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July 2012

MAGAZINE

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**Road Map Photo**  
**Photographer:** Gregory Cook  
[www.gregorycookphotography.com](http://www.gregorycookphotography.com)



**Cover:** July 2012  
**Photographer:** Lori Sowell

The Patriot Guard escorts the funeral procession of Whitfield County native, Staff Sargent Berthold Allen Chastain who died in WWII.



# FROM THE EDITOR

Hello Everyone,

I guess you noticed all the extra bikes in town on or about May 22nd. Thunder Creek Harley-Davidson hosted around 800 riders headed for the annual Rolling Thunder Ride To The Wall. I know we have a lot of military vets out there riding motorcycles, myself being one. For those of you who have lived under a rock for the last 25 years and haven't heard, it's a huge event and this year it's celebrating it's 25th anniversary. I thought that we would share a few articles on the history and the men that founded this extraordinary ride. We also have an article by Associate Editor, Lori Cornett (page 23) about her feelings on seeing such a large contingent of motorcycles ridden mostly by military vets or members of their families. We also have a great article by Jack Broomall, about his ride to the four corners of the U.S. to benefit our local charity The Austin Hatcher Foundation.

My personal countdown is underway for this year's big trip to points west. Alan "BooBoo" Kelley and I are heading to Yellowstone National Park. We will ride some of our favorite roads and visit places such as Big Horn Mountain in Wyoming, The Badlands, Custer State Park, Hill City, Red Lodge, Cooke City, Cody, and many, many more. This will be my first trip in years without my wife and co-pilot Julie which means that I will probably be leaving stuff in rooms from Chattanooga to Montana. Not only is she my co-pilot she is my organizer and double checker. She is affectionately called the "den mother" by my buddies that have travelled with us in the past.

We are planning on documenting this trip extensively, from video to daily pics, and we're doing something we've never done before. Every evening we are filming 15 minute video blog about our days travels and events that happened along the way. At first we were only going to make this available to our friends and family, but we have now decided to post the link to the video on our KickStand Up! Facebook page so everyone that wants can follow along and live vicariously through us. We will have to watch our salty language, but we need to work on that anyway.

I will be running a Sports Vue HD remote controlled camera on the front of the Wing and a Go Pro camera mounted on the tour pack facing back. I will also have a Go Pro HD helmet cam with a remote control to allow me to take still pics without having to pull over and stop. In addition to all these toys, BooBoo will be carrying a Spot (findmespot.com) which will show our location on a map in real time (within 15 minutes.) I know this will be fun for us and I hope some of you will follow along . . . and eat your hearts out . . . that you are not with us.

LTRTYNP,

Rock  
rock@kickstandup.com



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CHATTANOOGA'S

# KICKSTAND UP!

MAGAZINE

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## FACES Ride 4 Smiles Cricket Spittin' Fun!

On Saturday, June 2, motorcycles pulled into Thunder Creek Harley-Davidson, Chattanooga, Tennessee, in mass to ride in the 7th annual FACES Ride 4 Smiles \$1000 Poker Run to benefit FACES: The National Craniofacial Association. Riders Jim and Cheryl Lozon, and Vince Galassi rode all the way from Detroit, Michigan just to attend the ride! The Scenic City Roller Derby gals rolled through bikes with smiles on, and Local 820 Chattanooga Fire Fighters pulled in to join the fun. The weather was cool and super fine and the crowd was eager to ride.

Pandora's European Motorsports was the first stop and riders were treated to Monkey Donuts. Next stop was Texas Roadhouse where everyone was not only fed, but received their photos taken with Andy Armadillo too! It didn't take long before Andy had secured himself a ride with Harlie Kent who put him on back of her Harley... Watch the flags Andy!

Next stop was Garry Griffith Cycle where Garry himself, did wheelies as the bikes were pulling in. Griffith Cycle is now the proud distributor of the super fast, super light EBR [Erik Buell Racing] 1190 RS, which you can pick up for only a little over \$43,000! It's a must see.

Riders then took scenic Rossville, Georgia, backroads to The Hogs Pen, a cool little motorcycle service shop stuffed full of parts, riding gear, and accessories. Owner Gary Wilbanks and his son, Nathan ran the counter as their parking lot filled to the brim with all types of bikes.

Last stop was Sugar's Ribs on the Ridge with the goats [who are not on the menu!] to turn in the cards, bid on the silent auction items and be amused by radio personality, Keith Edwards, as he led the games. The most entertaining

game had to be the cricket spitting, as big burly bikers lined up to spit a cricket for FACES! Prizes were won, limbo was performed, and Shawn O'Neill won the Best Hand and \$1000 cash! The Forsaken MC won the Ride Participation Trophy, which has yet to be found. Thank you to all the wonderful people who rode and volunteered to help FACES Ride 4 Smiles be the best year yet! You can see all the photos from the ride at [www.Ride4Smiles.org](http://www.Ride4Smiles.org).

FACES: The National Craniofacial Association helps children and adults with craniofacial differences resulting from birth, accident, and disease. You can find out more about FACES at [faces-cranio.org](http://faces-cranio.org).

Kim Teems  
[kim@faces-cranio.org](mailto:kim@faces-cranio.org)



This couple rode all the way from Detroit, Michigan just to ride in the FACES Ride for Smiles.

Greg Cook

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# The 2 Wheels 4 Kids Charity Ride. One Amazing Journey!

by Jack Broomall



"I'm just a guy who went for a motorcycle ride." This was my standard retort when friends described my "2 Wheels 4 Kids" charity ride as, in their words, "amazing." Now, with time to reflect, I concede. It was an amazing experience. The raw numbers go like this: 28 riding days, 32 states, 11,478 miles. But there was much more.

The seed for 2 Wheels 4 Kids was planted in conversation with Pandora's European Motorsports owner Justin Prann at the 2011 BMW Motorcycle Owners of America Rally. I shared that I had been itching to undertake a "big" charity ride. For his part, Justin indicated that Pandora's was encouraging of such events and we were both already involved in supporting Chattanooga's Austin Hatcher Foundation for Pediatric Cancer. With plenty of common ground, we readily reached an agreement. Solo, I would undertake to ride to the four geographic "corners" of the USA and together we would turn the journey into a funds and awareness raiser for the foundation. The Hatcher Foundation weighed in with two important

initiatives. They arranged for me to visit hospitalized children along my route and they organized a contest for kids to create a design for the helmet that I would wear.

Decked out in that custom painted helmet, I set out on April 24th from my home in southeastern Pennsylvania aboard my BMW R1200GS. I headed for Maine first, to Madawaska, tucked up against the Canadian border and the USA's furthest northeast town. Mostly, this part of the trip was cold. A spring "Nor'easter" had passed through just days earlier, leaving snow in some locations and a mass of frigid air. As it turned out, I experienced no real difficulty but I did get the chance to ride in 40 degree temperatures and some heavy rain on the fourth day. The good news? The proper gear keeps you dry and warm. I had visited sick kids at The Barbara Bush Children's Hospital in Portland, Maine the previous day. Consider this. The thought of those kids can warm you too, from within!

Over the following days, the weather improved as I then made my way south toward Florida. Yes, I experienced the typical afternoon storms enroute to the Florida Keys but warm rain is always preferable to cold. I got slightly behind schedule while making my way to that second "corner" in Key West. Though scenic, US-1 through the Keys is cursed with slow traffic. Despite that, by May 1 I had made Key West and was headed back toward northern Florida.

I departed Ocala on the 10th morning with another incentive. If I could make Albuquerque by Saturday, I could visit with a dear friend whom I seldom see. I proceeded to pound out 1750 miles in 3 days –out of Florida, past Mobile, New Orleans and Dallas, into the Texas panhandle and beyond. It was the most grueling stretch of the trip and also the hottest. One afternoon in Dallas I saw 103 degrees displayed in the dash!

In large part the hospital visits, etched on the calendar months earlier, dictated my schedule. As I left Albuquerque and headed into Arizona I was back on schedule and I even found time to act a bit touristy. One favorite was the opportunity to spend a moment "standing on the corner in Winslow Arizona." After two weeks on the road I rolled into Southern California. I had now hit three of the four "corners," and was staged for my next hospital visit at Rady Children's Hospital in San Diego.

While in SoCal some potential issues began creeping into my consciousness. The BMW had been comprehensively serviced before departure. On the road the only unscheduled maintenance was replacement of a headlamp bulb, but now two other items raised their heads. First, BMW's recommended service interval is 6000 miles and I was now beyond that!







Secondly, I was becoming increasingly skeptical that my tires could make it to the end of the journey at Pandora's, where new ones waited. To make it would require enduring another 5000 miles and those abused beauties were already looking pretty shoddy! Maintenance needs notwithstanding, I pressed on.

The ensuing days carried me through LA, into California's central valley, and then to Oregon. There my friends at BMW Motorcycles of Western Oregon addressed one issue by completing an overdue oil change. Then it was on to Washington. After some 8000 miles I arrived in Blaine, WA. Once again I found myself at the Canadian Border but this time I had achieved the trip's primary milestone. Yep, I had now visited all four "corners" of the continental USA.

Still, there was no rest. Following a final hospital visit in Seattle, I began the return trek across the USA. Boise, Salt Lake, Denver, Kansas City, St Louis, Nashville. Another 6 days and 2500 miles that passed in a blur.

Then, there I was, on a sunny Saturday morning, in the parking

lot at Pandora's! Like the tires, I was nearly spent. But we had made it! Pandora's welcomed me with an open house. The Osborn family from the Hatcher Foundation came by as did Mackenzie, the young lady who created the contest winning helmet design. The bike visited Pandora's service department to get the full spa treatment – tires, fluids, and more. I slept soundly that evening, knowing that every goal of the ride had been accomplished. The following two days were spent riding those final 800 miles home to PA.

Was it amazing? I had amazing good weather. I experienced the good fortune of a trip without incident. I saw amazing vistas. I had opportunities to re-connect with old friends and meet new ones along the way. And my amazing and generous friends helped raise nearly \$7500 for the Austin Hatcher Foundation.

Most amazing of all were the kids I met during the hospital visits. It is the kids I will remember best. But, in the end, it was all truly amazing.

Jack Broomall



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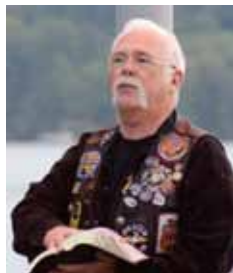




PICS  
BY  
KIM  
TEEMS



## CHAPLAIN'S CORNER



### Cute & Fuzzy

I really don't do cute and fuzzy, but let's see. In our CMA chapter we have a possum that we give to the person who makes some silly, faux pas on a ride. It's supposed to be embarrassing but

hey the thing is so cute that it's been adopted. Now what?

Every time you ride it's usually an adventure, sometimes not by choice. We say that was close and go on to our next close encounter without giving it anymore thought. Well, we do tell each other and you can count on your friend to top your experience, even though either one was a "killer diller." Here is where we need to consider just maybe Jesus is trying to get our attention. He has let us live another day. WHY ?

If you know Jesus as your Lord then He has more for you to do. Otherwise please keep reading.

"The Lord is not slack concerning His promise, as some count slackness, but is longsuffering toward us, not willing that any should perish but that all should come to repentance." II Peter 3:9

Ride Safe,  
Cowboy Al

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Charlie Beaver's grandmother on a  
1947 Knucklehead



Photo submitted by Jeff Pierce of his  
grandmother Katherine Cranston sitting on a  
Harley Hummer Chopper. The photo was taken  
in upstate New York.

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# READER'S SHOTS

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# FRIEND'S OF GUS



Denise "Lil Bit" Lansford  
Age 49  
Owner of Denise Lansford's Tax Service  
Denise has been a member of the Patriot Guard for 6 years. She is active in charity events such as FACES, Mary Ellen Locher Breast Cancer, Make a Wish Foundation, All in 4 Kids, TC Thompson Children's Hospital, Rally for Brain Injured Kids and Muscular Dystrophy. Denise has owned a Honda Dream, a Honda Rebel, a Harley Davidson Sportster and a Harley Davidson Deluxe. Her current ride is a Harley Davidson Nightster. Denise is active in the biker community. She is one sweet lady. Thank you Denise for all that you do.



Greg Cook

# ADVERTISER INDEX



## Barbecue Baste Basics

By Kent Whitaker

I answer questions about burnt and bitter sauces all of the time so I thought it would make a great topic for this month's article. Where do the questions come from? My radio show is heard on over 60 stations and I am constantly asked by listeners about burnt and bitter barbecue sauces by listeners. Here is a quick example.

"Kent, I grilled some (insert dish here) and basted and basted to keep things moist and the sauce burned before the meat was completely cooked. It burned, charred and tasted bitter. How can I fix this?"

It's simple. A barbecue sauce is NOT meant to be used as a baste. Many barbecue sauces, as we know them today, are actually classified as dipping or finishing sauces which are thick and filled with sugar or things that can convert to a sugar. If you've ever tried a low carb diet then you know what I'm talking about. Carbs convert to sugars. When you cook and over heat a sugar the end result is a bitter taste.

Many store bought barbecue sauces are loaded with sugar. If you baste a meat with this sauce and then over cook it then that sauce will burn, char and become bitter. The trick is to save the store bought barbecue sauce baste until the last few minutes of the cooking process.

### Easy BBQ Sauce

2 cups ketchup  
 1/2 cup mustard  
 1/2 cup water  
 1/4 cup apple cider vinegar  
 2 tablespoons light brown sugar  
 Salt and pepper to taste  
 1 tablespoon chopped onion  
 1 tablespoon lemon juice  
 1 tablespoon Worcestershire sauce or steak sauce

Combine all ingredients in a sauce pan and bring to a boil. Reduce heat to low and continue to cook for ten minutes. Chill before serving.

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](http://www.thedeckchef.com) or on twitter at [www.twitter.com/thekentwhitaker](http://www.twitter.com/thekentwhitaker)

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**Thursday - Sunday, July 26 - 29**

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**CMA Run to Blue Ridge**

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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 14, 2012. Trail of Tears Remembrance Ride is organized by a 501 C3 non profit Board of Directors

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## HISTORY OF THE RIDE TO THE WALL

In 1987, Corporal Ray Manzo USMC 1967-69, visited the Vietnam Veterans Memorial in Washington, DC and stopped at a booth to talk with fellow veterans. He learned for the first time that American servicemen had been abandoned in Southeast Asia and the end of the Vietnam War. This idea was counter to his Marine Corps training to "Leave No Man Behind" and he became consumed with the idea that he must do something to bring attention to this issue and "make right a terrible wrong."

Ray attended a POW/MIA vigil sponsored by the Vietnam Veterans Motorcycle Club when the idea came to him: He would host a motorcycle rally in the nation's capital to show the country and the world that our Prisoner's Of War and Missing In Action still mattered to their fellow servicemen and the country for which they sacrificed their freedom.

From that day on things began to happen quickly. He drafted a letter for a call to action (click here to see the original) and began mailing it to Biker publications. He then enlisted fellow veterans from the D.C. area to help him "cut through the red-tape" of requirements set forth by the District of Columbia. Sgt. Major John Holland was very experienced in D.C. legislation and included 1st Sgt. Walt Sides. And SSgt. Ted Sampley, an ever-present activist in D.C. jumped on board as well. These four veterans became the founding fathers of Rolling Thunder.

But it was Ted Sampley's colleague, Bob Schmitt, who coined the phrase. He was staring at the Memorial Bridge and envisioning Manzo's dream and simply blurted out, "It will be like the sound of rolling thunder coming across the bridge" — a sound not unlike the 1965 bombing campaign against North Vietnam named Operation Rolling Thunder.

The four decided there could be no better date than Memorial Day to sponsor this run. Holland, Sides, and Sampley got busy securing permits and meeting with the

Mayor's task force and another D.C. activist, Ted Shpak, perfected the Constitution and By-Laws required for incorporation. Manzo worked on bringing in the bikes. His friend Larry Darkow would be instrumental in "rounding up" the bikers who would come from as far as the West Coast. They came from dusty hollows and bustling cities. Some came alone, others in convoys. Many joined up as they met on the long road to Washington, D.C. And in May of 1988, Ray Manzo's dream turned into a reality when thousands of bikes poured onto the streets of D.C. for Rolling Thunder I.

Although Ray's dream was for a one-time demonstration to bring national attention to the POW/MIA issue, Rolling Thunder had struck a chord in the hearts of veterans everywhere and from all walks of life. Veterans who could not attend Rolling Thunder I vowed to return the next year. And so it continued to grow.

Now celebrating their 25th Anniversary, Rolling Thunder has grown into the world's largest single-day motorcycle event, with riders from around the nation, and even around the world. They achieved their initial mission of greater POW/MIA awareness and continue to support veterans from all wars. POW/MIA numbers from wars following the Vietnam War have greatly diminished and the treatment of returning veterans has greatly improved. This year our government is issuing a proclamation to officially "welcome home" the Vietnam Veterans to compensate them, in some way, for the poor treatment they received when they first returned.

NOTE: Ray Manzo agreed to lead the efforts of Rolling Thunder four more years than he initially envisioned and relinquished his role in 1992. He will return this year to celebrate and honor the dream he had 25 years ago.

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# MY FIRST TIME

Hi everyone! It's been awhile since I've written anything, so I was overly excited when Rock asked me to write about The Run for the Wall motorcycle ride that stopped by Thunder Creek Harley-Davidson.

I've been to several rallies, numerous "big rides" etc., but never have I witnessed anything like what I saw on the evening of May 22, 2012 at Thunder Creek Harley-Davidson. The weather was definitely not cooperating, as it had rained all afternoon. There was an overwhelming excitement in the air, and plenty of anticipation in welcoming the 700+ bikes that were riding the southern route on their way to Washington D.C. to pay their respects at the Vietnam Veterans Memorial Wall.

On this day, nothing else mattered, except for the common thread that bound all of these riders, both men and women. Their goal was a cross-country journey, with plenty of stops along the way, to pick up more riders.

Between the weather and the Chattanooga rush hour traffic (with a car accident or two mixed in), they were running a little behind schedule. This only caused the anticipation to skyrocket. Thunder Creek staff, along with TCHOG volunteers were completely prepared for the crowd of motorcycles headed this way. Finally, at 7:00 pm, the first RFTW administration vehicles started arriving, so we knew they were not far behind. The parking lot quickly filled up with people trying to watch this magnificent site.

When the first bikes started rolling in, I was in complete and total awe. It was literally bike, after bike, after bike, all shapes, sizes, colors, loud pipes, quiet pipes, 2-wheels, 3-wheels, bikes and trikes pulling trailers, pulling little campers....you name it, and I saw it. Standing there, watching all of these bikes converge on Thunder Creek, I broke out in goose bumps, and

was totally taken aback. It seemed as though the bikes just kept coming, and they were all organized and each movement seemed well orchestrated and precise.

Considering they had all been on bikes for 10+ hours, in inclement weather from Mississippi to Chattanooga, I have never met a more gracious, friendly, courteous and polite group of riders/bikers. Everyone of them seemed genuinely excited and happy to be there, and believe me, we all seemed to feel the same way (even the TCHOG volunteers that had been standing in the rain for several hours, monitoring traffic and parking).

Rolling Thunder had a hot meal prepared and ready for them when they got there, and the store had plenty of hot, fresh coffee. Spirits were soaring, and several ceremonies began right away. The one ceremony that struck me the hardest was when attention was called at the stage, some people/veterans saluted, some laid their hands on their hearts, a lone Native-American played a flute, and 6 soldiers marched while carrying the POW/MIA Flag, and raised it up the flag pole. Words cannot describe the pride I felt at that very moment. We were all virtually strangers, but right then, at that second in time, we were all brothers and sisters, all there to honor those that served, all those that lost someone serving, and to honor those that never came home from serving.

I feel privileged to have been a part of this incredible day, to have met the incredible people that I met, and to know that with all that's going on in the world today, we all came together as one to pay our respects, and say "Thank You for our freedom."

"ALL GAVE SOME, AND SOME GAVE ALL..."

Lori "RiRi" Cornett



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# A GIRL NAMED SIOUX

It's a dream of most motorcycle lovers to find that old original bike (name your favorite brand) sitting in a barn somewhere and then be able to buy it for a great price. Such is the case with Jimmie Brown of Leesburg, Georgia and his 1948 Indian Chief. I was fascinated when I received the link to these pics from our Chef in Residence, Kent Whitaker. It just so happens that Kent's wife Ally is the cousin of Jimmie Brown's brother's fiance. Whew! Here is a short history of this great find and build by Bobby Brown. We will have follow up photos and comments in future issues and a lot a great photos of the finished bike. - Ed.

My name is Bobby Brown, I am from Middle Georgia (Columbus) I started dating a girl from Phenix City Ala (Kelly Brown), who is now my fiancée. Her cousin Ally Whitaker lives in Chattanooga TN.

We visit Chattanooga from time to time. Ally's husband Kent Whitaker turned me on to this great magazine and said he did some work for them from time to time. I brought a few issues home with me and couldn't put them down. I read them from front to back several times. The biker community in the Chattanooga area just seems to rock.

I wanted to share with your readers a project that my big brother, Jimmie Brown, from Leesburg GA is doing. I'm sure everyone has heard of this little town of Leesburg GA it turned out names like Luke Bryan (country singer), Buster Posey (catcher for the San Francisco Giants World Series Champs), and Phil Phillips (American idol winner.) In the not so far future we will also be known as the home of a girl named Sioux.

Sioux is a 1948 Indian Chief Motorcycle that was parked under a share croppers porch around 1975 and has been sitting there until last year when my brother Jim purchased it. A little history on this girl named Sioux. She was bought from the Indian dealership

in Albany GA around 1949 by a farmer in Camilla Ga. It was first registered in 1950. This girl has never seen the open road. She was purchased to ride on the farm and old dirt roads in or around the farm. It was parked in 1975 after the original owner had a bad motorcycle wreck on another motorcycle.

The old girl was parked under a screened in porch and had not moved since. My brother's wife lived and grew up next door to the farm, where my brother had made several offers on the old girl for about 15 years. Well, last year the farmer who is getting up in age decided to part with the old girl and it fell into the right hands. My brother has restored several vehicles in the past, including a 1957 MGA, a couple of Corvettes from the ground up, and now... a girl named Sioux will be finished and be given new life real soon.

Bobby Brown



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2. Don't let it get too hot!- Be careful when putting your battery on charge. When you put a battery on a charger, it will build up heat. When a battery gets too hot, the heat can cause the internal components to warp. Not good.

3. Ride your bike. Simply riding your bike can save you a lot of hassle (with everything, not just the battery). It is also necessary to ride for long enough to restore the charge of the battery. This can take up to 30 minutes to get back to full charge (or even more if you don't get up to speed).

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RIDE TO THE WALL @ TCHD  
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# A GIRL NAMED SIOUX



Finally loaded on Brownie's trailer. Dry rotted tires are believed to be original so she didn't roll well.





Sue on the operating table, ready for disassembly. As you can see, I haven't even cleaned her.



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