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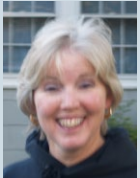
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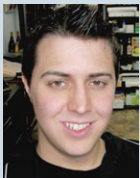
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FROM THE EDITOR

Hi Everyone,

Our Find The C-Note contest has been a big hit so far. This contest features my favorite riding roads and routes. The distance of the rides vary from a couple of hours in the winter to this month's "pack a lunch ride" of between five and six hours round trip. After all, this magazine is about riding motorcycles not just standing around in a parking lot looking at them. I can assure you that I will take you on some roads you have never ridden and you might win a hundred bucks if you get there before anyone else.

Please remember to send us your full page flyers if you are promoting a charitable event. We offer FREE full page ad space to charitable events. You will need to have us the flyer by the 25th of the month prior to issue date.

KSU is sponsoring the monthly Eton Cruise In. The next Eton event is coming up on June 14th. This event is the brainchild of Lobo & Rena Robertson, Gary Boyd and their great group of folks,

The Facebook Riders. This is a family event so make sure and bring your whole family for a great time. There are food vendors on site as well as events for the kids. The band will be Georgia Pine and I've also heard that there will be Karaoke. No, I will not be singing, but I will watching with my video camera looking for the next big star.

I want to offer my congratulations to one of our Staff members who was recently married. Jeff Griffith and Briana Jones tied the knot on May 24th and as I write this they are still on their honeymoon. I wish them both many, many happy years together and much success in life. Jeff has been with KSU since our first issue and has been an valued member of our staff. I present to you Mr. & Mrs Jeff Griffith.



Until next month, ride safe and ride often. Maybe I'll see you at Eton.

Rock

rock@kickstandup.com

KSU VIEWING TIPS

On Your Computer:

Some readers will want to download our magazine to their computers for future viewing. Most computers use Adobe Reader to view pdf documents.

To have KSU display correctly (with two pages showing,) you will need to make a change in Adobe Reader's settings.

Windows or Mac OSX.

1. Launch Adobe Reader
2. Open the KSU pdf
3. Go to the View menu
4. Select Page Display
5. Set to Two Page View

KSU should now display properly with two pages open.

On Your Smartphone:

Open your browser and type in kickstandup.com

Click the mag cover on our homepage.

On the iPhone you can click the box with the up arrow on the navigation bar at the bottom of the screen. Then click the Add to Home Screen button. This will add a KSU link to your home screen which acts like an app. To access the magazine in the future you only need to click your KSU screen icon, then click the current cover on our site to read the current issue.

Other smart phones have a similar option, or you can simply add us as a bookmark which will act in the same way.

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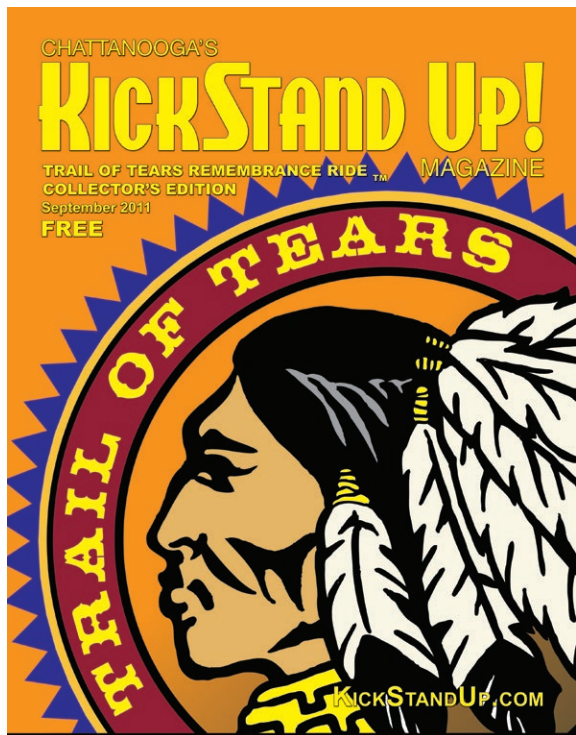
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KSU is proud of the fact that we were the first and only motorcycle magazine, whether local, regional, or national to publish an entire edition dedicated to the Trail of Tears Motorcycle Ride. We published our first edition in 2011 and another in 2012.

I was fortunate enough to interview my friend, Bill Cason for a few hours to get the facts for my article, The Real Story. It was fun to sit down with Bill, kick back, and just talk about the history of the ride and our memories of times past. - Ed

Click on the cover above to read the 2011 KSU Special Trail of Tears Collector's Edition. You can also click the cover to the right to read the 2012 Special Trail of Tears Collectors's Edition.

Riding to Remember





“THE END OF THE TRAIL” OF TEARS MOTORCYCLE RIDE

On behalf of the entire Board of Directors of the Trail of Tears Remembrance Motorcycle Ride, I want to announce that we are at the End of the Trail for our annual charity motorcycle ride. I would like to take this opportunity to thank everyone for 20 great years and your support of our organization as we remembered those ancestors forcibly removed from their homeland in the east to what is now present day Oklahoma.

Because of you, our riders and our sponsors, over the 20 years we have provided thousands of dollars in scholarship funds to needy Native American children, placed Historical Markers in many areas along the Trail and in Oklahoma, marked new trails, and made donations to other educational projects. We have fulfilled the goal's and mission of the organization and feel proud that we accomplished more than what could have been imagined when we first began this journey. It has been my honor to lead the ride every year.

I want to thank each and every board member, volunteer, sponsor and rider for helping us achieve these awesome acts on behalf of such a deserving people.

We still have some of the official memorabilia that we will make available on the TOT website until sold through.

Bill Cason, Ride Leader & Originator
Trail of Tears Motorcycle Ride

.. IN ACTION





Nine time World Champion, Valentino "The Doctor" Rossi is in the zone during his test session in Spain at Jerez. Rossi went on to finish second behind Marc Marquez.

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A Wing . . . and a Prayer

by Gary Boyd

Gone
An old friend.
A trusted companion.
My beloved Gold Wing.

I bought it brand new on April 11, 2002. An 1800 Gold Wing. Black of course. And on Wednesday, May 14, 2014, I sold it. It was not as bad as walking my daughter down the aisle. It was much worse.

This was a wonderful relationship, my bike and me. We were inseparable. It was the single greatest motorcycle that I have ever owned. I rode that motorcycle 198,100 miles. We travelled through cold and heat, over the Cherohola Skyway covered in six inches of snow.

I loved this bike and it was very hard to sell it. It was time to let go but the memories flood back of the many miles that we travelled together. The Lone Ranger had Silver. Roy Rogers had Trigger. Sgt. Preston of the Yukon had his trusty dog King. And Charlie Brown had Snoopy.

I had just moved down from Chicago to Chattanooga. I had a 1999 Gold Wing which was 2 years old and had 80,000 miles on it. It was a nice bike but I wanted something different. I was afraid that there were too many on it. I would soon learn that miles don't really count on a Gold Wing.

I wanted a Harley. All my friends rode Harleys. and I could order a 2003 Ultra Classic in the Black and silver anniversary edition. So I did. We ordered the Harley so I could be like all of my friends. I bought the anniversary edition leather jacket and T shirts and practiced looking really mean while I rode my bike. I looked so bad in my leathers and with my bad ass Harley

snarl, I was going to be a bona fide Harley rider. Should I put the tattoo on the left or the right?

I went next door to Sloan's Honda and every other motorcycle shop, except Harley, to see what my Wing would be worth. The salesman talked me into riding the new Wing. It was awesome. It had power and handling and comfort. It scratched all of the itches. Except . . . it was yellow! I asked my wife how she liked it and she said "It's yellow!) When we got back to the dealership the salesman asked how we liked it. My wife told him that "it was yellow." He looked at me with a very confused look and



I said, to confuse him even more, that it was yellow. She asked if they had one in black, he said yes and she said "we'll take it." And we did.

And now it's gone. It was just a bike. I mean what dummy gets emotional over selling an old bike?

I have a newer model in the garage, equipped exactly the same. But it's not the same. It never will be.

Gary Boyd

gary@kickstandup.com

of Eton Georgia.
And we are going to have a wedding. We will be dressed in jeans and leather. We will ride our bikes there. And it will be a Royal Wedding.

Because God will be there. This wedding is the binding together of two wonderful friends who love each other in Holy Matrimony. Holy. Set apart. Like God. They are His children. They know Him and as they begin their life together, they do so with prayer and obedience to Him.

After getting to know them a little better in the past few weeks, I am so impressed with their kindness and gentleness and love for each other.

Love is patient and kind; love does not envy or boast; it is not arrogant or rude. It does not insist on its own way; it is not irritable or resentful; it does not rejoice at wrongdoing, but rejoices with the truth. Love bears all things, believes all things, hopes all things, endures all things. (1 Corinthians 13:4-7 ESV)

They will be husband and wife tonight.
At a Royal Wedding!

God, I ask for good weather. I ask for friends to be able to come on down. I ask your blessings on this wedding and this marriage. In Jesus Name!

Gary Boyd

Tonight I am taking part of a Royal Wedding. I'm so excited. Oh you won't see live coverage. You won't hear about the brides dress and the obscene amount of money spent on lavish decorations. You won't read about this wedding in People magazine. But it's a Royal Wedding all the same. There is a biker event called the Eton Cruise In that occurs the second Saturday of each month through the summer. It is a family friendly little get together in the town, well, Village

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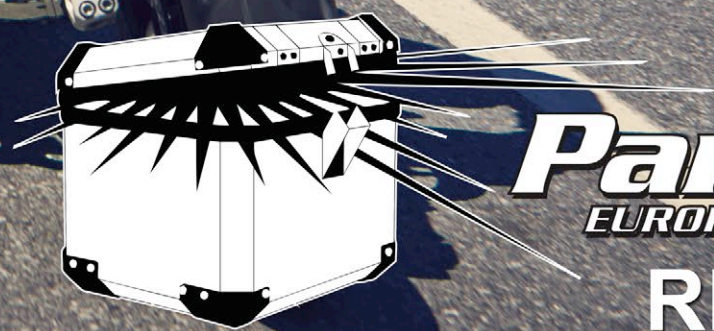


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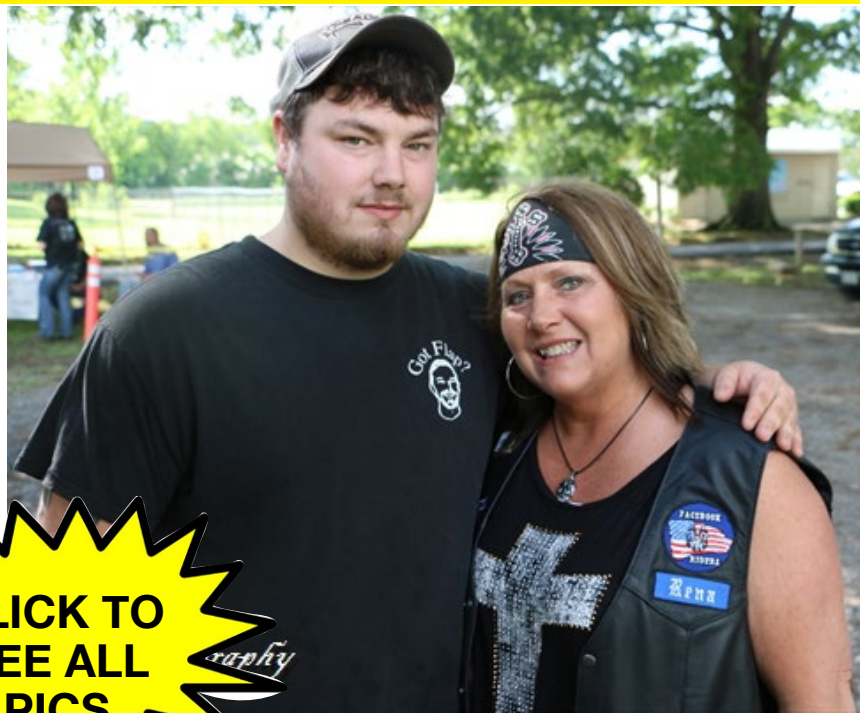




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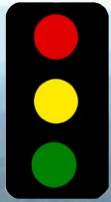




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DIRECTIONS:

Route by: Rock, BooBoo, & Sandman

Start at Griffith Cycle on 4704 Dodds Ave.

Pack a lunch for this 5-6 hour jaunt.

- Go L out of Griffith's lot
- R @ 1st light
- L @ 1st light
- L @ Yield sign
- R @ 1st stop sign
- Take 1st L
- L @ 2nd stop sign

- L @ 1st stop light
- L @ 1st stop sign
- R @ 1st numbered road
- L @ stop sign.
- L on 1st road past water on L
- R @ 2nd stop sign (long way)
- L @ 1st stop sign

- Take 1st R
- R @ 1st red light (long way)
- R @ 5.8 mi
- R @ 13.7 mi. into park
- Eat your lunch at the table where the guys are sitting and inspect the table well
- Now you can afford dessert.



RULES: Rider must ride their bike to find the hiding spot. Rider must have their p
 "C-note (a selfie will work.*)" Photo should be emailed to rock@kickstandup.com.
 "C-note" for real folding money. Limit one win per year, per person. Sounds fun doe
 keep hunting if it's already been found. If you have problems you ca

CONTEST



The winner for May is Chuck Harris from Ringgold, Georgia. Chuck told us "it took all day, but, I got it !" He said the directions were good, but he good lost until he re-read the directions and realized his mistake.



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photo taken at the hiding place, (with their bike in the picture) while holding the... Winner will be notified and met at an undisclosed location to exchange the fake... sn't it? We will post the winner immediately, HERE & on our Facebook, so you won't... n also post questions on our Facebook page for help or email Rock.

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Memorial Day Ride To National Cemetery - Photos by Frank Pate



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... IN ACTION

Jordi Viladoms (ESP/ KTM) performs
at the FIM Sealine Cross Country Rally
World Championship 2014 in Qatar on
April 25th, 2014



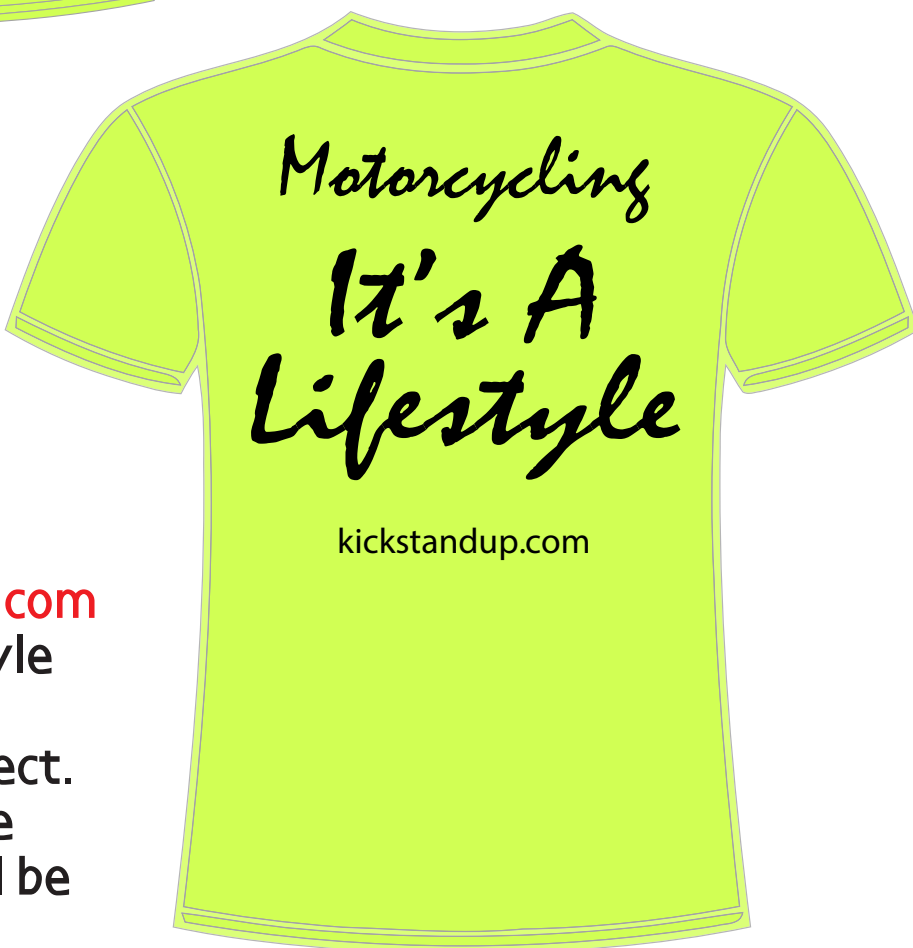


FRONT

WIN A KSU LIFESTYLE T-SHIRT

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The first reader to send an email to lifestyle@kickstandup.com will win a KSU Lifestyle t-shirt. Just put LIFESTYLE as the subject. Make sure to include your size. Winners will be notified by email.



BACK



The age old question in the motorcycle world seems to be what makes a "Biker." Personally, I am rather sick of it, but because I keep seeing it discussed in social media, I feel it necessary to once again give my two cents on the matter.

There was a time when I referred to myself as a "Biker." Those were the days of old when motorcycle riders were not as prevalent as they are today. There weren't big Harley boutiques or Honda shops the size of a Walmart Superstore. Times were simpler, shops were smaller, and most were owned and operated by the man in the showroom or behind the counter.

The term "Biker" didn't mean that you had a motorcycle in the garage that you rode now and then. It meant that you rode a motorcycle as your primary mode of transportation . . . on a daily basis. It was a lifestyle, a passion. Motorcycles were your very lifeblood. These people are few and far between today.

Today, I refer to myself as a "Rider" . . . a motorcycle rider. My definition of a "Rider" parallels that of a "Biker" to a point.

A "Rider" can ride any brand, style, or type of motorcycle. It can be any color. A "Rider's" motorcycle is dirty more than it is clean because it spends 100 times the hours on the road than it does being washed, in the garage or bar parking lots.

A "Rider" would rather ride than clean and polish any day of the week. A "Rider" will ride his bike in the rain and not worry about it getting wet. He will even ride it on a day with a chance of rain and not worry about messing up his detail job. I had a guy brag to me one time that his bike had never been wet like that was a badge of honor. It certainly didn't impress me, to the contrary.

I have picked up at least two brand new Electra Glides from Thunder Creek and rode them home in the pouring down rain, much to the dismay of onlookers. They are made to get wet people . . . they are not trinkets, they are motorcycles. They won't melt.

A "Rider" can be any gender, race, or creed. They can be tall, short, fat, skinny or anywhere in between. A "Rider" is not skeered

to ride long distances alone if the opportunity presents itself. A "Rider" does not trailer their bike to their destination. (Of course, there are exceptions like one's health, family, age, disability, etc.)

I loath the corporately brainwashed slogan "I would rather push a Harley than ride a Honda." Well, I would rather ride a bicycle than push a Harley or any other brand. That statement is just plain ignorant and chanted by morons.

I am not a "Harley rider," I don't own a "Beemer" and I'm not a "Winger" even though I own and ride all three. I refuse to be limited by corporate marketing, I just ride motorcycles and enjoy them all immensely.

Riding has been my lifestyle and passion for over 40 years. I am a motorcycle rider through and through. Any brand, any type, any color, I love them all. I have ridden over 300K miles in the past 15 years and many more than that in my riding lifetime.

Now . . . do I meet your definition of a Biker? Do I even care? No.

LTRNTT,

Rock

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THE **KSU** *AERIAL PHOTO* **DRONE**



... *IN ACTION*

**BEST SAVES
OF 2013**



Danilo Petrucci is bucked off as he high sides during the warm-up for the Spanish GP at Jerez. He fractured his wrist and was unable to compete.



A READER'S REVIEW

"Ride one, and you'll own one." That is the tagline in Victory Motorcycles' current advertising campaign. I can say as for me, it was true.

After years away from motorcycling, giving my kids time to grow up a bit, I reentered the biking world in 2012 by picking up a 2007 Honda Shadow Aero 750. After just over a year back in the saddle, I had my bearing back and was ready to move up to a full size bike. I ride as a daily driver, and as a long distance tourer, so I was drawn to the bagger market. I knew that I wanted a big American V-Twin, so that left me the choice between the only two American manufactures on the market, the well-known Harley-Davidson and the new kid on the block, Victory (Indian had not yet been reintroduced). Always liking to march to my own beat, I leaned toward the Victory.

In February 2013 I found a local Victory dealer having a demo day. I test drove both a Hard Ball and a

Cross Country, both are the same bike only the Cross Country has a fairing. I've never been too much into the fairing bikes...and then I rode one. Having the stereo at my fingertips, cruise control, and the wind protection sold me almost instantly. That one ride had me set on a Victory Cross Country.

In May 2013 I was ready to make the jump. I found my Sunset Red and Silver two tone Cross Country online. It was a new 2012 model with 32 miles on it. With an MSRP of \$20,999, but being a model year hold-over, I was able to negotiate down to \$16,500.

The Cross Country features a 50 degree V-Twin 106 ci (1731 cc) engine with dual overhead cams and direct injection. The motor is oil cooled and houses the six-speed

transmission all in one unit. The big benefit here is a reduction in maintenance costs as there is only one fluid, 5 quarts of oil, for the engine and transmission. The motor is rated at 92 hp and 109 ft/lbs of torque, sending its power to the rear wheel via a carbon fiber reinforced belt. The six-speed transmission lets you feel that torque early on and keeping you in the power band all the way up to cruising speed. No longer am I looking for that extra gear on the interstate, as cruising at 75 mph in sixth lets the engine purr at under 2,800 rpm. The shifts are felt and heard with a noticeable "clunk", especially dropping into first from neutral. This has been a point of complaint





when on the highway with the cruise control on and I'm just gliding down the road, but when the curves come at me I'm forced to lean in a bit to give myself a full range of motion for control.

While this is a big, heavy (850 lbs wet), touring bike, I cannot say enough about how well this bike handles. With a 5.8" clearance coupled with a 38 degree lean angle this bike is well suited to carving up the curves. The inverted 43 mm forks give 5.1 inches of travel in the front, while the rear rests on an adjustable mono-shock with 4.7 inches of travel. This package works well in holding a deep lean in the curves with sport-bike like precision all while on the comfort of this long range beast. In several trips to the famed "Tail of the Dragon" and "Cherochala Skyway," I'm always stopped by a passerby to comment on the power and

handling they've witnessed in my bike. I can honestly say that is not a boast on my riding skills, but to the package Victory has put together on this bike.

May 27th will be my one year anniversary with this bike. With 24,000+ miles on it already, I couldn't be happier with this purchase. I've ridden it almost daily to work, from 4 degrees this past winter, to 105 degrees in the summer. I've ridden to the grocery store, packing full the gargantuan, single hand opening saddlebags, as well as two trips to Daytona and riding the whole Blue Ridge Parkway start to finish. This bike does it all for me. With its unique looks, it is not uncommon for me to have to stand and answer questions when I stop for fuel or when hanging out with other bikers. The first question inevitably is "What is that thing?" After answering, the next question is "How do you like it?" I always have the same answer; "I LOVE this bike! If you don't have money for a down payment, don't test ride it!"

Jay Sparks

from many Victory owners, but is a byproduct of the straight cut gears in first and second to handle the high torque output of the motor. Victory boasts that it is a "100,000 mile transmission." If having a clunky shift is a byproduct of that much reliability, I have no issue with it.

At only 5'8", I was a bit worried how comfortable I'd be standing the bike at lights, and long distance riding as well, fearing my elbows would be locked out for extended periods of time. The first fear vanished immediately as I threw my leg over the low 26.25" seat. The comfort on long rides is very good. With ultra-long 18" floor boards I have a variety of positions I can put my feet, even stretch my legs straight out with no need for highway pegs. With my legs stretched out and leaned back into my backrest, my arms do get a little too straight. It's not bad



Gold Wing Road Riders Association Event & Parade





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PICS**



BMW

The BMW S 1000 R, a new high-performance roadster based on the S 1000 RR. Superbike riding dynamics and powerful, emotive roadster styling – these are the hallmarks of the new BMW S 1000 R. The new naked bike from BMW Motorrad is directly derived from the S 1000 RR superbike and uses the same innovative technology. The close family resemblance to the “RR” is instantly obvious. The pared down appearance of the new S 1000 R exudes an aggressive, dynamic energy. Based on a well-thought-out overall concept, with 160 hp maximum power and a weight of 207 kg, as well as Race ABS, ASC and a choice of two riding modes as standard, the BMW S 1000 R sets new standards in the sports roadster segment.

In-line four-cylinder engine with optimised low to mid-range performance. When modifying the S 1000 RR’s 999 cc four-cylinder in-line engine for use in the S 1000 R, the engineers were looking in particular to provide punchy response all the way through the rpm range. To provide the ideal set-up both for everyday use and for sporty riding on the open road, they significantly increased the low and mid-range power and torque. At the same time, maximum rpm has been reduced by approximately 2,000 rpm. Maximum power of 118 kW (160 hp) is reached at 11,000 rpm and peak torque of 112 Nm (approx. 83 lb-ft) at 9,250 rpm. Up to 7500 rpm, this engine version develops 10 Newton metres (approx. 7 lb-ft) more torque than the S 1000 RR. This provides punchy low-end response that is ideal on twisty single-carriageway roads. Among other things, this was achieved by using redesigned cylinder head ducts, modified cam profiles and appropriately modified engine management. The new BMS-X engine management system also supports an E-Gas “throttle-by-wire” system.

ASC (Automatic Stability Control), Race ABS and a choice of two riding modes as standard. Riding mode Pro with two additional modes and DTC optionally available.

For optimal adaptation to different conditions and rider requirements, the S 1000 R comes with two riding modes and ASC (Automatic Stability Control) as standard. The “Rain” and “Road” modes cater to different road surface conditions using different power and torque curves, and applying different levels of Race ABS and ASC intervention. This provides an important safety bonus, particularly under changeable road conditions.

Dynamic Traction Control (DTC), incorporating a further two riding modes – “Dynamic” and “Dynamic Pro” – is available as an ex-works option. This option allows riders to make the most of the S 1000 R’s sporty performance potential both on the road and on the race track. Dynamic Traction Control, which includes a banking angle sensor, offers safe and dynamic acceleration which is currently state-



of-the-art for a

Innovative cha
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available. How
of the S 1000 R
line engine. Ba
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S 1000R



structure. As on the RR, an adjustable upside-down fork and a dual swingarm with adjustable central spring strut guide the wheels front and rear. Roadster-specific suspension requirements are met by a slight change in geometry. As on the RR, vigorous, stable and above all safe braking is provided by a braking system that comprises a twin-disc brake with two radial 4-piston fixed callipers at the front and a single-disc brake at the rear, with partially integral Race ABS. Dynamic Damping Control (DDC), available as an ex-works optional extra, offers the benefits of electronic damping control. For further enhanced performance, in combination with enhanced active safety, this system dynamically adapts the damping to the current riding situation with split-second speed.

Dynamic styling.

The new S 1000 R's sports roadster personality is also mirrored in the styling. With its "tail up – nose down" stance, the S 1000 R's appearance immediately suggests aggressive performance and dynamism. Like the RR, the S 1000 R, too, is distinctive and instantly recognisable. It has a face that stands out in a crowd.

Multifunctional instrument cluster.

Last but not least, race-inspired features also extend to the cockpit of the S 1000 R. With an LC display with analogue rev counter, the instrumentation offers an unrivalled amount of information in this segment, from the gear display and riding mode display to a lap timer. For optimal gear changes, an individually programmable quick-shifter is fitted.

production motorcycle.

chassis and suspension technology with large damping reserves and performance brakes. Dynamic Damping Control (DDC) optionally available. No matter how ambitious the riding style, the chassis and suspension of the S 1000 R is a match for the dynamic power delivery of the four-cylinder engine. In contrast to that of the S 1000 RR, it uses the proven aluminium frame, in which the engine forms part of the load-bearing

Highlights - BMW S 1000 R:

Well-thought-out overall concept sets new standards in the sports roadster segment.

Pared down styling with an aggressively dynamic look; clear family similarities with S 1000 RR.

Liquid-cooled 999 cc four-cylinder in-line engine. Max. power 118 kW (160 hp) at 11,000 rpm, max. torque 112 Nm (approx. 83 ft-lb) at 9,250 rpm.

207 kg kerb weight with full fuel tank.

Standard-fitted Race ABS for superior braking performance and safety.

Standard-fitted ASC (Automatic Stability Control) for safe acceleration on surfaces with variable grip.

Standard-fitted steering damper.

Choice of two standard, rider-selectable riding modes, "Rain" and "Road".

Optional Dynamic Traction Control DTC including Riding mode Pro maximises both riding enjoyment and active safety in all road situations.

Optional Riding mode Pro comprising two additional riding modes – "Dynamic" and "Dynamic Pro" – for road and track use.

Full synchronisation of Race ABS, ASC/ DTC, DDC and engine management.

Innovative exhaust system with small rear silencer, front silencer, electronically controlled exhaust flap and two closed-loop, three-way catalytic converters.

E-Gas system for optimal throttle control and maximum reliability.

Suspension components with large damping reserves.

DDC (Dynamic Damping Control) – electronically controlled damping system for optimal, dynamic adaptation of damping to the current riding situation and to the load the bike is carrying.

Aluminium fuel tank brings further weight savings and is unique in this segment.

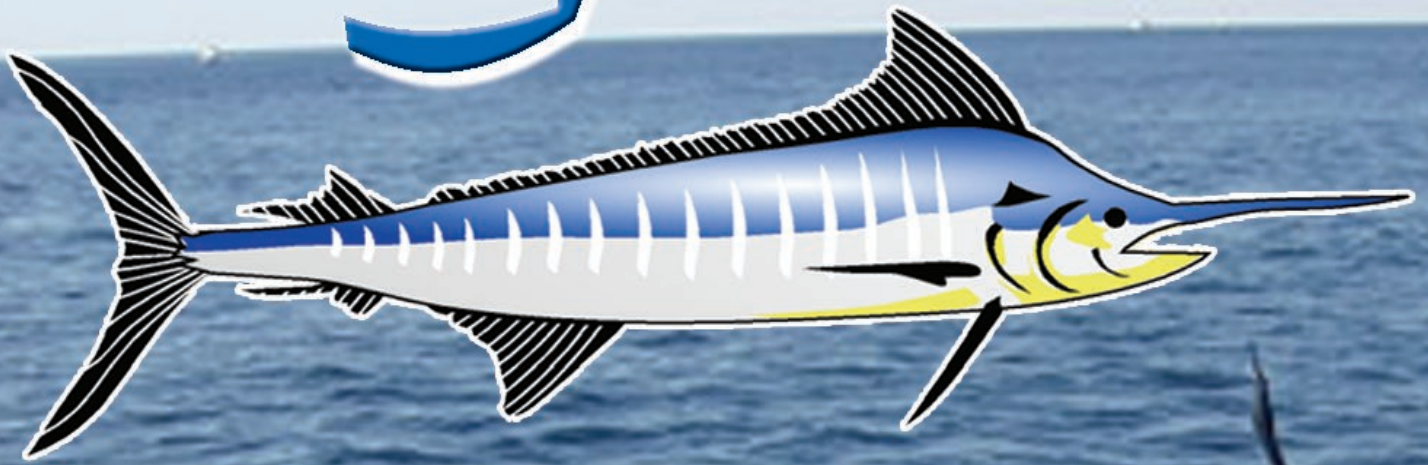
Infectious handling with highest standards of stability at high speeds and when braking.

Multifunctional instrument cluster with extensive range of features.

Extensive equipment and tailored accessories conforming to the customary high BMW Motorrad standards.



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Dinner – 5 – 9 pm



Facebook Riders: Living La Vida Lobo

They say that blood makes you related and loyalty makes you family. I believe that to be a true and powerful statement. I never knew, nor understood that phrase quite like I did before I started riding. I have been both in and out of riding clubs, and I can tell you, for me it doesn't matter who you are, or who you are with; you're a rider, and therefore, my brother and my sister. I will show you the utmost love and respect.

Being a rider, and a social butterfly that knows no boundaries, I have landed some pretty cool opportunities and met some really interesting and important people. I don't know about you, but there's something special about us riders. We have a little something "extra"



within us. Could it be more passion for life? More compassion for our neighbor? Do we just experience everything in a more intense manner? I say yes to everything and then some! No matter if we travel on bi



or tri, we are a family that share a special bond--a bond that I'm pretty sure no one else could possibly comprehend unless they've been around the biking community.

When I think of the fellowship side of riding, one couple comes to mind quicker than any other I've met. Lobo Robertson and his wife Rena Mantooh Robertson. The Facebook Riders was created

by Lobo and with the support of his wife Rena. After a few Facebook rides, and with only a handful of folks, Lobo decided one April morning in 2012, to start a Facebook Riders page. Lobo started out with only about 30 people added to the group's page. From there, it grew and grew with

the help and support of his amazing wife, Rena. He states: "She is my rock."

In addition to his wife, Rena, he also has his faithful friend, Gary Boyd. Lobo says "He has been a



major part of this since day one." Gary is known for assisting the planning and the routes of their rides, along with scheduled stops. He is well known for his daily

devotionals, and words of wisdom and encouragement. He is quick to lift his neighbors up in prayer, and will come to the aid of anyone stricken with illness or woe. He has even been known to deliver food to those unable to get out for themselves. Lobo states: "He has my greatest respect always." "He



has been and always will be a great asset to our group.”

Lobo shares: “We’re not a club or organization, but a group of folks that just like to ride and eat; laugh and have fun.” “Everyone is equal here.” “There are no leaders or bosses.” “There is no agenda, except to have fun, ride, and be with one another.”



From rides and Cruise Ins, and even weddings--they, indeed, have it all.

Many of the riders have made lifelong friends. What may have started out as a simple handshake or nod, has turned into lifelong friendships and

family bonds. The group shares in the good times and in the bad. If there’s ever anyone in need emotionally or financially, they are quick to come to aid and comfort them. Lobo states: “It’s more than just riding, it’s about family.”

The Facebook Riders share a page in which we can post things

about family, events, rides, photos, or even a few jokes. I am often greeted with many “Good mornings,” photos, and inspiring prayers and uplifting and inspirational words from Gary Boyd.

The Facebook Riders have monthly rides, and also host the Eton Cruise In events on the second Saturday of each month starting in May and ending the second Saturday in October. The next Cruise In will be on Saturday June 14th. You and your family are invited to check it out, and become a part of our family. You can go to www.KickstandUp.com or www.Facebook.com/EtonCruiseIn for more info.

Many thanks go out to Lobo Robertson, his wife Rena Mantooth Robertson, and Gary Boyd for their role in the Facebook Riders. We love and appreciate you for all the hard work you put in to make sure we all have the opportunity to have fun and fellowship with one another. Nurturing and celebrating friends and family for life--That’s what it’s all about! Be safe and ride on!

Jen

jen@kickstandup.com

Jim Olivers

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Lora's Peeps

Laura Erie is the Comptroller at Pandora's European Motorsports. Every week in the Pandora's newsletter she features one of her Peeps i.e. customers, employees, & friends. We will be featuring one or two of her Peeps every month.



First of all, a hearty congratulation to this week's peep, Mr. Bill Tonkin! My fellow BMW Rider's of Chattanooga Club member was just honored in the April 2014 edition of BMW ON magazine for having the highest mileage in Tennessee for the 5th (FIFTH!!!) time! Bill put 22,890 miles in the saddle last year alone. His highest annual mileage

ever was somewhere between 27k and 28,000. That year he placed 15th in the country. Bill completed last year's riding therapy with two bikes: a 2012 BMW R1200GS and a 1994 BMW R100R. This is Bill's fourth GS. He previously owned a 2005, 2007, and a 2009.

I also need to mention that after seeing Vance Harrelson's claim to fame by being our first Parts customer, Bill was pretty sure that he was our very first Service customer. I did some checking, and he was correct. Our very first service repair order was to Mike Igou, 6 days prior, but since he only had some bags installed and Bill actually had mechanical work performed, I'm going to say he wins the title! (We still love you

too, Mike!)

Bill and his wife, Dianne, have been together for 25 years. And Dianne rides too! She has a V-Strom. I asked him if she rode before they met, but he said she never did until he came along. We don't think they could have picked a better hobby to share. Congrats again, Bill, and thanks for chatting with me! See you at the next Chatt Club meeting!

Oh...and if anyone is interested in joining the Chattanooga, Knoxville, or Alabama clubs, just let us know and we'll get you pointed in the right direction! These are great groups of people, and I really think you'll like them too!

Lora Erie



My peep this week – Mr. George Perry - has barely had time to read the Advents lately, because – with tax season here – he's been busy counting beans! After graduating from TN Tech, George began his professional career as an accountant, spending the past decade working for Fulmer Concrete Finishing.

George is originally from the Cleveland, Ohio area. His parents moved the family to the Chattanooga area in 1968. George, apparently not being one much for change (haha!), eventually settled in Cleveland, Tennessee.

George started riding about 35 years ago. His first bike was a Suzuki GS425. He currently has three bikes in his collection: 2007 1200GT, 1983 R100RS, and a 1993 Honda VFR. I asked him which is his favorite, and he said "I like them all – it depends on my mood." The furthest trip he's taken on a bike was to New Mexico, several years back, and he has ridden his GT to a rally in Texas. If we were giving away bikes today, he thinks he'd choose

the very popular Ducati Multistrada. When he's not counting beans, catching up on the Advents, or riding his motorcycles, George likes tinkering with his cars. He's currently on Miata # 6, and likes working on the older models.

I asked him what he likes about Pandora's. He replied "the people." When I asked what we could improve on, he said "John really needs to work on Justin's attitude!" Of course, he was laughing, but I couldn't agree more. Haha!! Just kidding, Princess! Thanks for sitting with me, George, and don't worry...it's almost April 15th!

Lora Erie

ONE OF OUR OWN Legend Series by Rock Terrell Welborn



Terrell & Mary Alice in RT's current showroom

Terrell Welborn, of RT Cycles, was born in 1944 and raised in Chattanooga's East Lake neighborhood. He was not raised around motorcycles, but in the early '70s, he discovered dirt bikes and motocross. Little did he know that this love of motocross would consume and influence the rest of his life.

Terrell purchased a used Honda XL250 in 1971 and he was off and jumping. He and his brother Ronnie started riding at all the local tracks around the area. They raced in all the local races and got to know the other riders personally. Being entrepreneurs at heart, they soon noticed that the riders were needing parts for their bikes that were not readily available at the local shops. They decided to tap into this growing market and start buying and selling dirt bike parts. The brothers each borrowed a thousand dollars and invested it in levers, tubes, filters, and any other parts that riders might need

riders having to lose valuable riding time having to go shop for them. A novel concept that immediately took off. If they didn't have the parts that someone needed, they would order them on Monday and deliver them to the customer at the track the next weekend.

Terrell worked his "real job" at Combustion Engineering during the week and was in the motorcycle parts business on the weekends. In 1973 they acquired the Hodaka motorcycle brand and added them to their business. They had rented a not yet completed building and used Terrell's house as temporary storage until the building was ready. Before I go any further, it should be noted, that Terrell's wife, Mary Alice was involved with this business from the outset and continues to this day. She has supported and worked alongside her husband from the outset. This weekend parts business was the

humble beginnings of RT Cycles of Fort Oglethorpe, Georgia.



Mary Alice inside the original showroom.

RT Cycles first retail location was at 213 Lafayette Road in Fort Oglethorpe. The small building had a 14' x 20' showroom with a small room in the back for service. A few months after moving into their new building Terrell purchased his brother's half of the business and continued on with the help of his wife. It wasn't long before Terrell quit his job at Combustion and devoted all of his time to RT Cycles.

The business grew and in 1974 they purchased the land and a 2000 square foot building at 1931 Lafayette Road (their current location). In 1975 they acquired the Bultaco and KTM lines. RT Cycles was starting to become a real player in the local motorcycle game. Always thinking expansion, Terrell called Suzuki Motorcycles in 1976 hoping to become a dealer for them. Suzuki obviously liked what they saw and by the summer of 1976 the place was loaded with shiny new Suzuki motorcycles. The Japanese motorcycle craze was full blown in the U.S. during the 1970's and Suzuki was a major brand. The Suzuki motorcycles were so popular that Terrell decided to sell his Hodaka, Bultaco, and KTM lines and concentrate his efforts on Suzuki.

In 1980, Terrell just couldn't resist buying out a failing Yamaha dealership



The first location of RT Cycles on Lafayette Rd



RT Cycles today.



Terrell riding (with traditional sucker in his mouth)

attitude when they are dealing with their customers. RT Cycles is actually a Mom and Pop motorcycle shop on steroids. You get the friendly, personal service of a Mom and Pop, but with the competitive prices of a large corporate dealership. They are extremely proud that they are a family owned business since 1972.

Today, RT Cycles employs 15 people and has scores of loyal customers. Terrell and Mary Alice continue to operate RT Cycles with the help of their son Anthony and daughter, Teri. Road



placing in the top ten each year. Terrell was known to always ride with a sucker (preferably a Dum Dum) in his mouth. You can see the stick in the above picture sticking out of his mouth. "Aren't you worried about swallowing that?" was always the question of the day. If he ever had to have one surgically removed he didn't admit it to me. Terrell stopped racing (except for a few events per year) in 1991, due to an ankle injury.

and adding Yamaha to his stable. RT Cycles now had two of the biggest motorcycle brands in the world. By 1985 his building had grown to a whopping 7000 square feet. and business was booming. By 1990, they had purchased the two adjoining lots and built a 2 story storage building.

Rash Magazine is fortunate to have Teri Welborn as one of our monthly staff writers (see her column on page 35). RT Cycles has won dozens of dealership awards and Terrell and Mary Alice have won trips to Japan, China, Australia, and all over Europe. While in Japan, they were the guest of Suzuki and got to tour their plant.

Terrell has built his business from the ground up with the pay as you go business plan. Never acquire debt if you can help it. In 1995, using his pay as you go philosophy, he started building the current RT Cycles building. It took until March of 2001, but when RT Cycles moved into their current building it was debt free. How many businesses can say that? Another philosophy that Terrell lives by is customer satisfaction. He insists that his staff display a friendly

On the personal side, somehow Terrell has still managed to travel and ride motocross while building his business. He has ridden coast to coast four times and competed in more motocross events than there is space to list them all. He now has over 500 trophies from his riding career. He competed at Loretta Lynn's Amateur Nationals 50+ from 1994 to 2001

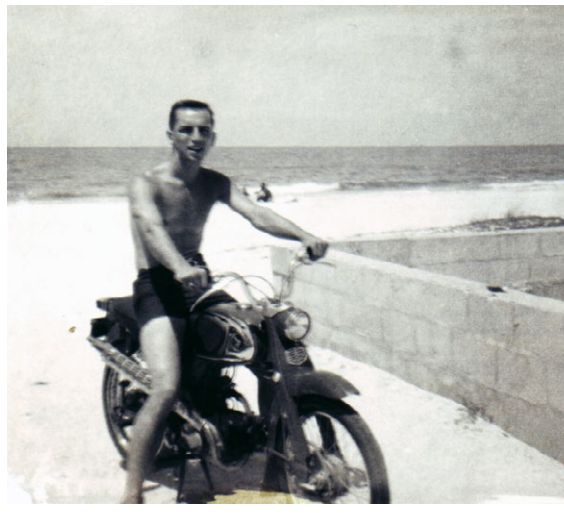


1945 HD Flathead - 1969

He does, however, still hit the off road four wheeler areas with his family and friends at least once a month. Let's just say the man loves mud, the deeper the better, and he loves to sling it every chance he gets.



Terrell & Mary Alice on the beach in younger years.



As if all of this wasn't enough, he also has a love for restoring old cars, having a '57 Thunderbird, a '34 Pontiac, and a few others. Terrell Welborn is truly multi faceted and is the epitome of a self made man. Road Rash Magazine is honored to be able to tell his story.

Rock

... IN ACTION



Matt Phillips performs during FIM Enduro World Championship in Vale de Cambra, Portugal on April 13th, 2014



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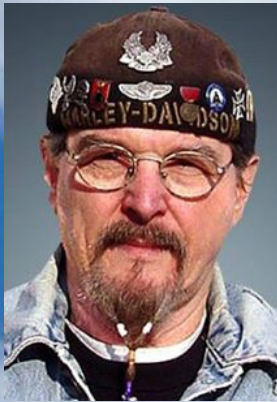
... IN ACTION



Marc Marquez #93 (ESP/ Honda) takes the lead from Valentino Rossi during the Moto Grand Prix at the Jerez Circuit in Jerez, Spain - May 4th, 2014



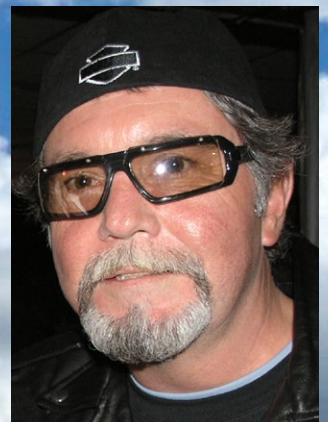
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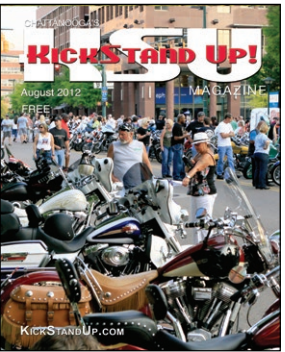
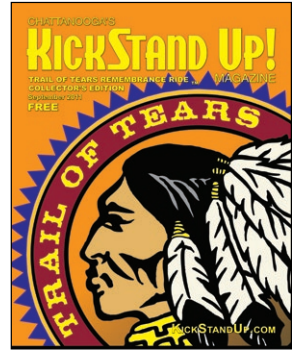
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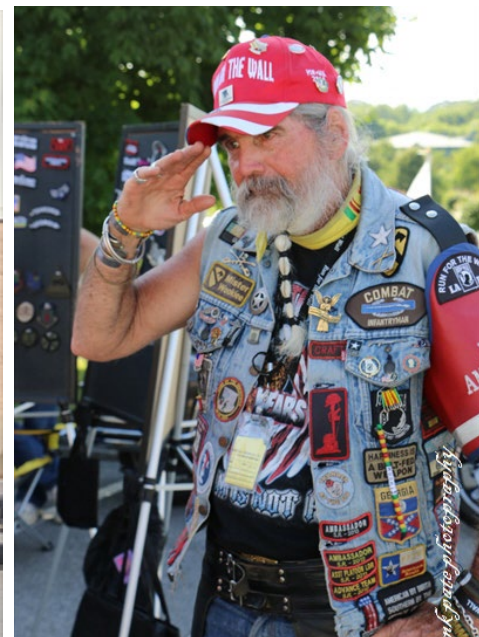


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Photos by Frank Pate





UNSTOPPABLE

The MotoGP season is now five races into its 18 race season and the same rider has won all five. Marc Marquez has been virtually unstoppable and I believe that the only person that will be able to beat Marquez is Marquez. He has proved that he can win from the front and he can also win from as far back as tenth. So far he has been flawless except for a slight wobble on the last lap of the Argentina race. Marquez is amazing!

Marc Marquez is not only the youngest rider to win a MotoGP championship, he is also one of only four riders to win a world championship in three categories. (2010 125cc, 2012 Moto2, and 2013 MotoGP World Championship.) He is in good company with the likes of Mike Hailwood, Phil Reed, and Valentino Rossi. - Rock

Jerez - Sunday, 4 May 2014

A huge crowd of more than 115,000 fans saw Spaniard Marc Marquez (Repsol Honda) take a fourth premier class victory in a row at the Gran Premio bwin de España, with Valentino Rossi (Movistar Yamaha MotoGP) and Dani Pedrosa (Repsol Honda Team) also on the podium at Jerez.

With victory in the south of Spain in his 100th Grand Prix Marquez becomes the first rider to win the opening four premier class races of the year since Mick Doohan in 1992. Marquez had never previously won at Jerez in the World Championship. No-one could live with Marquez in the heat of the afternoon in Andalusia as he built up a four second lead by lap 12 and never looked back, eventually crossing the line comfortably ahead of Rossi.

Indeed it was also another superb performance for Rossi as he returned to the podium for the first time since Qatar, holding off Pedrosa on the final corner. Jorge Lorenzo (Movistar Yamaha MotoGP) had to settle for fourth at his 200th GP, crossing the line 8.5s behind Marquez on his 27th birthday. Behind the factory Honda and Yamaha riders Andrea Dovizioso was the top man for the Ducati Team in fifth, whilst there was disappointment for his teammate Cal Crutchlow who retired early on his comeback and wild card test rider Michele Pirro who crashed out in the initial laps.

There was relief for Alvaro Bautista (GO&FUN Honda Gresini) as he picked up his first points of 2014 in sixth, finishing just 0.112s behind Dovizioso. Meanwhile, Bautista's compatriot Aleix Espargaro (NGM Forward Racing) was seventh and Bradley Smith (Monster Yamaha Tech3) eighth, the pair of them also reaching the finish line within 0.5s of Dovizioso.

The top ten was rounded out by Pol Espargaro (Monster Yamaha Tech3) and Stefan Bradl (LCR Honda MotoGP). The were retirements for Mike Di Meglio (Avintia Racing) after some tyre issues and Colin Edwards (NGM Forward Racing)

due to a technical problem, whilst crashes for Karel Abraham (Cardion AB Motoracing) and Andrea Iannone (Pramac Racing) ended their respective point scoring runs.

Lemans - Sunday, 18 May 2014

MotoGP™ World Champion Marc Marquez (Repsol Honda Team) produced another masterclass at Le Mans to win from pole again, with Valentino Rossi (Movistar Yamaha MotoGP) and Alvaro Bautista (GO&FUN Honda Gresini) also on the

podium.

Marquez produced a superb performance after an early race start, leading on lap 16 having taken pole. Rossi demonstrated again to lead for much of the race but was overtaken by the rampant Marc Marquez on his tenth premier class win and his 150th Grand Prix. He became the first rider to win the premier class race



TOPPABLE?



SLOW MOTION
@ LEMANS



produced a fantastic fightback
mistake to lead by a second
ng been 10th on lap one.
trated his competitiveness
or several laps in the first half
ultimately could not hold off
Marquez. Whilst Rossi achieved
ier class podium at Le Mans
in the top category, Marquez
st rider to win five successive
aces from pole since Mick

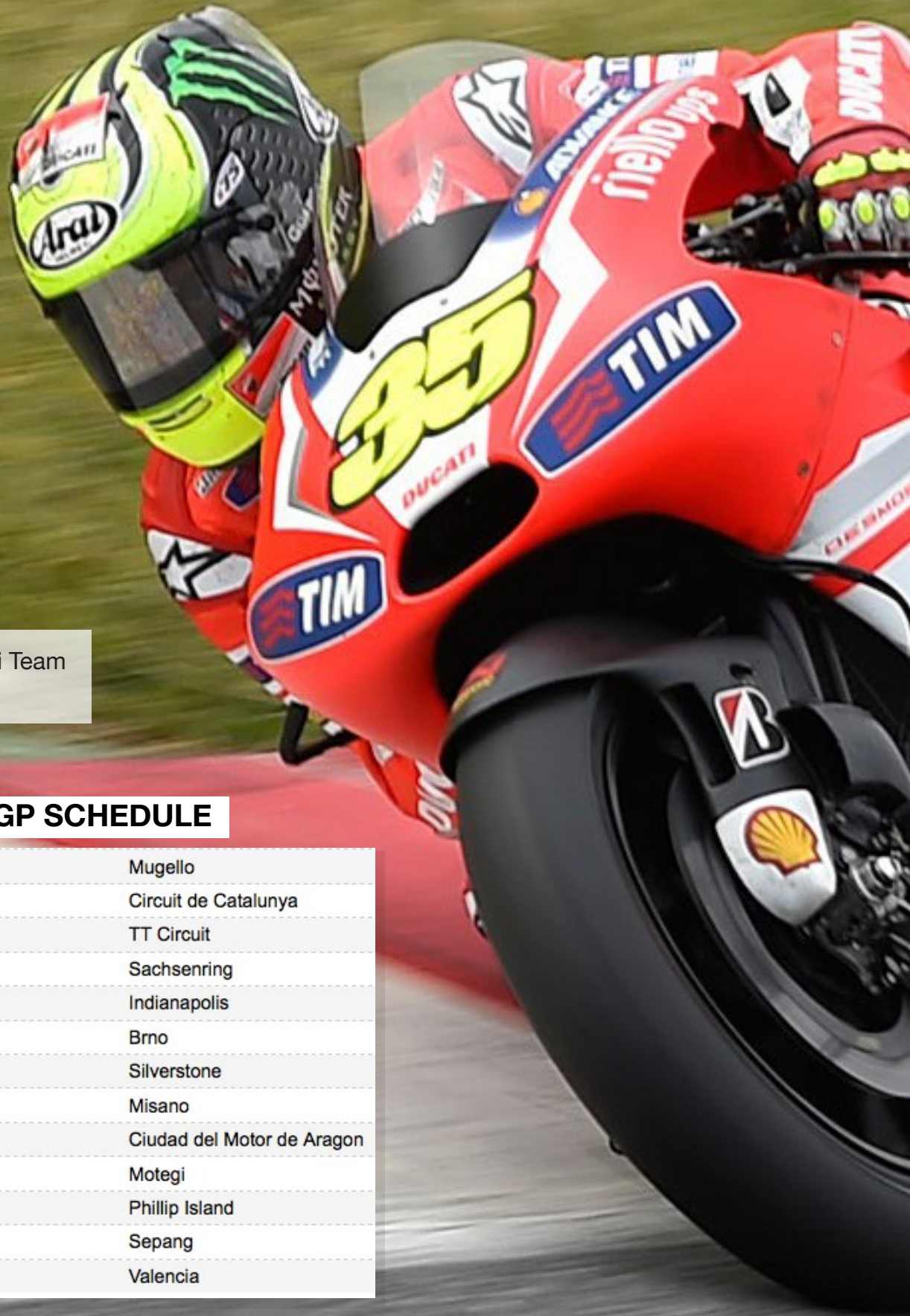
Doohan in 1997.

Meanwhile, it was Bautista's first podium since 2012 and a great reward for the determination he has shown since his three DNFs at the start of the season. An excellent ride from rookie Pol Espargaro (Monster Yamaha Tech3) saw him hold off Dani Pedrosa (Repsol Honda Team) for fourth. Pedrosa appeared to be riding in significant discomfort after recent arm pump surgery.

Jorge Lorenzo (Movistar Yamaha

MotoGP) finished three seconds behind Pedrosa in the unfamiliar territory of sixth for the 2010 and 2012 MotoGP World Champion. Stefan Bradl (LCR Honda MotoGP) recovered from his recent arm operation for seventh, with Andrea Dovizioso (Ducati Team), Aleix Espargaro (NGM Forward Racing) and Bradley Smith (Monster Yamaha Tech3) also in the top ten.

Nicky Hayden (Drive M7 Aspar) crashed on the first lap after contact with Andrea Iannone (Pramac Racing), only for the Italian to go down shortly afterwards. Hector Barbera (Avintia Racing) was also an early crasher, though none of those three were seriously affected by the incidents.



Cal Crutchlow, Ducati Team
May Mugello Test

MOTOGP SCHEDULE

1 Jun	Italy	Mugello
15 Jun	Catalonia	Circuit de Catalunya
28 Jun	Netherlands	TT Circuit
13 Jul	Germany	Sachsenring
10 Aug	Indianapolis	Indianapolis
17 Aug	Czech Republic	Brno
31 Aug	Great Britain	Silverstone
14 Sep	San Marino	Misano
28 Sep	Aragón	Ciudad del Motor de Aragon
12 Oct	Japan	Motegi
19 Oct	Australia	Phillip Island
26 Oct	Malaysia	Sepang
9 Nov	Valencia	Valencia

BEST OVERTAKES
@ LEMANS



BIGGEST CRASHES
@ LEMANS



Sandman sez

My last article referenced the importance of resurrecting our riding skills that have probably spent the cooler months in a dormant state. I cannot possibly restate the importance of this. The gist of that article focused on the importance of having enough depth in your overall riding skill-set so that you can rely on that skill-set to come into play without thought.

On a trip to Vance, S. Carolina a few weeks ago to visit our elder daughter and her family, Amelia and I encountered two rather stressful (but with successful outcome) events. We were turning onto a four-lane with a center turning lane. I pulled out and slowly and rolled on the throttle. No pressure, just a slow acceleration. Right in the middle of the turn lane, the rear wheel lost traction and Amelia showed up in my peripheral vision on the right. The bike itself was leaned over to the left and the peg was scrapping. It was like negotiating a turn on a flat track race. This happened so fast that I was forced into standing up and just out of pure reaction, my left foot slammed into the pavement. That action

stopped the crash and forced the bike back up. At about that time, the rear wheel caught traction. The bike then slammed leaning to the right. I was still standing, almost being thrown off the bike in a high-side; I slammed my right foot into the pavement. Miraculously the bike straightened up and we mosey'd down the interstate, albeit slightly wobbly, as we gathered ourselves, checked underwear, and agreed that it was a wonderful save!

Now don't think I'm bragging on riding skills. The entire event took a second or so to take place. There was no time to think; only to react without hesitation. It was so quick that I did indeed turn to Amelia and said "How'd you like that save?" We both knew that was bullsh##.

A bit later after stopping for lunch, we were accessing the interstate again. This time, I saw a dark spot on the access ramp and thought it was a paved-over chuck hole. Traffic was coming in from our left and I quickly glanced there to make sure I was clear to proceed. As I looked again down the entrance ramp, that chuck hole was about a foot deep and a couple of feet in width. I could not possibly avoid the hole so immediately snapped the throttle, bringing the front end up and clearing the hole.

Unfortunately, Amelia, riding wife, caught the full wonder of the hole on the rear wheel and bounced like being on a pissed-off horse. I am not sure we would have successfully traversed that hole had the front wheel fallen into it. At any rate, I consider that a bitchin' save also. Again, however, through no thought of my own.

What I am trying to relate through all this is that the concept of skill-sets being relied upon to exercise themselves without thought is paramount for safe riding. If all obstacles showed themselves in advance, giving us time to take action, there would be no accidents. It's when an obstacle is stumbled upon without warning that makes subconscious skills an indispensable asset. Without that asset, an "accident" will occur. Let's face it: the obstacle was there first; you're merely arriving on the scene. Are we going too fast? Not paying attention? There can be any number of "faults" or surprising events, but the reality is that we must effectively deal with them without panicking. Please practice your skill-sets, especially low-speed skills!

Now go out and play in the street.

Sandy



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Memorial Day Ride to National Cemetery



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A Story Worth Telling Cape Breton

By Mike Valentin

I couldn't sleep. There was the persistent veil of noise in my head, heaviness and grouching of desires and needs with the silence of the night attempting to shroud me.

My thoughts were going through the infinite checklists created through habit in preparation for our trip to Cape Breton, Nova Scotia. The checklists started a year ago and would culminate with their execution between June 12th and July 2nd 2013.

Three of us, Hans Janggen, Jeff Small and Maurice Lewis, would reconvene our ongoing friendship and adventures by riding from Boston up to the Cabot Trail – a luring pilgrimage for riders. For Maurice, and me we would travel from Chattanooga with stops in West Virginia, New Jersey, resting in Rhode Island for a spell, finally all of us consolidating in North Andover outside of Boston to depart for Nova Scotia.

Hours before first light, I wondered if given time, will my experience be the story I wish to tell?

The trip started without movement or sound, awakening from sleep. I got out of bed at 2:00A beating the alarm clock and deciding to beat the heat of the Texas morning and noon sun. My bike, Askelon, was prepped, fueled and ready to do what I decide.

I arrived 15 hours later in Chattanooga, greeted by Maurice at his home. Together the balance of the day was spent catching up.

The following day was equally relaxed, with minor fussing and prepping of our bikes before departure to Lewisburg, West Virginia. Slowly paced we had a sumptuous lunch at "terraMae" an Appalachian bistro in downtown Chattanooga. The chef was available

to meet with us following our meal. She shared with us her culinary experiences in Europe, Australia, and the Pacific,

painting for us the blend of simple tastes and exotic flavors in the dishes we experienced. The food was beautifully presented and was quickly admired and enjoyed. Our digestif was a slow liquid ride along the soft banks of the Tennessee River.

In contrast, our ride from Chattanooga to Boston would require large handfuls of miles and saddle time.

By Friday the 14th, we were greeting the ridges and softly rounded mountains of West Virginia northbound on Interstate 77. Time was tracking beautifully with our expectations. Our route would take us eastward on Interstate 64 towards Lewisburg, WV via a sweeping ramp off Interstate 77.

Exchange #40 came rapidly as I passed a land whale (Semi) on the left about to enter the 2-lane ramp. Oddly the giant was not going to follow the ramp; instead crossing all three lanes of traffic to continue northward on 77! I greatly sped up feeling his open jaw come across my transom. I dove committed into the lane and ramp of Interstate 64 beyond the rated speed. Maurice, behind me, was cut-off by the goliath, forcing his two wheels into the northbound chevron divider lines and lane of an oncoming minivan, while Moby Dick squeezed everyone out of their expected lines of travel!



I pulled over immediately to the shoulder waiting for Maurice thinking he would follow – he never came. We connected via cellphone and agreed to meet at the hotel in Lewisburg two hours later via our own routes.

The evening concluded with a good meal and thanks. I continued thinking how we could have been scrimshaw on that monster's tooth.

On Saturday morning we left for New Jersey. Temperatures were in the 40's; we suited up with electrics and continued northward marveling at the shades of light and fog in the morning, rising and falling around us.

Further along, other riders were enjoying the ride too. We came across a rider on his new beautiful GSA 1200. He had all of the newest BMW garb and travelogue stickers to match on his panniers. I think I saw price tags flicking in the wind!

I made a smooth pass ready to offer a customary salute to the rider on my right. But I thought, "He's an adventure rider! I'll give him a true adventure rider greeting"...boy was he surprised! He is a poser...or in his cases a "Poseur".



We continued on our way.

Outside of Washington DC, we made a wrong turn and wound up along corridor 95 from DC all the way to Pennsylvania – code of conduct was combat.

In Pennsylvania we had dinner with a good friend and her husband; I hadn't seen them in over 15 years – I'm so very lucky to know them.

We finally arrived in New Jersey at my sister's house enjoying good food, rest and soulful regeneration the next day. I could have used more time with the family but the road and time schedule beckoned.

The next morning we stopped at Bergen County BMW Motorcycles in Rochelle Park, NJ to replace a lost screw that had loosened allowing a vibration along a side panel.

Duct tape was not a sustainable repair, especially at 75mph, the screw had to be replaced. At the BMW parts counter, I was greeted by the staff and served by Jim Castor.



bucks! Bergen County BMW Motorcycles is my go-to place in New Jersey. Way to go and thank you Jim!

Continuing northward we followed the Palisades Parkway, allowing me to see a lifelong friend, the Hudson River. Imagine if you will a young boy being greeted

every morning by the Hudson River with The Palisades as the backdrop, from the West Side of Manhattan. I sure was lucky.

Next stop – Tiverton, Rhode Island via the Merritt Parkway, a roadway not for the timid.

Jim is the Operations Manager. Since I wasn't sure of the length of the screw he grabbed a screwdriver and went out to my bike to retrieve a matching part to compare. He retrieved a screw from the stockroom then walked with



me to my bike and installed the part!!

Naturally we got to talk about our travels and his experiences. He's one lucky fellow because he gets to ride any BMW bike he wants, while he keeps some of the tasty rides, e.g., Ducati, Aprilia, at home. His service was a credit to the dealership and an exceptional example of excellence and customer service. The cost? Less than two



Our friend, Hans offered his summer home in Tiverton to use as a way station and home base. The home was delightful with its location across from a lake; a simple retreat with gray New England weathered shingles and Architectural Digest interior styling.

Nearby is a simple local restaurant, The Four Corners Grille, capturing the bounty of the ocean in the New England Clam Chowder. The chowdah was creamy, with a light overtone of milk and clams sweet and fresh. I've eaten fish and clam chowders all over the world and this particular bowl was divine – the best ever! We both were



astounded on how flavorful it was. Make it a point to stop in for a bowl if you get to that area, you won't be disappointed.

After several days of visiting with friends and family, riding through Newport and the surrounding shorelines, it was time to head up to North Andover to connect with Hans and Jeff.

On Friday evening we all convened at Jeff's house, had a wonderful dinner and laughed until the late hours of the evening. Saturday would be a full day as we head out to Saint John, New Brunswick for a ferry ride across to Digby, Nova Scotia.

The temperatures going north were just right – cool. The approach and passage at the US/CA border was uneventful for everyone. I was slowed through because I was carrying a partial bottle of adult libations. After twenty minutes and checking the veracity of my credentials I was sent on my way without any additional surcharges, only to be greeted by good weather,



smooth roads and an appropriate bustin' of chops by my friends. We finished up the evening in Saint

John and I planned the next morning's departure.

Before boarding the ferry, we



visited the Reversing Falls in Saint John. It's a location where the bay tide causes the Saint John River to flow inland for several miles. At several locations rapids occur. It's quite impressive because of the 32' elevation change that is observed in the tide.

However the real hit of the parade that morning was the Chinese tour group that came to see the Falls and were even more excited about our motorcycles because BMWs, Ducatis and Kawasakis are read about not seen in China. Maurice loved the interaction and we laughed watching the excitement ebb and flow like the water around us.

We departed for the ferry. The boarding of the boat and securing of our rides went along uneventfully, quickly and smoothly. Next stop – Digby and Halifax, Nova Scotia



Upon landfall, we headed to the nearest restaurant for Digby scallops, known for their tender and buttery sweetness...no disappointment there. The tide was going out and you could visibly see the water receding as if someone had pulled the plug on

the bathtub drain.

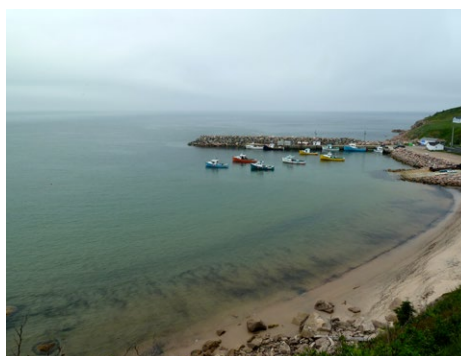
Nightfall on the other hand approaches slowly at these northern latitudes (44 degrees North v. 32 degrees North – Fort Worth) allowing us to enter Halifax with sunlight remaining.

Next stop – Baddeck, Nova Scotia



Before departing to Baddeck we visited Fort George on Citadel Hill of Halifax, which was a fort to provide protection from the French, Acadians and Mi'kmaq tribes in the 1700's. The posted sentry eyed us suspiciously at the entry point but he calmed down once we told him we would be in the picture.

Transiting from Halifax to Baddeck consisted of green forests, plains and valleys for a full day, arriving safely to stay at the Trailsman Motel. The motel is located in a beautiful spot, providing a panoramic view of Bras d'Or Lake, which is an inland sea in the backyard of Cape Breton Island. Dining for the evening was all seafood, aligned with the 'seafood' diet. The Baddeck Lobster Dinners restaurant, all you can eat for \$30! Mussels, fish chowder,



lobster and dessert, an astounding standout experience. While we were on our lobster course, the waitress came out with two more lobsters because the chef thought that the earlier offerings were too small!

All of us ate our fair share and very literally rolled out of the place. The service and hospitality was spot-on. Again, if you get up to that part of the world, don't miss a foodie's delight, not because of the volume of food, but the fresh bounty of the ocean will beckon you. It did for us!

Next stop – Cabot Trail



The next morning we went off to cover the 200+ miles of the Cabot Trail with full tanks. It's suggested that you begin the ride counter clockwise out of Baddeck as the gateway – it's also the home of Alexander Graham Bell. Continuing from Baddeck the views keep improving while the sun stays behind you to improve your riding comfort and safety. [Pic 12 – Cabot Trail]

We entered and exited the Cape Breton National Park and continued on the road leading to edges of coastline, at the edge of the world, small hamlets, villages, colorful boats ready to harvest. Reminded me of the music, Vide Cor Meum, as I stood on the edge looking down,

seeing beauty.

The ride continued with multiple 600' elevation changes through the Aspy Valley with hairpin turns, rising escarpments and geologic falls, while the ocean gently holds everything in place. Portions of the Cabot Trail tested the grip of our tires, recalling for me the exhilaration of running as an eight-year old boy taking on the world, experiencing the velocity, control of speed and power in a new pair of sneakers. Later at a gift shop we rested and napped - I was trashed.

Next stop – Alma, New Brunswick

After two days of riding in Baddeck it was time to begin our southward journey back home, with a layover in Alma before we rode non-stop back to the Boston area.

Alma is a small fishing town of about 230 people on the Bay of Fundy. To get to Alma you must pass through the Fundy National Park, forests of evergreens with fields of blueberries, which explode into carpets of red in the autumn. We arrived with enough time to ride the area. In this small town you are able to see full-size fishing trawlers laying on their side at low tide held vertical by aluminum crates that are giant in size. The day concluded with a fish chowder meal at a unique combination grocery store and restaurant.



At first you wouldn't expect to have 'beyond description' seafood chowder, but this is where you get it! Don't order a cup...order a bowl, or two. The wait staff was friendly

and prompt. The chowder was full of lobster, clams, shrimp,



scrod (white fish) in a white cream broth, served with some bread, washing it down with your favorite refreshment– you'll be good to go for the day or night.

What an interesting town. During the winter the pizza shop closes down from the end of October to April, opening only on Saturday and Sunday. Provisioning occurs infrequently because of the harsh weather for the townspeople, but fishing continues year round.

Next stop – North Andover, MA

We left early the following morning and had breakfast at Kelly's Bake Shop before leaving Alma; generous servings of cinnamon buns and lots of coffee were in order. The temperature was damp and cold yet oddly invigorating. For the first time I saw a sign on the highway, "winter conditions still exist." Yikes! Fog was so thick in New Brunswick that we reduced our speed to 30 MPH, along with our flashers, we simply couldn't see what was on the edges of vision. Traveling southward temperatures stayed very cool along with relentless rain up to and including North Andover.

Although the trip was primarily wet, we all arrived safely back at Jeff's home.

Han's left to sleep in his own home, Maurice and I continued southward the following morning, with a layover in New Jersey to

rest and celebrate a family gathering at my sister's home. The entire trip ended without incident.

Sadly there's a very good chance next year the annual ride may not occur because of the challenges of time and distance for several of us. So Maurice and I are considering a ride on the west coast in 2014, which will be a tour de force of 2 – 3 weeks. We'll have to see how that proceeds.

I'm considering options and choices for next year, more aware and observing that departures and arrivals for any trip are preceded by a state of mind. Motorcycle trips remove the embedded grit of routine. Our trips enable a healthy redressing and polishing of our internal gears, allowing us to continue forward with our lives in a different and richer level of existence.

I'm recalling a clarifying moment on the Cabot Trail; while riding I found myself moving from innocence to experience. Now I better understand I'm seeking the renewal of innocence, to that first time, first look, and first romance. My recollections make me smile because as we left the Cabot Trail, I was happy seeing the sun with the warmth of its touch on that rising road.

Isn't that why we ride? To say yes to the possibility of a new experience, liberating us from the negative. For an instant, we can create a concussive chain of affirmations for life and living the gift we all have.

Now I'm asking again; I've been given time, is my experience the story I wish to tell?

Yes.

Back home, I finished my ride like it started, without movement into sleep.

Mike Valentin

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