his first race at Tunnel Hill Motocross. By the time he was six and a half, Race

decided that he wanted to go faster and moved on to a KTM 50 Pro Senior on which he finished last season with two series trophies. Over the years Race has brought home more than 25 trophies, many of which are 1st place. He has raced at tracks such as Lazy River and Calhoun Supercross, but most Friday nights, Race can be found kicking up dirt in the 65 Beginner class at Chattanooga Motocross, his home track. His family and friends are convinced that

the hours of practice each week along with his determination to be the best will bring him out of the beginner class soon. Race recently got his license to compete on AMA tracks, and his dream is to someday ride with the pros. There is no doubt that he will succeed with the continued support and dedication of his parents, Brandon and Stephanie, his four sisters and other family and friends!

Stephanie May



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We wanted to share an exciting milestone in Chloe Gionti's career. Battlecreek Powersports has become Chloe's first sponsor! Chloe is doing very well in her motocross racing and we are grateful and excited Battlecreek Powersports has jumped on board to lend a helping hand; with today's economy, we welcome their support with open arms.

As Chloe begins to move up in classes and go on to bigger races, she will need help from many different people from many different areas. Chloe plans on doing some national events this year in hopes of getting her feet wet with some of the toughest competition around. She has been working hard on her own and plans on working even harder with Battlecreek Powersports behind her. Chloe will represent them well with her good clean racing style. Battlecreek Powersports is also helping Chloe to get a factory sponsorship, which is exciting and welcome!



Chloe shakes hands with Stan, owner of Battlecreek Powersports

As long as Chloe loves the sport and loves participating, we will continue to go further in motocross. We just want to send out a special thanks to Stan and all the members of Battlecreek Powersports and we look forward to a long relationship with them.

Joe Gionti

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Tina Raulston

SUPERCROSS ENDED WITH A **BANG**

This Supercross season ended with a bang in Las Vegas with a twist early in the race that... well... honestly I saw it coming. I had a Stewart fan crucify me for saying that I expected Stewart to go down, but oh well. Sorry Stewart fans! (Interesting fact: Stewart went down 11 times in 17 races counting main events only. Crash:Race ratio of .647 this year)

At the start it was Mike Alessi, Windham, Stewart, Villopoto, Reed, Dungey. If Alessi was going to do well on any style of track, this would be it. He and Windham went back and forth, and Alessi put on an impressive performance, but it only took a lap for both Windham and Stewart to fly by him. Windham and Stewart are neck and neck as they go down "Monster Alley," where these off-road machines reach speeds up to 65 mph.

Stewart and Windham had an eventful battle going on for the lead. Stewart finally manages to get by our 33 year old Veteran, but Windham isn't through with him yet! The announcers went crazy when Stewart "quadded" a rhythm section where all the other riders were going triple, single. Then he tripled into the next rhythm section, starting to gap out on Windham. Amazingly, Windham closed that gap back up after only a couple turns, then quads the same rhythm section that Stewart had done! No one expected the oldest rider

out there to be taking the same lines and rhythms as the young, extreme rider, James Stewart.

We're only up to lap number seven and both Stewart and Windham look better than they have all season, until Stewart misses a whoop with his front wheel and goes down in the whoop section. Kevin Windham, already committed, plows into the side of his bike and cartwheels to a halt. Both riders are put out of the race. The announcers said they had exchanged words and the medical crew had to separate the two riders. Stewart felt the pressure and pushed a little too hard in the whoops to make up for the advantage he had lost in the rhythm section when Windham started doing it too according to Ricky "Goat" Carmichael (Former SX champion and announcer).

When these two come together, our points leader, Ryan Villopoto, narrowly misses the downed riders and takes the lead. He is closely followed by Reed, and Dungey (this also happens to be the order where they sit in points). Villopoto had an advantage over Reed, but not for long. Reed is quickly on his tail and pushing for the lead. In the midst of their battle, Dungey catches up to the dueling pair and is right on their tail. After a fight from Villopoto, Reed gets by. Dungey goes by shortly after. Villopoto knew that he only had to get fifth or higher to win the championship, so he wasn't going to risk going down by fighting these two for too long.

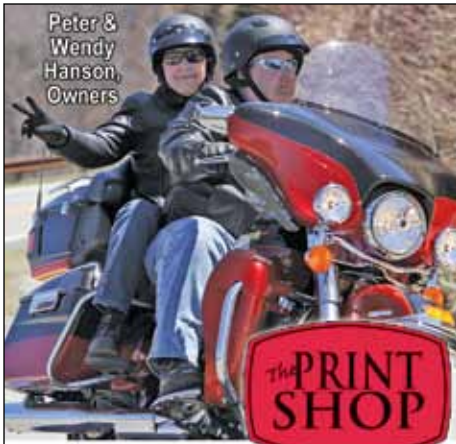
Dungey and Reed quickly get a substantial lead on Villopoto, and Dungey is putting on the pressure. He

dives to the inside a couple of times, but can't seem to get a pass to stick. Just when the riders are coming down Monster Alley, and it looks like Dungey would become our new leader, a lapped rider gets in the way and Dungey loses a substantial amount of time. By the last lap, Dungey had caught up and started pressuring Reed again, but it was too little too late and Reed took the checkered flag!

Villopoto nearly coasts for the last half of a lap while throwing fists in the air and celebrating his championship win (and I thought that 4th place might actually pass him if he goofed off for much longer). Fireworks went off in celebration, and Reed waited on the crest of a jump to congratulate the 2011 AMA Supercross champion and FIM World Champion, Ryan Villopoto. We couldn't ask for a better finish to the most exciting Supercross season I have ever seen.

The excitement doesn't end here. The end of the Supercross season marks the beginning of the outdoor national motocross season where we will see most of the same riders duking it out, but instead of 20 lap motos, these riders run 30 minutes solid, then two laps to finish, and they do this twice every weekend. It's about consistency and endurance in the outdoor season, and it's going on now.

Jeff Griffith
jgriffith@griffithcycle.com



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THE Y-FACTOR

Twice they've come to Tennessee! They came from as far as California, Minnesota and Maine, and from beyond the U.S. borders. One started in Mexico City, and traveled more than 5,000 miles to the destination. Nothing seemed to stop them, not the high mountains, not even the desert heat.

All were ridden, often two-up. None were on trailers. Some were outfitted with technology not yet released to the public. Many reflected their owner's creative energy and artistic talent.

Their destination was Gatlinburg, Tennessee. They made the migration each of the last two years for the "SPYDERS IN THE SMOKIES" (SITS) event, organized by enthusiastic owners and owner's groups, and with the support and participation of manufacturers and vendors.

The CAN-AM Spyder's manufacturer, Bombardier Recreational Products (BRP), built the machines in Canada. BRP is probably best known for its motorcross and enduro bikes, watercraft, ski-mobiles, ATVs, and even jet aircraft.

The three-wheeled Spyder roadster

and the larger, more luxurious touring version are fast, stable and fun to drive. A water-cooled, V-twin, 106-HP Rotax engine with five speeds plus reverse provides the power, through either a manual or semi-automatic transmission. It's a driver-active machine that can bring to mind a very, very fast ATV. The power-assisted steering, traction control, vehicle stability control and ABS brakes all come under the seamless control of "the computer nanny." All that engineering helps the Spyder to be quick, stable and fun to drive hard.

How does it ride? Well, some things are lost with a three-wheeler. Gone are most of the issues a two-wheeler has about parking, or whether to stop for a scenic view. No worries mate. No missing the good parking spaces or missing a scenic overlook. The machine won't fall over if the spot is on an awkward slope or downhill, or on soft ground or slippery gravel, or if the road drop-off is steep or high. Some losses are good. Did I mention the parking brake?

I haven't given up being a two-wheeler owner and rider. But the Spyder's been my ride to the SITS event in the Smokies, to Daytona Bike Week, to the Upper Peninsula of Michigan to learn about the "Wreck of the Edmond Fitzgerald" (hum along), and most recently to Panama City's "Thunder Beach." The Spyder's "Y-Factor" (two wheels up-front, one in the rear) makes for a surprising and impressive

riding experience. Technical data and the impressions of other riders are on this web site: www.spyderlovers.com

By the way, if you go to Michigan's upper-peninsula (the "U P") don't miss Paradise and Hell. They are two very different communities. For example, it's almost impossible to find mobile-phone service in Paradise, but you can connect almost anywhere in Hell. Go figure? If you go, try the "pasties" (not a miss-spelling). They're the best made anywhere. Concoctions of meat and pastry, we learned that pasties are what the wives of the early iron ore miners prepared for the miner's lunch buckets. In the mines the men reheated the hearty lunches with their carbide lanterns.

Regards,
David "Goneading" Nowading



David Nowading, Doug Moser

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TRACKDAY SEASON IS HERE!

Keith Code said it best, 'you only trust your motorcycle to be repaired by trained mechanics, why would you let it be ridden by an untrained rider?' Trackdays have overwhelming benefits for all riders of all ages. We started hosting private events March of 2010 and have since brought four different groups down to Little Talladega Grand Speedway. We split the riders up into rider groups of various experience level, and take them out on the track for twenty minute sessions. The first three laps in the morning are always led by an instructor, after that, riders are encouraged to go on ahead and we cut them loose. Throughout the day we will move riders to different rider groups as they feel more comfortable with the track layout and speed.

So how do you get out on the track? The first question to answer is what kind of trackday do you want to participate in? There are racing schools, trackday organizers, and private trackdays.

RECOMMENDED RACING SCHOOLS:

Ed Bargy - edbargyracingschool.com
 Kevin Schwantz - schwantzschool.com
 Kieth Code - superbikeschool.com



Terry Collins

TRACKDAY ORGANIZERS:

Sportbike Tracktime - sportbiketracktime.com

PRIVATE TRACKDAYS:

Pandora's Private Trackday Events – We're getting good at this!

It is true that one day on the track is equivalent to a year's worth of experience on the street. The track will enhance your riding skill set, keep you sharp, and take you to that next level. It will also be an intense mental and physical workout.

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motorcycle in a controlled environment.

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- Allows you to ride like heck, without concern of wild animals, road debris, road damage, slick spots, cars, and POLICE.

Go ahead and get involved, we have yet to meet someone who told us they didn't have fun out on the track!

Justin Prann

justin.prann@pandorasmotorsports.com



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Gregory Cook

In The Headlight CHARLIE BROWN

Every now and then, you'll meet someone and after you leave them, you'll get the feeling of having been in the presence of greatness. At the risk of sounding like a groupie at a rock concert, that's exactly how I felt after spending several hours with Charlie Brown this afternoon.

He is actually Chaus [yes, Chaus] Neal of Red Bank, TN, but everyone in the motorcycle community knows him as Charlie Brown. While touring his garage and gazing at all the trophies and awards, I wondered if his neighbors knew who was living in their

midst. He said, no, that they only know him as Charlie Brown, their neighbor.

I would've expected no less from this humble man who set the custom motorcycle show circuit in a tailspin 42 years ago when he was the first black bike builder to enter the World of Wheels [WOW] in Chattanooga. It would be impossible to rewrite Ronnie Land's article on Charlie that appeared in *Road Rash Magazine* in April 2009, but briefly, let me give you a little background.

Charlie fell in love with custom motorcycles when, as a child, every

summer he would shuttle between his mother's home in Chattanooga and his dad's home in Cleveland, Ohio. He spent hours staring out the window of that Greyhound bus hoping to catch a glimpse of a chopper, and with each one spotted, the determination grew that someday, he would build one for himself.

In 1969, 22 year old Charles Neal sent his application to enter the WOW to the home office in Chicago with a picture and specifications of his bike, a customized Honda CB750. To his amazement, he received an acceptance

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letter, but the real shock came when he tried to actually enter it.

Times being as they were 42 years ago, Charlie was turned away when he attempted to enter his bike, even though he had his acceptance letter from the WOW home office. After some "negotiations," he was finally allowed to set his display up, but not with the rest of the bikes. His bike was out in the hallway right in front of the elevators – not in the main hall. Maybe that was exactly where he needed to be because his bike, "Sweet Red," won first place in the Mild Custom Division.

That experience catapulted him into a life-long passion for building and competing with custom motorcycles and cars. Recently, he received an award from ISCA (International Show Car Association) recognizing him for 40 years of participation in custom car and bike shows.

One of his most exciting experiences occurred during a Honda Hoop Bike Show in Knoxville in which he failed to make the top-five finalists by two votes. The judges determined that Charlie could've easily won the contest had he been on time and garnered more votes. Therefore, even though he didn't place, they still invited him to bring his bike for a special photo shoot at a lake which was supposed to be just for the winners. The next year, not only was he on time, he was the first to arrive, was interviewed by a TV reporter, AND won first place.

Today, he is retired from Erlanger Hospital as a member of their police force, but there is no "down time" on HIS calendar! I caught up with him yesterday as he was serving as a judge at a bike show at Georgetown Cycles. We spoke briefly on the phone, but I could tell in those few minutes that this was a man who was in demand, and he had to multitask while talking to me.

Later I found out that a commotion was caused by someone inquiring if the Honda VTX parked outside was entered in

the show. Charlie told the person inquiring that the owner had not entered it, and they were apparently confused since it was so beautiful. What Charlie DIDN'T tell them was that it was HIS bike, and since he was a judge, obviously he couldn't enter his own bike in the contest.

As he sat across from me at the Northgate Panera Bread, his eyes literally flashed with excitement as he told me his life story. He spoke of the recent tornados and although he was without power for ten days, his home was spared any major damage except for the two trees that fell on it. He, of course, was in his garage with his "toys" as the tornado roared through his neighborhood around 9:00 am that morning.

He talked about his convertible PT Cruiser, which he also competes with at custom car shows. This car is virtually "one of a kind," and he still has the sales sticker from the window, which states "Hold for Premier" on it. This was the car that Chrysler had built just for displaying and even used it for the magazine ads.

Charlie has an incredible life story, and I just feel honored to have made a new friend. I asked him what "drove" him to be so competitive? He said that all he needs is for someone to tell him that he CAN'T do something, and he'll find a way to do it. Sounds like a biker mentality to me. Charlie Brown, you are truly "one of a kind."

Randy Lyons
randy@kickstandup.com

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The Trans Georgia Trail

The Western Section

Northwest Georgia is usually described as the Ridge and Valley Region. The ridges and mountains in this area all run in a north-northeast direction, and since the ride is going from west to east, it will cross all of the major geologic obstructions along the way. Starting near the Alabama state line, you will go over **Lookout Mountain, Pigeon Mountain, Taylor Ridge, John's Mountain and Horn Mountain** in that order. There are only a few places where roads cross over these mountains, and this route explores the more interesting unpaved ones.

Except for the first 25 miles of Interstate Highway needed to get an early start at Rising Fawn, most of the paved sections are two-lane blacktop. The route avoids heavy traffic as much as possible. At the end of the day, after crossing the broad valley between Resaca and Chatsworth, you have the option of taking the trails of the Rock Creek OHV area, climbing Fort Mountain on moderately challenging double track and then descending twisty asphalt before arriving at the end of the day in Ellijay.

Weather and Seasons

Although you could ride this route in the winter, there would be the risk of ice and snow at higher elevations, and shorter days might make being caught out in the woods after dark more likely. A little shower in late spring or summer isn't bad, but I wouldn't want to ride it in three days of solid rain.

Suitable Bikes

This route can and has been ridden on any street legal dual sport from a 250 to a 1200cc BMW GS with knobby or 50/50 dual sport tires. My preference would be a mid-sized 400-650cc bike that you could comfortably ride on the Interstate or through some mud and water crossings. You'll need a bike that can go 80 miles between gas stops and is mechanically reliable.

Safety and Support

Travelling in remote areas always presents some element of risk, so having a group of three to six riders is probably the safest way to go. If you have more riders, they could be split into two groups...this would be less cumbersome, and you could make better time.

Riding this route alone could certainly be done, but be aware of the

consequences of being broken down in remote areas with no support or cell phone service. This ride should be lots of fun, not a test of endurance, so stop every hour or so and relax, enjoy the local scenery, food and people. Start early in the day so you won't be pushed for time. Be prepared for the unexpected...roads blocked by fallen trees, mechanical issues or anything else that could alter your well made plans.

The Ride

The weekend weather was perfect when Rick Trimble, Chuck Sanders, Mike Igou, Jack Gordon and I left Chattanooga around 7:00 am on a Friday morning in late April to begin the three day trip that would take us across North Georgia on some of the best and most scenic Forest Service roads in the Southeast. Rick and Jack have been racing dirt bikes for decades, and Chuck and Mike have years of challenging multi-day dual sport riding experience, so I knew they'd have no trouble on this ride. Among us we were riding the Kawasaki KLR 650, 650 BMW single, 800 BMW twin and 1200 BMW GS...all good choices for this ride.

At Rising Fawn, we got off the interstate, headed south and climbed Lookout Mountain on Sulphur Springs Gap Road, a moderately steep two track dirt road, to get ready for what was to come. On top of Lookout, we found Rocky Lane which took us along the top of Pigeon Mountain. Ten years ago this road was nearly impassable with deep clay ruts and long water holes. Now it is crowned, graded and well maintained. We stopped for a break at the eastern overlook where we could see for 40 miles; the ridges we'd be riding over for the rest of the morning.

Off of Pigeon Mountain, back on paved roads for a few miles, we rode south of LaFayette to Coffman Springs Road, then up the west side of Taylor Ridge on Smith Gap Road to the gravel Forest Service Road 252 which consists of about 10 miles of switchbacks along the edge of Taylor Ridge. When we rode into Armuchee Valley we were treated to a relaxing trip through a bucolic, unspoiled farming community surrounded by National Forest land. This area alone is worth spending a whole day exploring. Back onto dirt, we crossed John's Mountain over Dunnaway Gap on Forest Service Road 204. We then followed John's Creek to the Pocket, by Marvin Lake and got some good paved twisties over Horn Mountain before dropping into Sugar Valley and heading to Resaca for lunch.

After lunch we finished crossing the Ridge and Valley Region on Highway 136, then headed north on Old Highway

411 to the foot of Fort Mountain and the beginning of the Blue Ridge Mountains in the Chattahoochee National Forest. Since we were all riding well and had plenty of daylight left before we stopped at Ellijay for the night, we decided to explore the Rock Creek OHV area. It runs up the south side of Fort Mountain and ties into Tatum Lead, a Forest Service Road connecting to incredible Highway 52 that runs down to Ellijay. The Rock Creek OHV is probably the most consistently technical section of the whole ride. It's all narrow two track designed for dirt bikes and ATV's, and it kept us entertained for an hour. After capping off the day climbing Fort Mountain the hard way, we cooled off on the spirited ride down the east side on Highway 52. After parking the bikes at the motel, getting a shower and dinner we got a good night's sleep to prepare for the next day's ride.

Looking back on the day we spent riding together, it was clear how fortunate we were, not only to have had excellent weather and compatible riding buddies, but also to have this wonderful, unspoiled playground so close to Chattanooga!

Coming next month: Part II – The Eastern Section

Doug Graydon

DIRECTIONS

- West from Chattanooga on I-24
- South on I-59
- Exit 4 Rising Fawn
- Left to Hwy 11
- Right/South on Hwy 11
- Left on Cloverdale Rd
- Left on Sulphur Springs Gap Rd
- Ride to top of Lookout Mtn on dirt
- Straight at Old State Rd Intersection on Yankee Rd
- Right on Head River Ranch Rd
- Right on Griff Johnson Rd
- Straight on Head River Rd
- Left on Flarity Rd
- Right on Hwy 157
- Left on Dougherty Gap Rd
- Right on Rocky Lane
- Right on Chamberlain Rd
- Left on Bronco Rd
- Right on Hwy 337/Chattanooga St
- Left on Industrial Loop Blvd / Shattuck Ind. Blvd
- Right on Hwy 27
- Left on Coffman Springs Rd
- Right on Corinth Rd
- Left on Hwy 151
- Right on Smith Gap Rd
- Right on FS Rd 252
- Left on Narrows Picnic Rd
- Right on W. Armuchee Rd
- Left on E. Armuchee Rd



- Right on Dry Creek Valley Rd
- Left on Dunaway Gap Rd
- Left on Floyd Springs Rd
- Straight on Lovers Lane
- Left on Everett Springs Rd
- Right on Lake Marvin Rd
- Straight on Pocket Rd
- Right on Hwy 136
- Left on Fairview Rd
- Left on Hall Memorial Dr
- Right on Hwy 136
- Cross I75/ Flying J
- Continue East on Hwy 136
- Cross Hwy 225
- Cross Hwy 411
- Left on Old Hwy 411
- Right on Hwy 76
- Left on Dennis Mill Dr
- Right on Old Federal Rd
- Right on Peeples Lake Rd [gravel]
- Continue to Rock Creek ATV area
- Take Left Trail at DHV Staging Area
- Climb Fort Mountain
- Left at Tatem Lead [gravel]
- Right at Hwy 52
- End Ride at Ellijay

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1000+ Miles And Running



It is 7:30 PM Thursday, April 21st, and the question runs through my mind, why are we doing this?

With only two hours of sleep before a 1000+ mile journey, I wasn't sure if I could physically make it. One of my riding partners, Brian Ridley, was to meet at my house, and then we would hook up with Chris Beaver at our official starting point. Now, we were fully committed to our first "Iron Butt" ride.

Our destination? Bruce Rossmeyer's Destination Daytona in Daytona Beach, Florida. (www.destinationdaytona.com)

Riding 1,000+ miles in less than twenty-four hours is not what most sane riders would attempt, but the "Scenic City Psychos" aren't your average riders either.

We left Chattanooga at midnight on Good Friday and headed south towards our destination. Ten and a half hours later we arrived at Rossmeyer's, the "turn-around" point. After a brief stop to purchase a couple of T-shirts, a quick trip through J&P Cycles and splash of fuel, we



Marc Jeffers, Brian Ridley

were headed back towards home.

At 7:27 PM on Friday evening, we hit the 1000 mile mark just north of Atlanta! Our goal had been attained with only a few more miles before our trek would come to a close.

Arriving at our end point, we had logged 1098 miles with a total trip time of roughly 21 hours and the most unforgettable memories of our achievement.

The next item on our "bucket list" is a coast-to-coast in 50 hours or less (IBA 50cc).

Until next time; Ride Hard, Ride Safe, Ride with Jesus.

Marc Jeffers
mjhdrider@gmail.com


For more information on the IBA 50cc, visit www.ironbutt.com/ridecerts/getdocument.cfm?DocID=4

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Chuck Welch

CELEBRATING AT THE DRAGSTRIP

This past April was the scene of throttle twisting action in the 1/8 mile. Celebrating their one year anniversary being “brothered” into the Ruff Ryder family was the Chattanooga Ruff Ryders Chapter, being one of five chapters now in Tennessee. But this “lifestyle” as they prefer to call it, reaches out further than just Tennessee, it’s worldwide...even to Guam! Part of the weekend celebration Saturday was the day to cut a tree and run hard at Brainerd Dragstrip.

Not to exclude other two-wheel enthusiasts, this track event was open to any bikers wanting to rip the strip with the crew. Among the Chattanooga Ruff Ryders you could see plenty of cool rides, even a few old school mean machines with the proper ape hangers and a hard launching 2011 Ducati brought by Pandora’s European Motorsports.

Though it was the Hayabusa’s that ruled the strip Saturday, not to mention Brittany Ewin (Nashville chapter) that ran her Busa through the beams at a crowd pleasing 5.77 et that got the RR crew loud with cheers! [photo right]

And to top off the high rpm action throughout the day was a stunt bike ridden by a fella named P.J. He put on an entertaining show between the heads-up rounds. Endo’s to standing wheelies, he helped keep the day full of non-stop thrills. It was a cool event that had plenty of action and eye candy to be seen, intense racing to completely awesome paint jobs.

As a final note...yes , there were plenty of 1/8 mile wheelies to be seen, some even a little further!

Jason Cole aka BIRD
www.colephoto.net



Jason Cole

See More Photos at KickStandUp.com and ColePhoto.net





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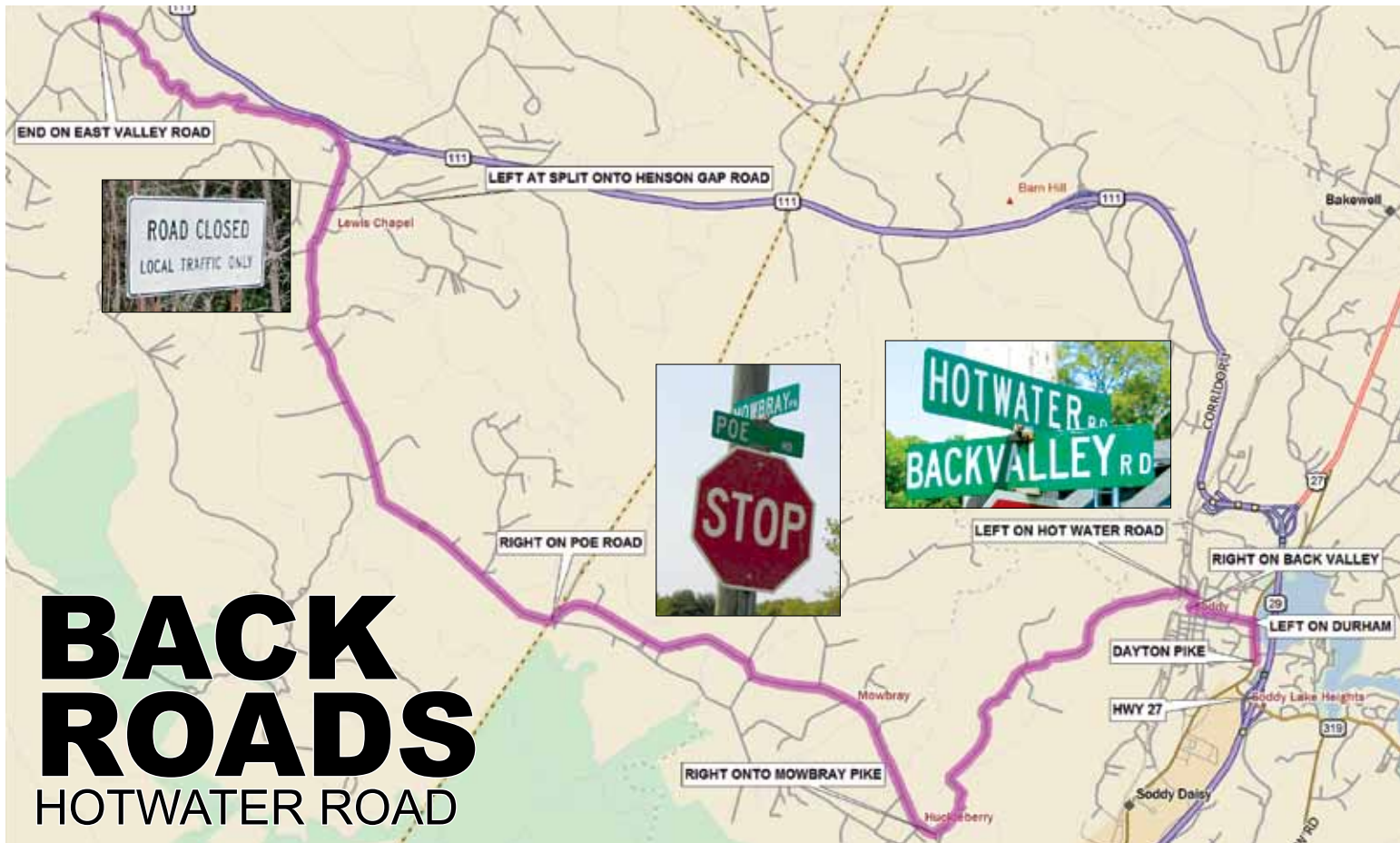
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Here's one of my favorite little back roads over Mowbray Mountain. Nice and shady with enjoyable curves. Once you get to the top of the mountain and you're on Poe Road, you'll be taking the old road down the mountain – so don't be surprised to see a sign saying **Road Closed - Local Traffic Only**. Follow along anyway [you'd like to be local for a bit] and enjoy this little twisted road back down the mountain. Once on East Valley Road the choice is up to you, whether you want to hang a right and follow to Hwy 30 and cut back across to Dayton or if you have other destinations in mind. Enjoy the ride.

Kim Teems
kim@kickstandup.com

- NORTH on 153/Dayton Pike to Soddy-Daisy, TN
- LEFT at Durham [Ball Fields]
- RIGHT at Back Valley Rd..
- LEFT on Hotwater Rd.
- RIGHT Mowbray Pike
- RIGHT Poe Rd.
- LEFT Henson Gap Rd.
- END on East Valley Rd.

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Gas Prices... HAVE WE BEEN BRAINWASHED??

When we first opened Scenic City Scooters in 2004, the price of gas was somewhere around \$1.65 a gallon. I found an article that bemoaned the fact that it had reached the \$2.00 mark in May of 2004. If I remember correctly, it went back and forth for most of 2004 and 2005...until September of 2005...and Katrina. That was the first time that a gallon of gas cost over \$3.00. And people freaked out! Big time.

In one week, everything that we had for sale, as well as everything that we had ordered, was gone. The message that we had been trying to get out there had finally hit home. Scooters are fun, easy to ride (most are automatic) and extremely economical. The larger (250-500cc) displacement scoots average around 65 mpg; the smaller ones (50-150CC) get anywhere from 85-105 mpg. With the cost of a quality 125cc scooter (note the word quality) averaging

around \$2300, and the price of gasoline over \$3.00 per gallon, it can take only 1 tank of gas a month in your car to pay for a scooter.

After Katrina, the prices went back down, but I'm not sure they ever went back to the previous low. Each time they go up and down, they never go back as low as they started. So somehow, now, we think \$2.50 a gallon is a great price. It's not.

That being said, it's a great time to ride on 2 wheels. Whether you ride a motorcycle or a scooter, you're bound to save money on your fuel bill.

Scooters are a great choice for first time riders, experienced riders who want a lighter bike, or even for those who have a larger bike but would like something smaller for those jaunts around town.

Consider a scooter...save money and have fun!

Kathy Schein
kathy@sceniccityscooters.com

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BIKERS' DOZEN

BY EDDIE RAHM

CHATTANOOGA, TENNESSEE AND SURROUNDING AREA

BikersDozen.com



THREE STATE-THREE MOUNTAIN LOOP

Since my day was mostly spent in areas with ample sunshine and the trip was only about four hours, I decided to start a little later in the day and finish around super time. Earlier in the day I rode the Incline Railway up Lookout Mountain and then walked to historic Point Park from the Incline station on the mountaintop. The Incline advertises that it is the world's steepest mile, and I can understand why after I'm half way up and look down. Today's route took me through the states of Tennessee, Georgia, and Alabama and over Suck Creek, Sand, and Lookout Mountains. This route is very similar to the one used each year by over two thousand bicycle riders in the 3-State 3-Mountain Challenge bicycle event. This loop can easily be ridden after lunch but still return the riders before dark. Come join me as I take you "over the river and through the woods" through three states and over three mountains!

Starting point:
Mount Vernon Restaurant

Route Length:
142 Miles

Elevation variance:
603' to 2107'

Fatigue factor:
Moderate

Loop 6 – Partial Description:

Begin the day at the Mount Vernon Restaurant (3535 Broad Street – Chattanooga) for a southern style "meat and three" lunch before my day's ride. After the great lunch, topped off with homemade Amaretto Cream pie, I'm ready for some riding. The route starts heading south on Broad Street (US 41)



and immediately veers south on SR 17 (Tennessee Avenue). The route then passes by The Incline Railway, called America's most amazing mile, and within a few blocks bears right onto SR 58 (Ochs Highway). Many local folk do not know this is actually not the original incline railway up the mountain; the first version actually climbed Lookout Mountain at an angle. The scenic loop continues on SR 58, climbing Lookout Mountain (mountain #1) and providing riders with numerous tight curves to negotiate as it rapidly gains in elevation. After a couple miles on SR 58 the loop crosses the Georgia state line (state #2) and now is SR 157, which takes riders to the top of the mountain.

As the route reaches the mountain crest it passes by the entrance of the very popular tourist attraction called Rock City. Bikers' Dozen riders should consider checking out this attraction while in town. Rock City officially opened as a public attraction on May 21, 1932. It got off to a slow start because advertising in those days was difficult; especially since the mountaintop attraction was not located in a place that people would just happen to be passing by and take notice. It was at this point the owner enlisted the help of a young sign painter named Clark Byers, who was hired to travel the nation's highways and offer to paint a farmer's barn in exchange for letting him paint three simple words See Rock City on the roof. The distinctive black-and-white signs appeared on 900 barns as far north as Michigan and as far west as Texas. Each year, more than half a million people visit the attraction to enjoy the many natural splendors that abound. The loop remains on SR 157 with turns at several intersections through the upscale town of Lookout Mountain and eventually pulls up to SR 189, where it turns left.

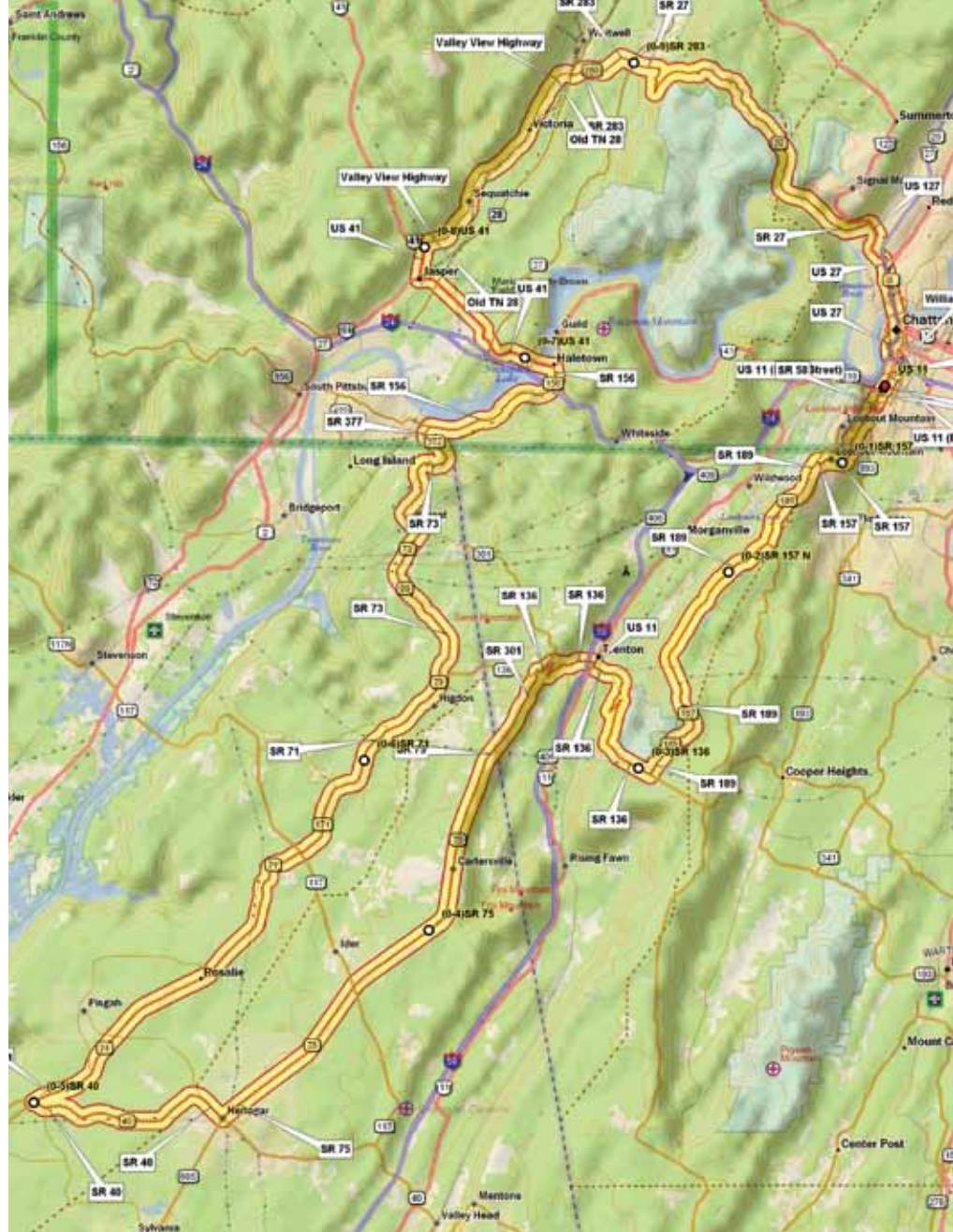
I will stay on two-lane SR 189 for

some relaxing, breezy miles across the mountaintop crossing one hill after another with curvy sections mixed in. The route soon passes by Covenant College, which sits atop a peak overlooking Chattanooga Valley far below. Covenant College is the Presbyterian Church of America's only college in the United States and is among the most scenic campuses in the country. Prior to becoming Covenant this facility was the exclusive Castle in the Clouds hotel, which supposedly was host to Eddie Fisher and Elizabeth Taylor on their honeymoon, as well as many other celebrities and socialites over the years. When serving as a hotel the facility boasted the largest ballroom in the south. The route then continues past Covenant College and next arrives at the Lookout Mountain Hang Gliding Park, where I pull over to check out the action. I'm told this is one of the premiere hang gliding facilities in the southeastern United States and the view from the ramp is outstanding (and scary). I'm sure it's a blast but I think I'll stick to motorcycle riding, it's safer (I think)! The cooler temperature and mountain breeze offer a pleasant change from my warmer temperature riding in the valley at the beginning of the loop. After 15 miles on SR 189 the route pulls up to SR 136, turns right, and within a mile approaches....

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

..... for 6.5 miles through the town of Jasper (pop. 3214) and turns right on the north end of town, still on US 41. It then continues on US 41 for a little over a mile until US 41 veers off to the left while the loop continues on the same road, which is called Old TN 28 (or Valley View Highway). While cruising on Old SR 28 the route passes through the small communities of Sequatchie and Victoria before it crosses over the new four-lane SR 28 near Whitwell (Pop. 1660), and now is SR 283. The route continues east on SR 283, heading toward Suck Creek Mountain (mountain #3), and crosses Powell's Crossroads (SR 283 turns left). This is an intersection that I crossed going the other direction on another Bikers' Dozen Loop a few days ago.

As the route crosses Powell's Crossroads it becomes SR 27 and soon starts the ascent up Suck Creek Mountain, where cycle riders must be very careful to stay on their side of the yellow line. Crossing Suck Creek Mountain requires a certain amount of care, since there are some tricky curves to negotiate. After traveling for several miles on top of the mountain, I spot an old little country store on the left side of the road, where I stop for a pack of peanuts and a Coke. After visiting a while with some of the local folk I realize that places like this are what back



road travel is all about. I head back out and immediately start my descent down the east side of the mountain and as I reach the bottom I am once again in cruise mode, riding parallel to the Tennessee River for a bit. After cruising for a few miles the route reaches the end of SR 27 and turns right on US 127, and within a couple miles to US 27, which takes me back to downtown Chattanooga and my beginning point.

I will rest for a bit before I hit the Mellow Mushroom pizza restaurant for supper tonight. I'm in the mood for pizza and word is that this place is hard to beat. The day was maybe my favorite Bikers' Dozen Loop thus far, based on the variety of terrain and relaxation it provided. The "Three States and Three Mountains" were just what the motorcycle doctor ordered!

Eddie Rahm
eddie@kickstandup.com

As I stand on the edge of a Lookout Mountain bluff looking out over the valley on one of my short rest stops I can't help but think what a beautiful creation the Lord has placed us in. We could have been dropped in a world in which everything is the same color and of similar terrain. Instead, He chose to provide us with an Earth that is pleasing to the senses, especially for bikers. Have you said "thank you" to the Lord lately for the blessings he has bestowed on you?

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 6.

TWO

END OF AN ERA

At 5:45 pm on February 24th, the motorcycle community of North Georgia and Southeast Tennessee was shocked to receive the following unexpected announcement from the operators of Two Wheels Only (TWO) Motorcycle Resort in Suches, GA.: **"We regret to inform you** that Two Wheels Only will cease operation on March 15th 2011. We'd like to thank all of you who supported this establishment and the local community for the last 29 years. It's been a fun ride! Unfortunately the inheritors of the property that Two Wheels Only sits on would not renew the ground lease, do a month to month rent until they sold their property, or sell us the separate parcel of land that the resort is on. We'll keep you updated on what's happening."

The emails began pouring in and one after another poured out their heart describing in vivid detail how much the resort has meant to them over the years. I have included several of the testimonies at the end of this article, but first, I thought it would be interesting to take a look at the history of this well-known and loved destination for all types of two-wheel riders.

Two Wheels Only was the brain

child of Frank Cheek, who after a 1982 visit to the Vetter Rally at Loretta Lynn's Dude Ranch in Hurricane Mills, TN, decided to use their property in Suches as a place where bikers of all types could gather and relax.

He placed ads in the Atlanta newspaper inviting bikers to come up to the mountains for hamburger cookouts and just great mountain riding. The location was already well known to the locals as "Granny's Farmhouse BBQ," which was famous throughout the entire state of Georgia in the 70's.

The business took off like wildfire and it quickly became a family affair, with Frank, Jeannie (his wife), their children (including Louis, who contributed to this article), and many, many friends.

Frank and his family continued to operate TWO until the business was sold to GT and Britt Turner about ten years ago. Even with Frank retiring and turning the business over to GT and Britt, his legacy could be seen everywhere. Frank's rules are posted on one of the doors of the lodge and are common sense.

- Do not move fire rings
- Do not litter
- Quiet after 11:00pm
- Don't tear up the grounds
- Clean up after yourselves

Although Frank passed away some time ago, Jeannie still lives across the street in the big brown house and she always welcomes bikers to sit on

her porch in the summer while she entertains them with "Frank" stories.

A couple of the rallies held in the TWO early days included the "TWO Touring Club" and the original "Scooter Scum Touring Club." One of the interesting facts about the SSTC was how they all started riding Japanese motorcycles, then switched to Harleys, and then finally to BMWs and Ducatis. As one member would switch, the others would razz them until finally the other members would switch, also.

Scott Creech writes: "My most memorable time at TWO was when it was still "closed for the season." I was riding my FZ6 from Southwest Missouri (with snow on the ground the day I left!) to Daytona Bike Week and Key West in 2007. Coming back from Florida, I stopped at TWO in the rain, filled out a card, set up my tent in the sleet and dark in my "favorite spot" (behind the trailer, in the soft, mossy area next to the stream), and tucked-into my sleeping bag, exhausted.

Up the next morning, only to find out that Britt and GT weren't going to be in, as TWO wasn't "Officially Open" yet. So I sat on the porch, and talked with those that rode up, hoping for lunch. After awhile, I just got my camping-fee out and pinned it to the back porch kitchen door frame, along with my registration-card.

That trip was probably my most memorable one ever. But, all the new things I saw and did on it, I still felt "at home" when I got to TWO - even with

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it still not being open (I think opening weekend was the following one).”

Pam Deemer writes: “With the Turners cheering me on, I took my fledgling rides on my very own little motorcycle up there after 30 some years of riding pillion. Britt and GT not only provided food and lodging, but their kindness and support for many things was outstanding. I am personally still thankful that when we could get up for the weekend to camp on a little, waterless piece of land in Suches that we bought, they let us shower at TWO. We wouldn't have considered buying anything in the area, if we hadn't fallen in love with the area while going to TWO.

Without Britt and TWO, the Twisty Sisters wouldn't have been born late one night in the kitchen of TWO, while she and a handful of other women were considering how to bring together and support women riders.

And laughter. There was always plenty of it, whether from the rocking chair riders, rally goings-on like the True Grits, what came out of Britt's mouth, the stuff on the walls and ceiling of the lodge, or life in the mountains.”

Mike Davis (AKA “The Twinster”) writes: “I am so devastated to hear about the closing of TWO. The Dogwood Rallies success has been mostly due to them being held at TWO. The Dogwood will never be the same without TWO.

It is not a simple venue change. The Dogwood was ALL about TWO, the

lodge, the FOOD, Wow, the Food! Who would expect the food at a motorcycle campground would be so awesome. The roads, any direction, totally awesome!

Yes, the people of The Dogwood are very important, but I am at a loss to think of anywhere in the North Georgia Mountains to compare with TWO!”

Between the date of the announcement and the actual closing on March 15th, there was lots of activity at this place called “home away from home” by thousands of bikers. Memorabilia collected over the last 29 years was auctioned off or sold at one of several yard sales. Hearts were broken as one memory after another was taken down from the walls, packed up, and moved out.

What does the future hold for TWO? Who knows, but I don't believe we've heard the last of TWO. GT's final email contained the following words:

“The spirit of TWO is still alive because it was you, the guests, who made it that way. We only provided a venue for that spirit, and just because that venue is not available doesn't mean that the camaraderie stops! As one door closes another one opens. We'll keep you posted what's behind that door...”

Note: The TWO web site (<http://www.twowheelsonly.com>) is still active if you want to visit it. You can also sign up for their mail list at that site so that when that “door” is opened, you can be one of the first to know about it. There are many, MANY more TWO pictures taken

over the years posted to the KSU photo albums at <http://kickstandup.smugmug.com/Travel/Two-Wheels-Only/>.

Randy Lyons
randy@kickstandup.com



Courtesy of TWO archives



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The Broken Spoke

Let's Be Careful Out There

Once again we are hearing about motorcycle awareness. We would like cars to watch out for us. I would like cars to watch out for me. But they don't. And they are not going to. They will not look for you until they are sitting on top of you wondering where you went or they are looking three counties over to see where you landed.

Now please don't get me wrong. I like cars. I like trucks. But I love motorcycles. And I love to ride my motorcycle. But I did not put over 500,000 miles on a motorcycle without an accident by trusting a bumper sticker that says "Watch Out For Motorcyclists." That would be like having the government watch out for my retirement or take care of my medical needs. Who in their right mind would do that?

I have friends who paid good money for yard signs that say motorcycles are everywhere. But the problem is, so are cell phones and teenage girls driving Daddy's SUV. Father's buy their daughters these big SUV's so that they will be safer, and

motorcyclists will lose to a SUV every single time. We lose to smart cars and if they are so smart, why do they look so dumb? They remind me of a pocket protector with wheels.

Riding a motorcycle is dangerous. People don't see you and even if they do, they don't care. You may be in their way and you may be right but they have the car, and the truth is we are not perfect either. We ride fast and swerve in and out of traffic and we can be rude and obnoxious, and that's just the scooters.

But there are some things that you can do. Parking lots and shopping center entrances are extremely dangerous. Don't blow through like everyone is going to stop. Can I stop a speeding truck with my Wing? Once. But only once. So expect that person to misjudge your speed and pull out in front of you. That way you won't be disappointed.

Have you ever heard this? I laid it down to avoid an accident. When you laid it down, you caused an accident. Try keeping it up. Most motorcycle accidents happen at 22 MPH. Yes, 22 MPH, which explains why a certain editor friend of mine has no accidents, he never drives 22 MPH. And the other thing that they discovered was that in all of the accidents

that they studied, the front brakes were never applied. Complete panic. Underwear changed color, bikes hit the ground, bones broke, but the front pads of the brakes never touched the discs. So if the median impact is 22 MPH and a person would have hit the brakes, how many of these accidents could have been avoided? According to experts, about 92% of them could have been avoided. You can still blame the driver for turning in front of you, which was the number one reason for accidents, but if a person hit the brakes they may still have a shiny new bike. And all of those shiny white teeth.

The other thing that was absent in most accidents was any type of avoidance procedure. You may look like a dork, but try practicing figure 8's in a parking lot or practice high speed avoidance maneuvers. You will look like a dork without road rash. But if your persona as a tough guy means broken parts and broken bones and road rash all over your tattoos, then by all means carry on.

I also love to go fast, but speed kills. Like you've never heard that before. But again, in all accidents speed is usually a factor. So in town and around traffic, slow down. That way I can get in front of you easier. That's the number one reason for you to slow down. You see, I am very competitive on my bike. If I see someone driving fast, then I want to drive just a wee bit faster. Makes sense to me. Until you ride with a complete maniac with a death wish. Try talking yourself out of that ticket. So ride your own pace. It's safer and cheaper, too.

On the road this year you will find drunk drivers, distracted drivers, determined drivers, derelict drivers and just dumb drivers. If you want to have a great riding season then you watch out for them. They couldn't care less about you, no matter what their bumper sticker says.

Manufacturers today have given us ABS brakes, traction control and linked brakes and the only thing that the manufacturers cannot do, is to apply them when it counts. So practice, practice, practice! And again, ride your own pace. Too many times we have heard of a new rider trying to keep up and pushing beyond their limits.

So ride carefully with your head on a swivel and be prepared. Oh yeah, and when you're driving your car, watch out for motorcyclists. They're everywhere!

Gary Boyd
gboyd1800@yahoo.com



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Chuck Welch and Slo Rob

Rides & Rods

BOBBY AND KATHY MASON

RIDES:

Bobby – 1999 Harley-Davidson Ultra Classic with Moto Trike conversion, 3 inch straight pipes, black on gold and red pinstripes with a lot of chrome.

Kathy – 1996 Harley-Davidson Road King with Moto Trike conversion, custom paint, purple over red with burnt orange flames, 3 inch straight pipes with a lot of chrome.

RODS:

1955 Chevy Bel Air 350/HP, high performance cam, aluminum intake, Headman headers, Flowmasters, 4 speed with a Hurst shifter with a Nova rear end, 2 inch drop spindles with power disc brakes and 8 inch Corvette rally wheels.

2002 Mercedes SLK 32 AMG package, hardtop convertible, black on black. (one bad little ride)

Bobby is 62 and retired from TVA Sequoyah nuclear plant after 30 years with a mechanical background. He is a motor head through and through, and has owned and raced dirt track cars.

Kathy is an interior decorator and designs jewelry. She has been riding bikes since she was ten years old.

Bobby and Kathy went to high school together in the 1960's, but had not

seen each other for 42 years. They reconnected at a class reunion and are now married and enjoy riding as their schedule allows. They are a very unique couple.

Thank you Bobby and Kathy for sharing your story with KickStand Up!

Chuck Welch
chuck@kickstandup.com

See more pics at
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American Motorcycles of Chattanooga welcomes a new addition to their staff, Harley-Davidson Certified Master Mechanic Steve Wertman. Steve has motorcycles in his blood and has been riding since he was four. He's owned and ridden a long list of bikes from Hondas and Triumphs to Harleys and he's always enjoyed wrenching on them. After working ten years as a diesel engineer on a King Crab boat and suffering a major accident that broke both his legs, Steve decided that it was time for a change and attended and graduated MMI Harley Tech School.

Steve has a plethora of experience, having worked at Terrison's H-D, then opening his own shop, "Coastal V-Twin," in Daytona, FL for fifteen years. He's just as comfortable working on an old knuckle head as he is building a shiny new custom V-Twin.

After three hurricanes in 2004, Steve sold his house and shop in Daytona

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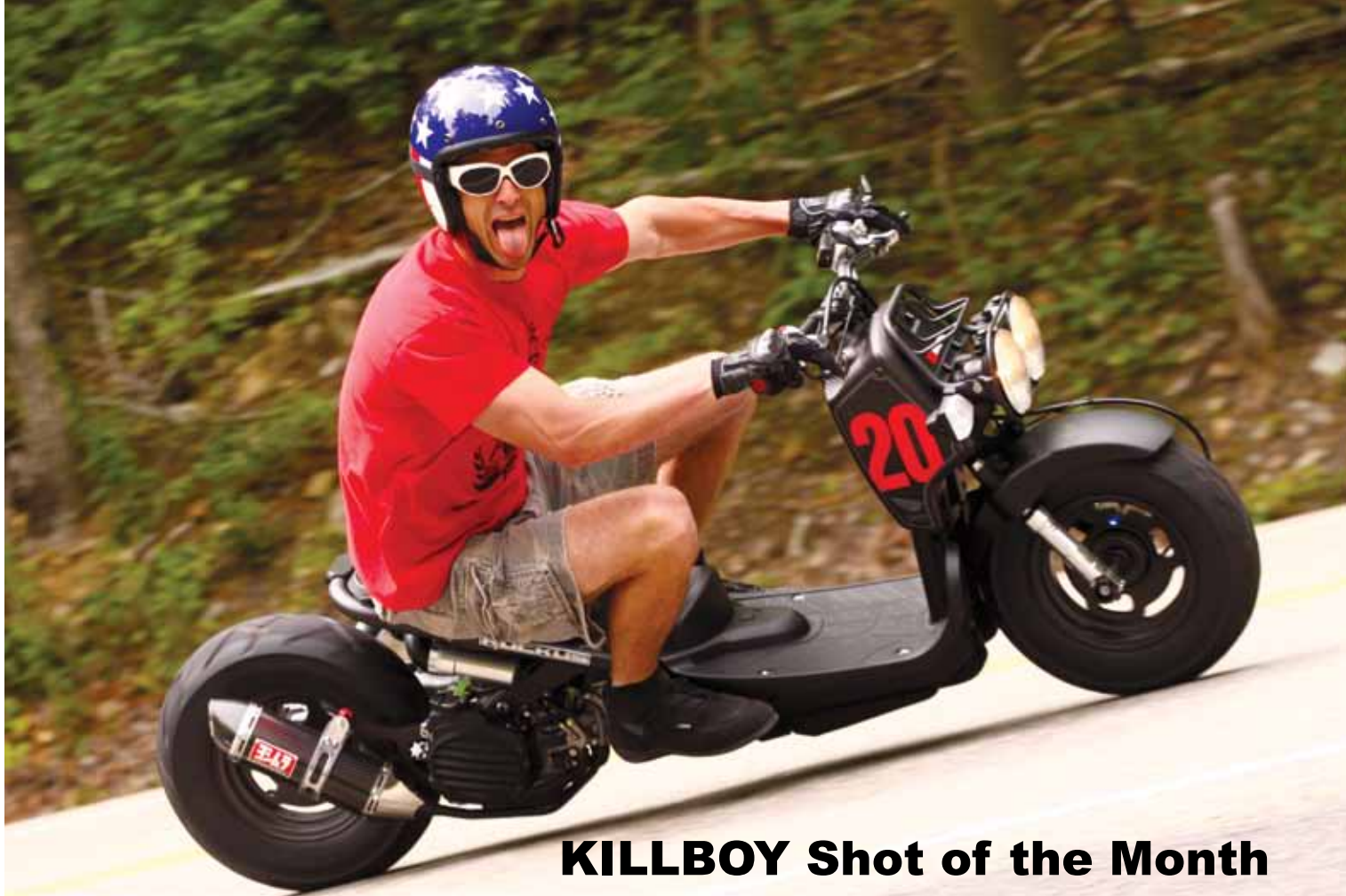
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