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FROM THE EDITOR

Hi Folks,

I'm sure you can tell from our cover that the Christian Motorcycle Association's Annual Blessing the Bikes is coming up this month. To be exact the event is on Saturday, April 19th at 11 a.m. at the Chattanooga River Park. Traditionally, this has been the first major motorcycle event of the year and the kickoff to the riding season for the seasonal rider. The CMA always feeds everyone and prays over any rider (and their bike) that desires prayer. You will notice in photos that groups of CMA members are praying together around someone. This is based on what Jesus said in Matthew 20: 19 "Again I say to you, that if two of you agree on earth about anything that they may ask, it shall be done for them by My Father who is in heaven. 20 "For where two or three have gathered together in My name, I am there in their midst." Good stuff.

KSU will have a large presence at the Blessing. I hope to attend as well as our staff photographers Greg Cook, Frank Pate, and our newest staff writer/photographer, Jennifer Bailey. Please say hello to her and check out her lime green Spyder, "Bad Girl." Greg will be debuting his KSU Aerial Photo Drone which will give us some neat overhead shots which we will include in the May issue. I'm looking forward to hanging out with my CMA friends and other people that I haven't seen in a while. Give me a shout if you see me. You will probably find me in the shade of a tree with a plate in my hand.

You will also see many other event flyers in this issue. KSU supports all motorcycle charitable events in our area and we donate full page ad space for them to spread the word. You can look to us as the motorcycle community bulletin board where you can find out about any event happening in our area. If you have an upcoming event, just scan your flyer and send it to rock@kickstandup.com or post it on our Facebook page. I will download it and place

it in the next issue. Please bear in mind that our deadline is the 24th of each month to make it in the next issue.

Other events this month include Big Hands for Little Hearts poker run sponsored by the Steel Brothers MC (see pg. 54), ABATE-District 1 poker run (see pg. 77), Catoosa Kids Thunder Ride (see pg. 45), Biker's Church (see pg. 14), and Bikers For Babies (see pg. 19.) All of these events need your support, so if you have a few extra bucks and some time go ride with them.

We had our second winner in our Find The "C-Note" Contest. It took two months for the first \$100 to be found, but Nathan Frazier found this month's C-Note in less than a week after the March issue was published. He said that we took him on roads that he had never ridden and that it took longer than he expected. I can tell you all that we don't hide this note in Hooter's parking lot. You can count on at least a 50 mile round trip ride to cash in. KSU is all about the RIDING part of motorcycling and to be a winner, ride you will. It's a tough job hiding and mapping this every month, but someone's got to do it!

Personally, I'm excited about the start of the MotoGP season which kicked off on March 23rd in Qatar. The first race of the eighteen race season was won by Marc Marquez riding his Respol Honda with Valentino Rossi right on his heels. Rossi on his Yamaha traded the lead a few times with Marquez in the final laps which made for an exciting finish. I like Marquez, but I have been a Rossi fan for a long time. It's good to see "The Doctor" back on the podium after a couple of dismal years riding the Ducatis. I hope to see many more races with him in the top three before he retires in the next few years. Being a nine time World Champion is enough, but I'd like to see him win ten.

I hope you are enjoying our magazine each month. If you like us and want us to stick around please share our magazine link with your friends and Like us on Facebook. Our longevity depends on you reading us and getting others to do the same. We will continue to keep you informed with all the local happenings, feature photos of past events, and throw in some racing stuff to boot. Ride fast and safe.

Rock

Rock@kickstandup.com

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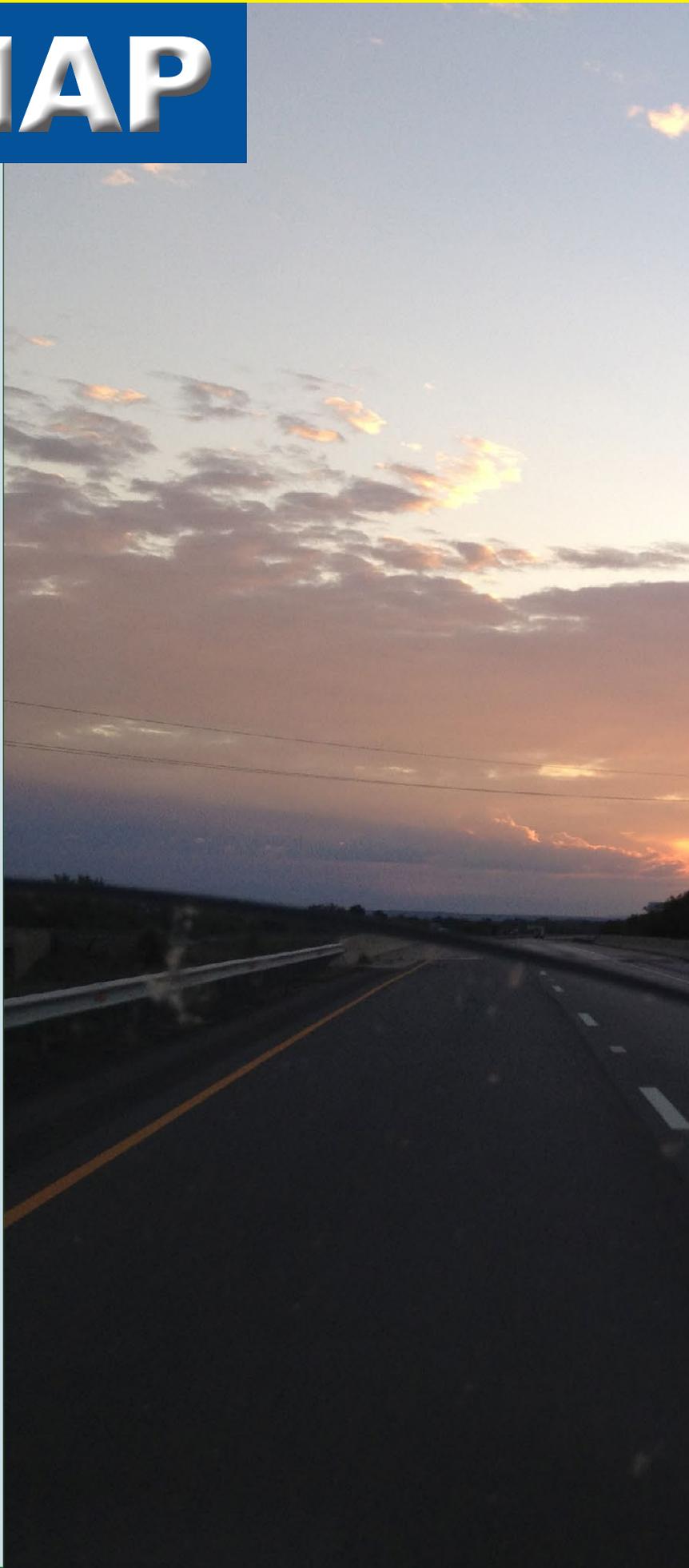
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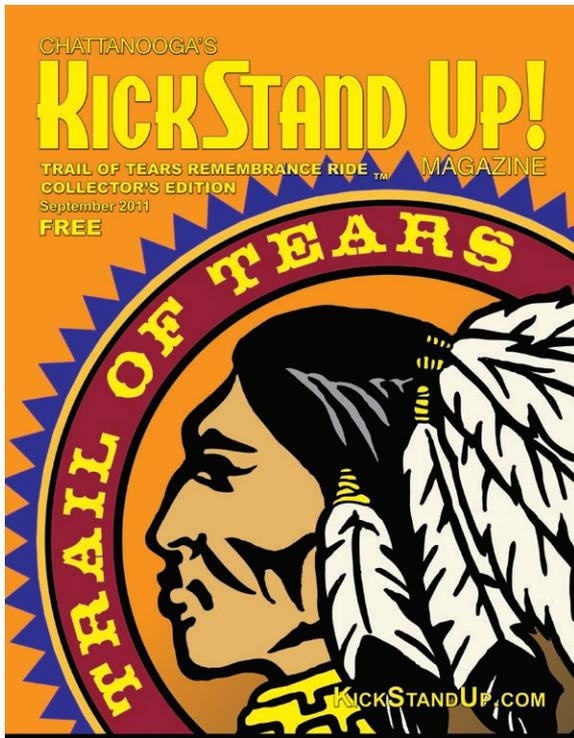
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KSU is proud of the fact that we were the first and only motorcycle magazine, whether local, regional, or national to publish an entire edition dedicated to the Trail of Tears Motorcycle Ride. We published our first edition in 2011 and another in 2012.

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





A WI



[CLICK TO SEE ALL PICS](#)



I love my bike. Oh sure there are newer models of the same bike, and different models based on the same frame and motor that really appeal to me. I know that there are other bikes that would be just as fun, but I truly love riding my GoldWing. It scratches all of the itches that I have. But. It would be nice to have a choice.

I have been riding GoldWings since August of 1999. I have tried other bikes but for my purposes there is nothing to compare with the feel of a silky smooth six cylinder engine propelling the bike effortlessly to a cruising speed. It is a couch rocket. Still, what if there is a better bike out there and I just haven't ridden it yet?

I have a friend who used to ride a GoldWing. We will call him John. That's because John is his name and I have no interest in protecting the guilty. John is a friend of mine who cannot decide which motorcycle he wants to own. So he trades in his bike every few months on something different. He went from a GoldWing to a BMW RT. Not sure if it was the 12 or the 13 but it only lasted a few months and he went back to his Wing. He then sold the Wing and bought a Yamaha Super Tenere, a dual purpose bike which he enjoyed for a few months and he then traded for a Yamaha FJR which he rode until he decided to buy the Harley Street Glide on which upon he is presently perched. There were also VStroms and a few other bikes in the mix.

He is a great rider and I admit, that I am not that good. It would take me as long as he owns the bike just to figure how to ride it. I know that many of you own multiple bikes. You have a different one for different occasions. One for Sunday, one for Monday, one for Tuesday, one for, well, you get the point. Some of you only have a couple of bikes. How do you make it with only two motorcycles? Oh the humanity! And then there are those who only have one. One is the loneliest number you will ever find. So we need to take

ing . . . and a Prayer

by Gary Boyd

care of this national problem right now.

I have the perfect idea. We need to have a benefit ride for those people who do not own more than one motorcycle.



We will call it OBAMARIDE! It will be a national program to take all of the multiple bike owners of the

country and redistribute them to those who do not have multiple bikes.

Imagine all the bikers, it isn't hard to do. Giving away their bikes, just so you can have more than two.

We will have a nationwide enrollment in which all of the motorcycle owners will go to a government website and sign up to have someone take away the bike that they paid for out of their own hard earned money. That way no one will be left out. Everyone will have multiple bikes. It will be the very change that I hoped for. I hope the website works.

But I couldn't afford the upkeep on multiple bikes. I don't have the time to ride or even clean multiple bikes. And I can't afford the insurance on multiple bikes. It's going to be very expensive! But not to worry. I have a solution for that. We will simply make the ones who previously owned the bikes that we have taken and make them be responsible for all of the upkeep, all of the insurance and all of the registration. This is getting so much better. I feel giddy.

There is just one more problem that I foresee. What if you don't have time to ride the various bikes that you are given. I have the answer of course. A designated rider will be hired for that very purpose paid for, again, by the previous owners. And I will be your designated driver. Obamaride. Think of the possibilities. I am.

Gary Boyd

gary@kickstandup.com

All in favor of being judged raise your hand. C'mon. Put them up. No one? Oh c'mon, surely someone wants to be judged.

No one spends hours in the bathroom so they can be judged beautiful? No one tries to be helpful and kind to be judged as a nice person by others? No one studies or works hard to be judged good by teachers or employers?

Really, you don't want to be judged at all? What if you went through your life not judging people? You would marry whoever was in front of you, because after all the Bible tells you not to judge. Matthew 7:1. **DO NOT JUDGE.**

People who don't have a clue as to what is in that book know that one. It's their escape clause. But just to be clear. We all judge. You are judging me right now as you read this. Maybe it should say do not condemn.

We are told to have discernment. We are told to be fruit inspectors. We are told to confront others when they are going astray. How do we do that without judging? We don't. We will always judge others in some way. Whenever I hear someone say that we are not supposed to judge, I know that someone is excusing sin. Theirs or somebody else's.

Jesus died for that sin. We don't need to excuse it. We need to confront it and confess it. We need to stop it. But if you are led by the Spirit, you are not under the law. Now the works of the flesh are evident: sexual immorality, impurity, sensuality, idolatry, sorcery, enmity, strife,

jealousy, fits of anger, rivalries, dissensions, divisions, envy, drunkenness, orgies, and things like these. I warn you, as I warned you before, that those who do such things will not inherit the kingdom of God. But the fruit of the Spirit is love, joy, peace, patience, kindness, goodness, faithfulness, gentleness, self-control; against such things there is no law. And those who belong to Christ Jesus have crucified the flesh with its passions and desires. (Galatians 5:18-24 ESV) Who do you serve? Jesus or Self?

Lord, I pray for all of the friends who have made requests today. I pray for the lonely and the sick. I ask you to be with them and to touch their hearts today. I pray for those who are in sin today. I pray that you convict them and draw them back to you. I pray that they feel your love and I pray that we would love them as well. I pray for those who do not yet truly know you, that you would draw them unto yourself. In Jesus Name.

Gary Boyd

gary@kickstandup.com

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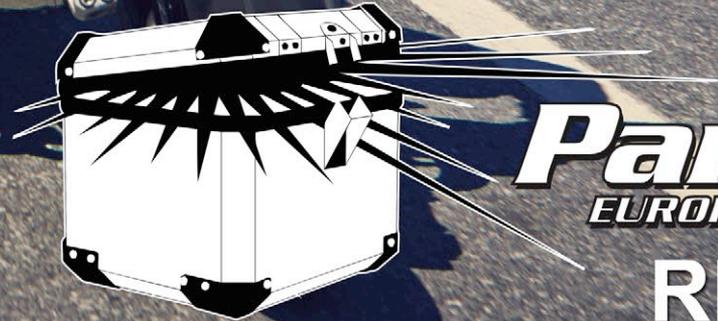


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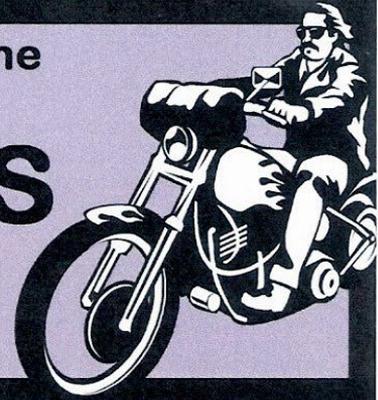


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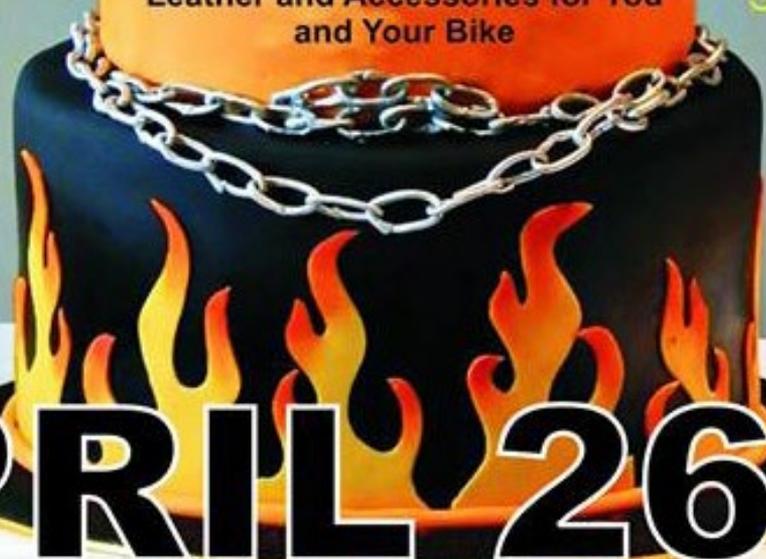
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keep hunting if it's already been found. If you have problems you ca

CONTEST



The winner for March is Nathan Frazier SCRC #34. We took him on roads he'd never been, but he is \$100 richer for the fun he had.

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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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SHINY SIDE UP

The Rocket

To many folks on the roadway, driving along at normal speeds carrying their families, going about their day, and just trying to get from one location to another, the sport bike traveling at two to three times the posted speed limit, seemingly coming out of nowhere passing them dangerously, is a bad thing.

As a motor cop, I've had several 'conversations' with the operators of such machines, making mention of how I disapproved of a particular rider's decision to unleash all the available horsepower he had onto the unsuspecting public. Local TV personality David Carroll wrote a blog several months back referring to the TDOT signs posted on the interstate that warn motorists to watch for motorcycles. He stated he'd love to but he can't when they're coming up behind him at racetrack speeds.

Before you judge this book by it's opening paragraph, let me share my not so simple opinion on some of the fastest man made creations that roll on two wheels. I patrol on a 900 lb Harley Davidson, and have done so strictly on a Harley for the last 15 years. In fact, the Chattanooga Police Department has used exclusively Harley Davidsons for the last 102 years. My latest Police bike is certainly quicker than my first patrol bike, an anemic 80 cubic inch underpowered piece of ... chrome,

but there is still the 900 lbs of American Iron that my 103 inch motor has to get motivated to pursue my quarry. Many agencies have their motor cops patrolling on the lighter and quicker BMW RTP 1200, and some have even put Police graphics and blue lights on the Kawasaki 1400 Concours, which is basically the Ninja 1400 with saddlebags. Do I want a faster bike? Sure. But not for the reasons you might think.

The premise I started this series of articles on is "motorcycling in of itself is not inherently dangerous - it is however extremely unforgiving of inattention, ignorance, incompetence, or stupidity". I said that to say that I don't believe motorcycling is dangerous for any reason other than how the driver of that motorcycle operates his or her motorcycle. It is my belief that many motorcycle crashes can be prevented with the proper mindset and the proper skill set. As part of having the proper mindset and proper skill set, the rider needs to know the capabilities and limitations of the machine he is riding, and be able to exploit the abilities of his machine, and not abuse the capabilities of his ride.

When as a fellow motorcycle enthusiast I see someone twisting the right hand a complete 360 degrees and accelerating to what was called Ludicrous Speed from SpaceBalls, I think two things - this guy's crazy and gonna kill himself, and this guy just violated my mantra by exercising the stupidity clause. Of course as a motor cop when said rider turns it up a notch, I simply say to myself, "dear diary - Jackpot!".



an enthusiast and a riding instructor, I recognize that the acceleration of a motorcycle is one of its crash avoidance benefits. I teach aggressive braking and handling as one of the ways a motorcyclist can avoid a crash. A third and less understood method of crash avoidance is accelerating out of a jam. Imagine riding on a multi-laned interstate. Traffic in front of you, behind you, and to either side. You're being the smart rider and therefore not tailgating the guy in front of you, and have plenty of space in front of you. If the driver in the lane beside you looks right through you and thinks to himself he'd like to occupy your space, you are in a position where you have to do something if you don't want Volvo smeared all over your fancy riding gear. A swerve to avoid won't work here as there is a car on your other side, and an aggressive braking maneuver isn't the right move either. Everyone, hit copy and paste, cause a motor cop is about to say it. Your best maneuver is to quickly gear down and rotate the previously mentioned right handed smile maker 360 degrees, and accelerate in front of and around said violator. And this is where you'll be happy you have a 1000 cc's of high performance between your knees and glad you traded in that Kymco 250. Once you've cleared the Violating Volvo, immediately release that throttle, return to a normal speed, and avoid meeting that motor cop patrolling a quarter mile ahead.

As always, ride safe, ride smart and go get some more training!

Joe Warren



Now as

.. IN ACTION







FRONT

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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



Well, Bike Week 2014 is over and all I can say is good riddance. It didn't take me long to remember why I haven't been in the last ten years. We were there on the first weekend and the traffic was already unbearable. The goobers were hot rodding through traffic, most of them intoxicated, and two were killed the first weekend alone. Sounds like fun . . . huh? We saw everything we wanted to see in one day and then headed up the coast for less crowded roads and some real riding. One of my favorite all times rides is the ride up A1A from Daytona to St. Augustine. The Atlantic Ocean to your right with a nice ocean breeze . . . it doesn't get any better than that. I like to ride it in the morning while the sun is coming up reflecting off the ocean. Now that's Florida to me.

We lost count of the number of trailers we passed as we rode down in the rain. We passed about a dozen motorcycles on the interstate, but that was it for bikes travelling under their own power. I never have understood the concept of

trailing a perfectly good motorcycle, especially a touring motorcycle. Yes, there are some occasions when it is necessary and perfectly understandable. For example, one's health could be an issue or hauling a sport bike over a long distance . . . but a dresser? It's laughable and goes against the entire purpose of having a touring bike. When I see perfectly healthy 30 - 50 years olds hauling bikes, I can't help but shake my head in dismay and feel proud that I'm still riding after all these years.

If the truth were known, most trailer jockeys are just plain skeered of getting far away from home without a cage around them. Tourers' are vulnerable to the elements and the many things that can go wrong on the mean streets. It takes testicular fortitude to ride those bikes further than to your local bar or toy run, but the rewards are innumerable.

What lies between point A and point B is what motorcycle touring is all about. That is where the challenge and the excitement lie. Anyone can load 'em up and head to Yellowstone equipped with all your tools, clothes, and everything else under the sun. How hard is that? What's fun (and harder) is carefully loading your bike with the bare necessities, pointing that motorcycle west, and letting

her "hunt." "On the hunt" is where you see what America is all about. You get to experience the mom and pop cafes, local people, and the small gas stations where you stop along the way. The real touring experience is what happens getting there and back not only what you see when you get to your destination. I love talking to the locals in the small eateries where everyone knows each other and I am just a stranger passing through.

Hopefully, these old bones will be heading to Colorado in early fall with a couple of my hooligan brothers. I will once again be drawn by that unexplainable emotional force that has called me westward ever since my first trip many, many years ago. I love motorcycle touring and every trip brings me closer to God as I marvel at all the beauty He has created. I have even wept at times at the magnificence of it all. My heart is fluttering just thinking about it.

This could be the year for you to finally take that big trip. Get planning, you'll never be the same.

Rock

rock@kickstandup.com

HAVING A CHARITY EVENT, POKER RUN, OR RIDE?

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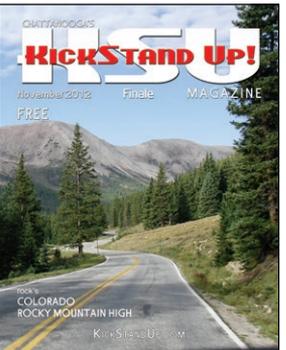
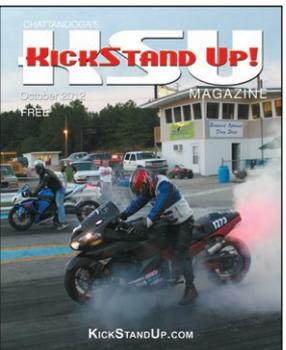
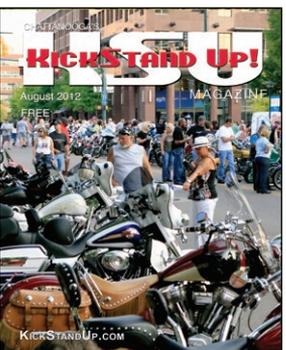
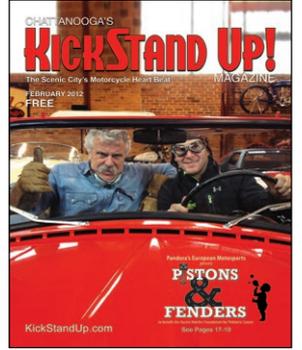
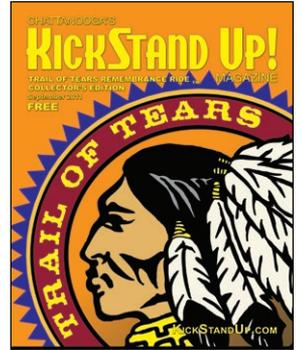
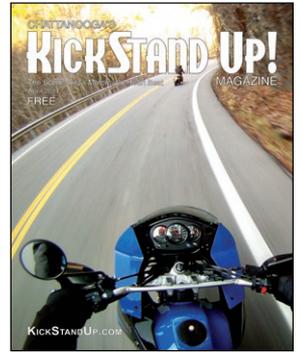
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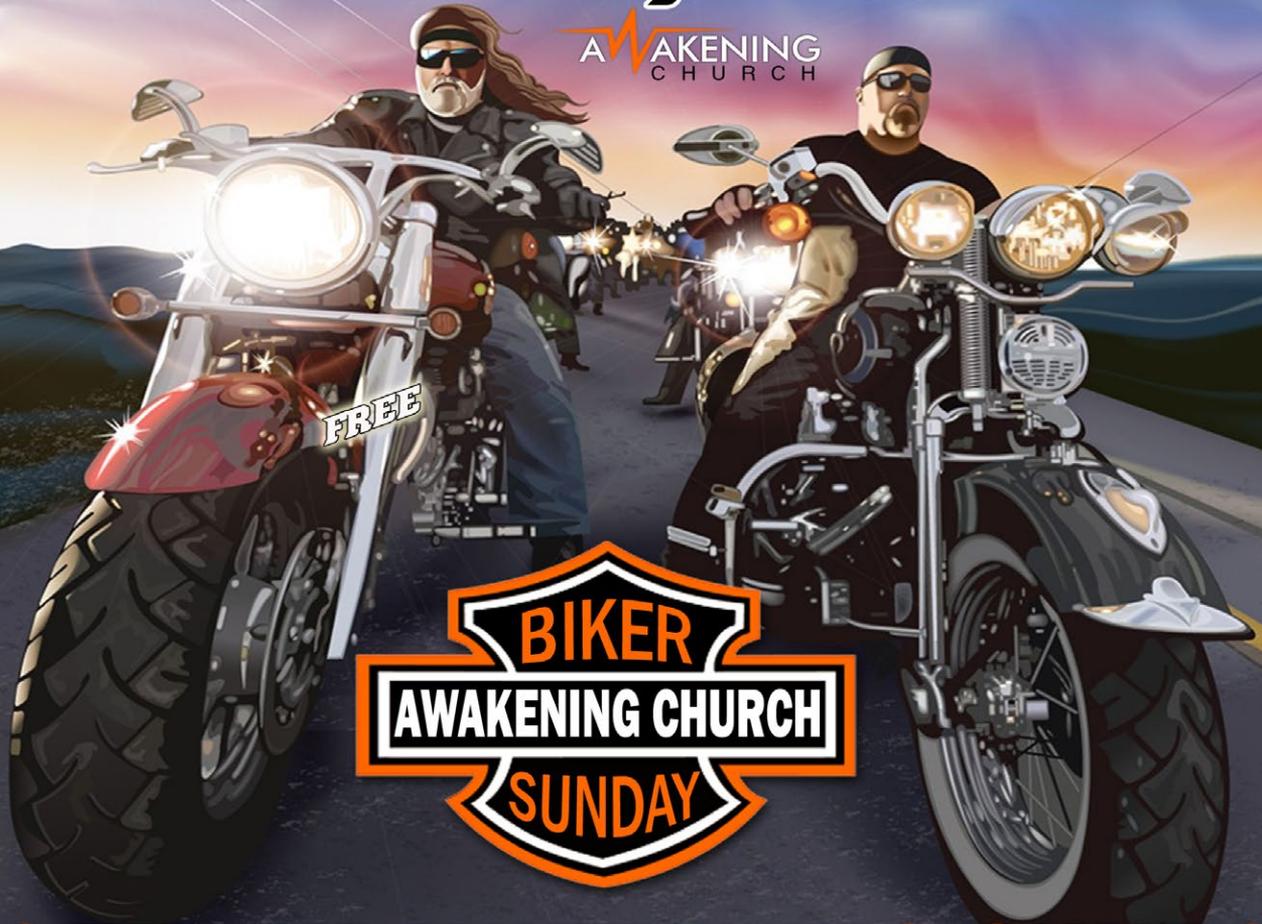


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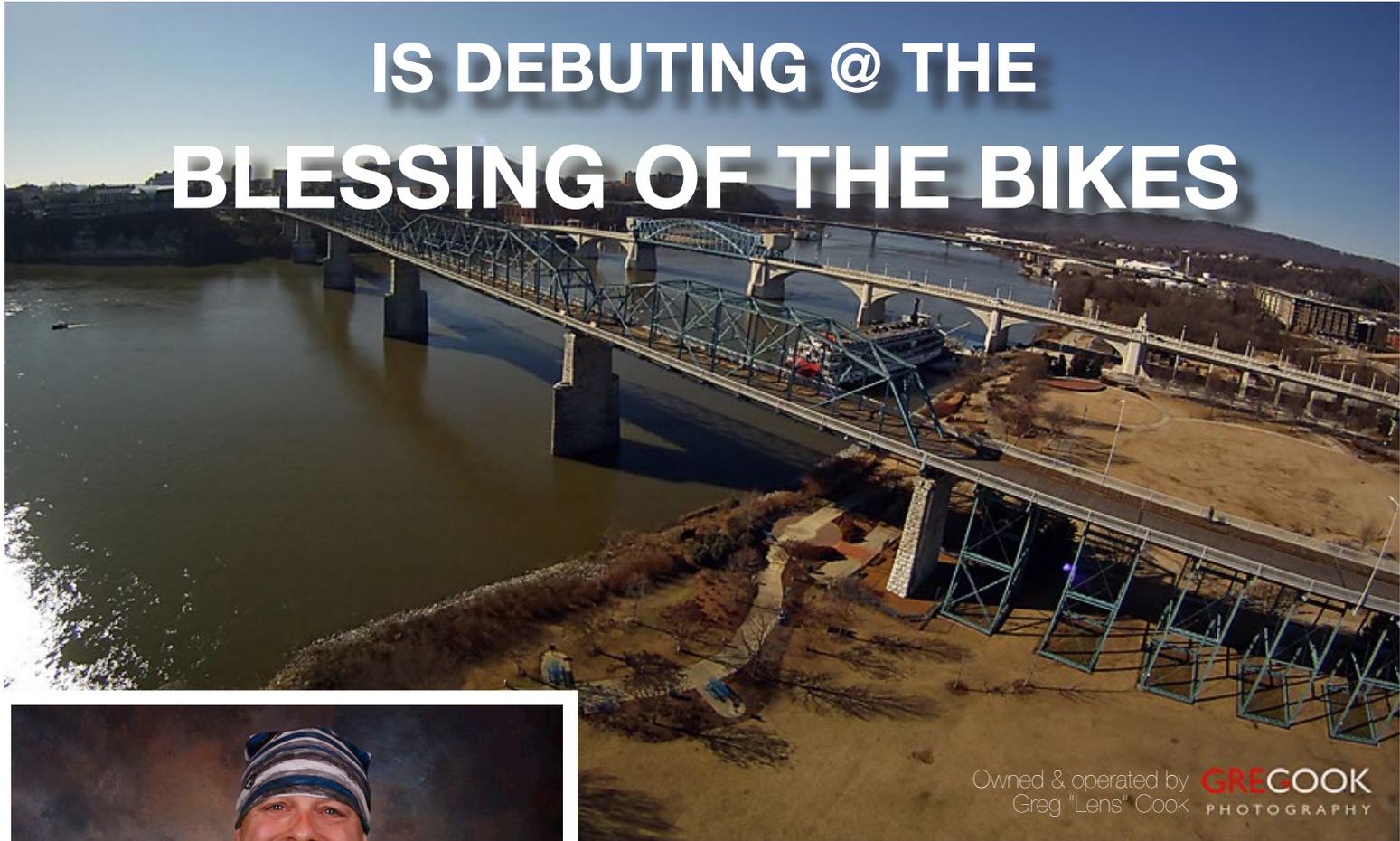
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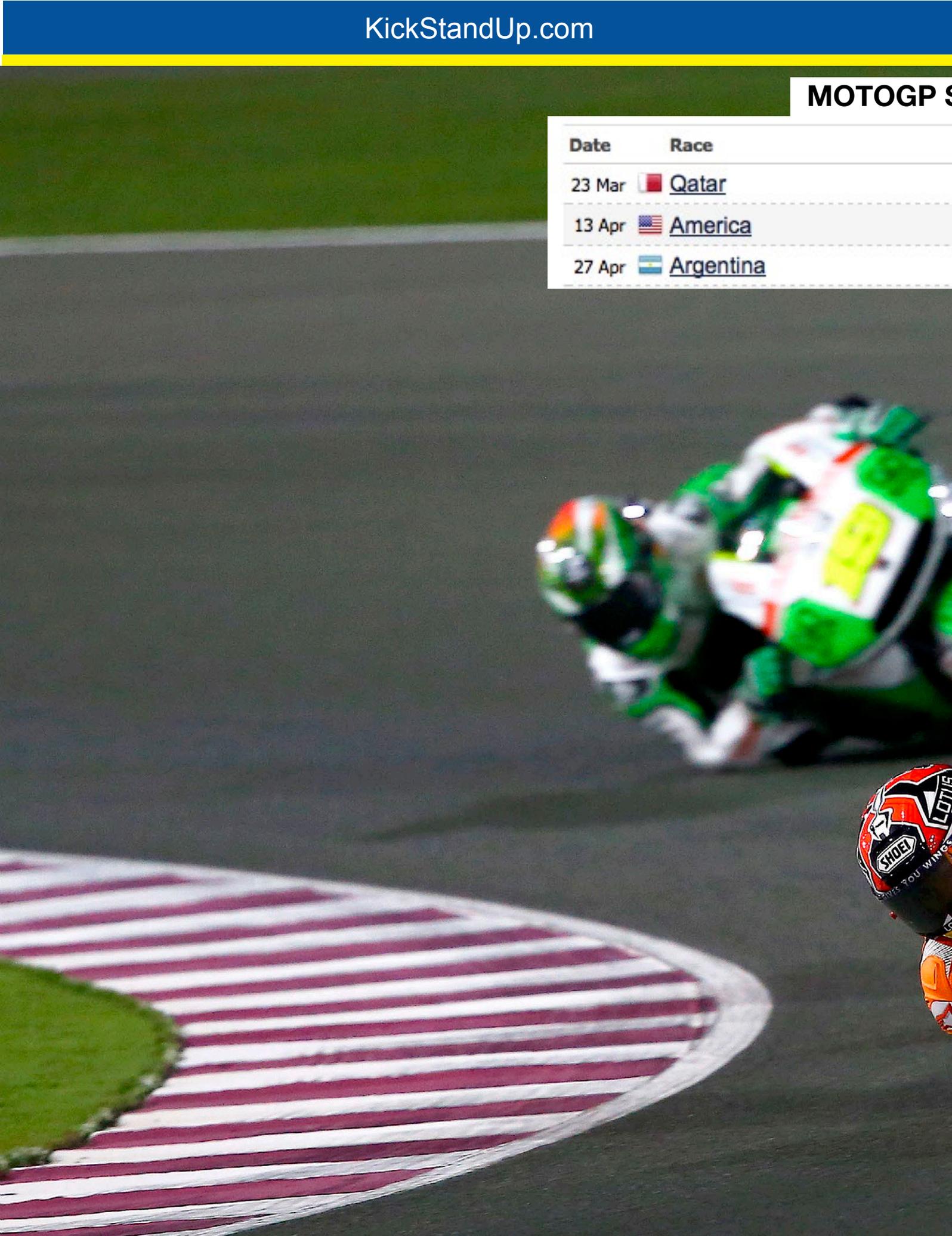


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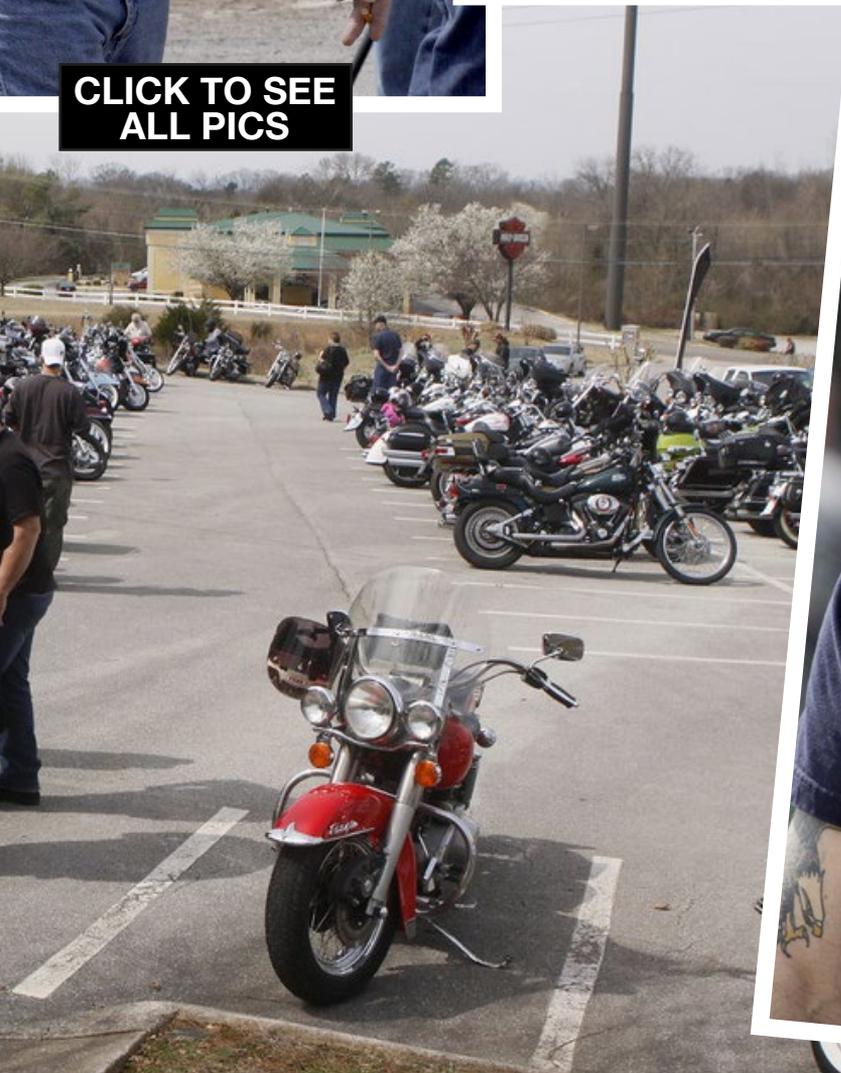


People at TCHD St. Patrick's Day Party





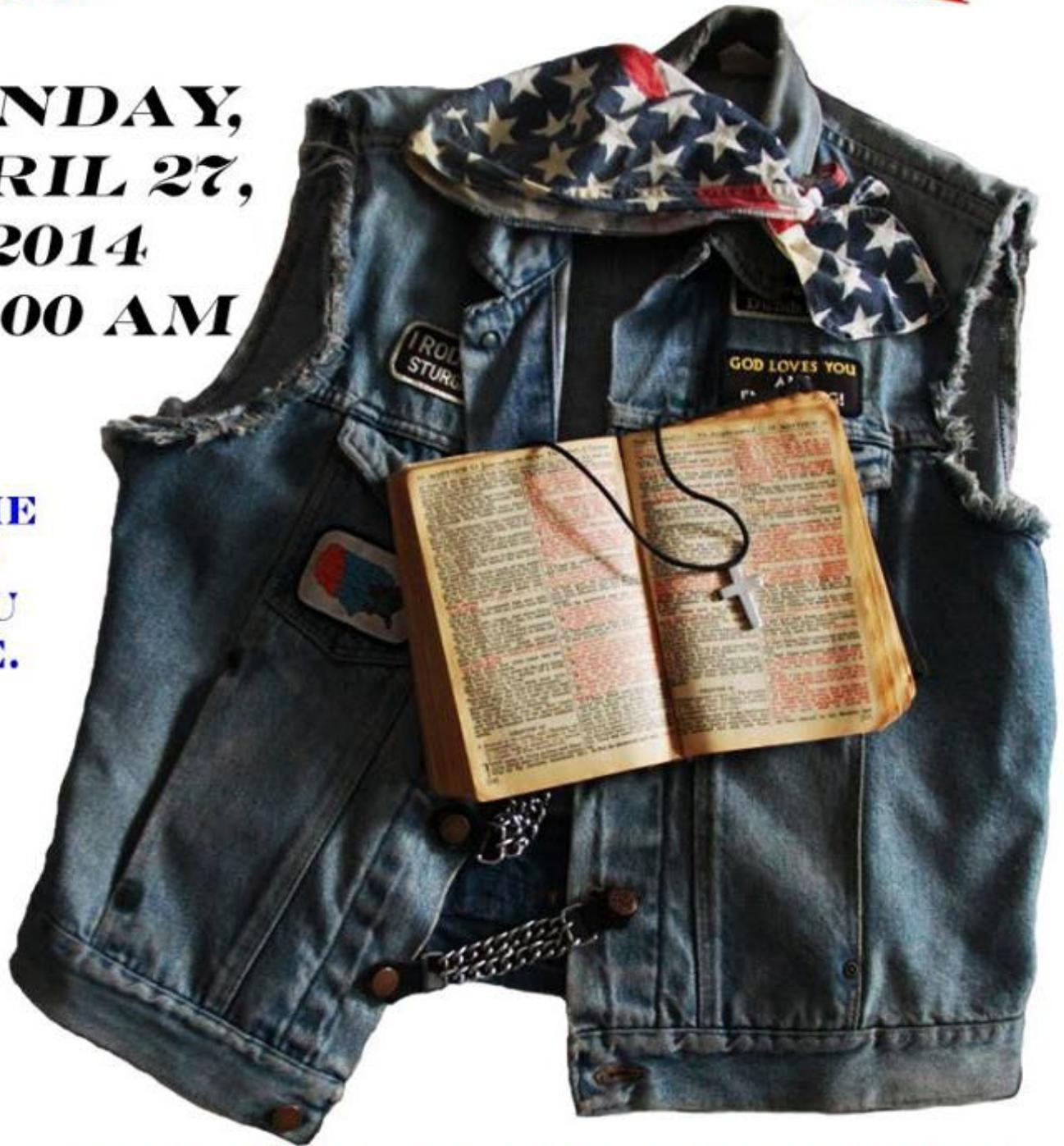
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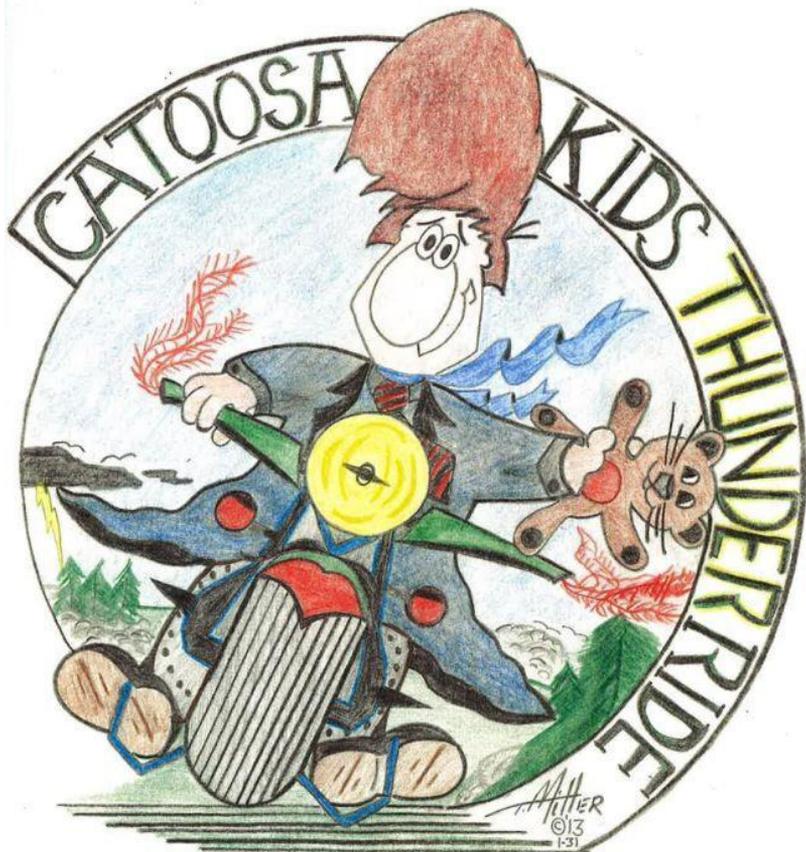
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The "I" In Ride

Riding--It's exhilarating and therapeutic in ways that each and every motorcyclist will surely understand. It's a form of therapy, and stress relief. I often use the time I spend on my bike to ponder over my biggest problems, and often find that I can work them out over a tank or two. I love the rush that I get from an occasional friendly race, and I am amused at all the cameras that start snapping away at the stop lights, and the pointing in awe of my mean, green machine that I like to call "Bad Girl."

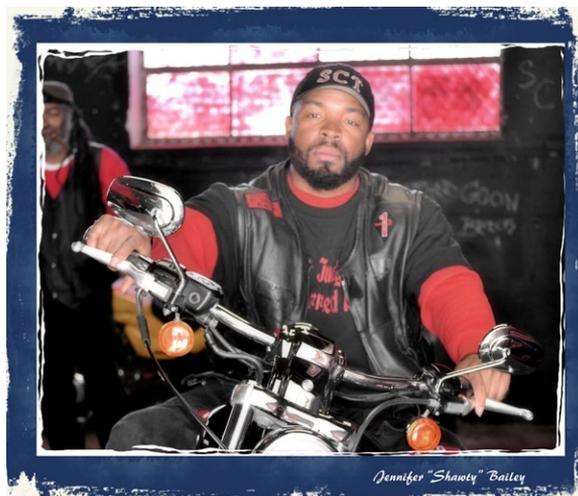
There are so many reasons that help determine why we ride. I spoke with several local riders to find out what got them started. From first bikes to first wrecks, and what ticks them off---here are

Tbolo, 32

Tbolo started riding at a young age. His first bike was a 1976 Kawasaki 1000. He has since graduated to his current bike of Suzuki Boulevard M109. He got his love of riding from his family. His father had always ridden, so that exposure gave way to the hunger to ride. His son is also getting his start in riding, from "coming up in a family of riders."

When asked what his favorite thing is about riding, Tbolo stated "Being free." "There's a freedom in riding--I like my hair blowing in the wind." I also asked him what bothers him the most, and he said "People that don't pay attention."

His favorite place to ride is on the freeways. "I've had three wrecks, all resulting in only road rash."



Mark Robles, 50

Mark started riding at age 47. He transitioned from a bicycle, (yes bicycle) to a Kawasaki Ninja 650R in April 2011, and now has an 07' GSXR 600. He got interested after a friend of his introduced him to sport bikes. When asked why he prefers sports bikes, he stated "I enjoy sport bikes due to the power to weight ratio to get out of dangerous situations while commuting, and since I am a medium framed guy, sport bikes are easier to handle."

One of his biggest peeves: "It is amazing how people can see a 2 lb squirrel but not a 200lb rider on a 500 lb bike!" "Granted, some of these problems are brought on by bikers." He states that there are those bikers who try to get their track time in on local roads. He also says that there are too many distracted drivers on the road. "All people who drive a car or ride a bike should do with the diligence as if you were drilling a hole in a door to install a deadbolt." "Our minds should not be wondering about everything but what we are doing."

His favorite route to ride is Hwy 64 to Copper Hill from Ocoee.





Celeste Sanders Holloway, 54

She got her first taste of riding with her husband, Pat. She rode on the back of his Voyager 12, and was terrified at first. After becoming more accustomed, she longed for her own bike. She soon bought her first bike, not even knowing how to ride. "I got a Honda Aero Shadow, took a riding course, and my life started at 50."

"I ride because it brings peace to my soul. The feel of the wind and sun on my skin, while taking in the smells of nature is amazing. I love the night air and stars." She says she can't imagine life without riding, and even delivers Avon on it!

Celeste states she's had a couple of wrecks complete with broken bones, a concussion, burns, and road rash, but with a strong will and a strong love of riding, she states "I will live until I die."

a few stories that will make you want to leave the cage behind and seek out two wheels for the warmer months ahead.

We all got our start somehow. Right? For me it all started with a ride on the back of my now husband's Honda CBR 1000RR. That first taste of speeds over 100 mph and my first wheelie was the most amazing and freeing feeling in the world. That magical mix of danger and adrenaline was irresistible. I knew at that very moment that I was completely in love with riding, and I could not get my own bike soon enough!!

Luckily, I've not had a wreck as of yet, but have had a few close calls. I love to ride just about anywhere, but Mountain Cove Farm is probably my favorite. However, deserted winding roads are sought out every chance I get.

What makes me angry are the folks that don't pay attention to others around them-- cagers and bikers alike. I also dislike those bikers who think they own the road to use as they please, and get too cocky and possessive around those they share the roadways with.

Whether you ride a cruiser or a sports bike matters not. What does matter is the common love of riding that we all share. From the scenery of the great outdoors to the painful reality of injuries, we all find the need for two wheels and the smell of exhaust. Young or old, fast or slow, cruiser or rocket, it's time to get on those two wheels and ride!!

Jen

If you have any questions or suggestions, feel free to email me at Jen@Kickstandup.com



Bobby Burke, Retired

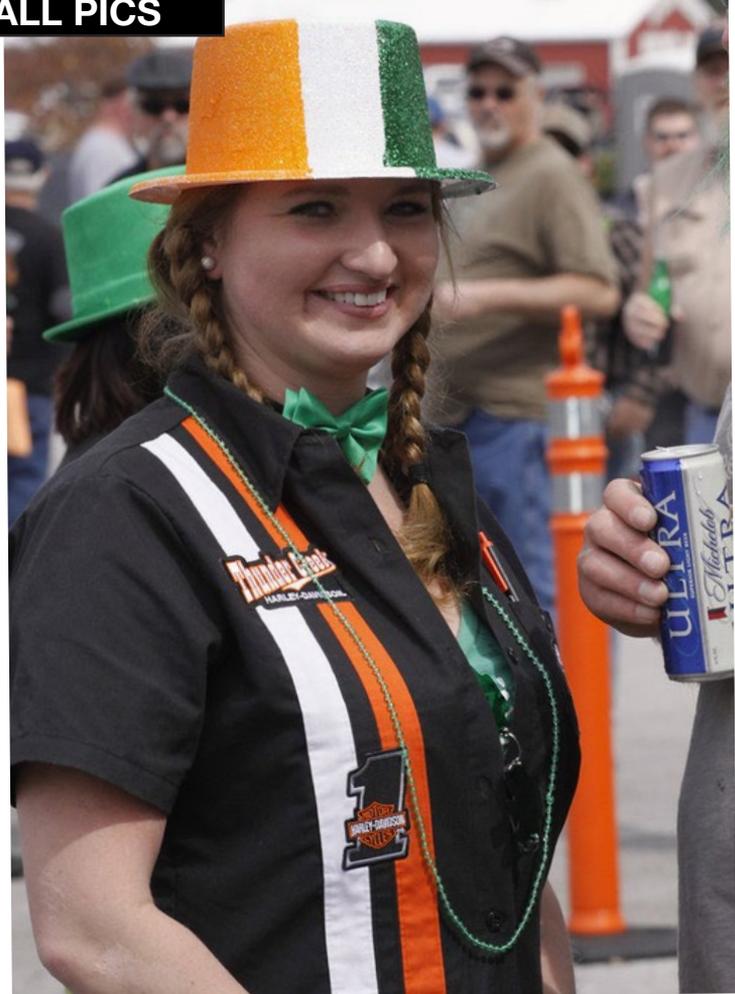
Bobby's first bike was a 1973 Honda CB 400. His current bike is 2007 VTX 1300R. When asked what he likes most about riding, he states "The freedom of being on the road." He enjoys the curvy roads. "I love the surroundings and God's creations that one is able to see, feel and smell-- one just can't get that in a car. I love to take the back roads as much as possible."

His first wreck was in 1976 when he hit some loose gravel and hit a "keep right" road sign. The wreck resulted in a broken left arm and muscle damage in left leg. His favorite route is Highway 64 from Chattanooga to Dahlonega via the Ocoee.

People at TCHD St. Patrick's Day Party - Greg Cook



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Pancake Breakfast Starts @ 9:30

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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.



Sandy Hodges – Volume 149

Sandy Hodges and his wife Amelia have been friends of the shop almost as long as there's been a shop. Sandy bought his first BMW from us, and today purchased his first Triumph! Sandy was born in Memphis, and moved to the Chattanooga area in 1976. He worked in advertising, and after earning his Master's Degree in Classical Guitar went on to teach music at the Cadek Conservatory. He later earned a degree in Accounting, as well as a doctorate in Religion.

He seemed very happy to announce that as of this year he is 100% retired! He and Amelia have two daughters, two grandkids, and one 9-year-old great grandson. They also just celebrated their 29th wedding anniversary on November 2nd. (Happy Anniversary, Mr. & Mrs. Hodges!)

Sandy began riding in 1976 when he bought a Honda CB400. He didn't ride again until about 10 years ago when he and Amelia went to visit their daughter and noticed their son-in-law's Yamaha sitting in the garage.

The idea to start riding again actually came from Amelia, and they haven't looked back. Every year, he and Amelia take one month every summer and ride approximately 10,000 miles. Next year they're planning to ride to Seattle, from there fly to Petersburg, Alaska, then take a 9 day cruise into Sitka,

before flying back to Seattle and riding home. And that, my friends, is one of the secrets to staying happily married for 29 years – lots of two-wheel bonding time! Thank you for chatting with me, Sandy!



Lynn Wilson – Volume 156

Lynn has been a motorcycle fan for a long time. Back in the 60s, she was jealous of the paper boy's moped. But back then, "ladies didn't ride motorcycles" so she was stuck in her longing for adventure. By the early 80s, Lynn had decided that it was within the right of a mother of three boys to own a bike. She bought a Honda which she enjoyed until her "oldest son ditched it in the driveway."

Once again, her motorcycling dreams were put on a shelf. When she retired about 9 years ago, Lynn made herself a retirement list. On that list were things such as continuing education, volunteering, getting motorcycle license, etc. To date, the only item crossed off of that list is the motorcycle license. Her husband didn't know if that was such a good idea because – although he'd ridden years earlier – he was aware of the dangers. One month after Lynn got her bike, he got one too.

Lynn was into Yamaha cruisers when her husband told her that BMW was coming out with a new dual sport bike that he thought she would like. She had pretty much dismissed him saying it would have to "blow me away." She test road the F650GS, and has been smiling ever since.

Lynn rides her BMW F650GS on average 18,000 miles per year, with 22,000 being her highest year mileage. She has consistently won the Over 10,000 Miles Award from Motor Maids, the oldest women's riding organization in the country.

Oh...and that son who ditched his mom's Honda back in the day? No...he doesn't ride. When he was a younger adult, he would take off adventures and tell his worried mother, "Mom, I'm making memories." Now as he worries about his mom riding so many miles on her own adventures, she has the opportunity to say to him, "Son, I'm making memories."

Lora Erie

ONE OF OUR OWN Legend Series

Dr Dave Clemons



David Clemons was born in Ypsilanti, Michigan in 1950. Dave found himself to be mechanically inclined around the age of 13, so his dad let him disassemble and tinker with old lawn mower engines to get his feet wet. Dave bought his first bike, a Honda 305 Scrambler, in 1966, while working



Dave on 1934 Big Twin in 1973

at Zimmers Service Station. Now this wasn't just a fill 'er up type gas station, it was a full blown repair shop. Dave was able to learn a trade and earn money at the same time. It was on the job training at its best. Dave had found his profession.

His childhood buddy, Sid Beavers also bought a bike and the duo was off competing in hare

scrambles and cross-country enduros all around Michigan. After buying his first motorcycle, his mechanical interests focused more toward bikes and he was always tearing down, tuning up, or rebuilding bikes of all kinds.

In 1971, Dave got a job at the Ford Motor Company where his dad, Willie worked. Production line work was not Dave's forte and he only lasted for three months. Dave accepted a job with Jake's Harley-Davidson in Garden City, Michigan. Jake's was a major player in the Harley-Davidson market. Willie told Dave that he shouldn't leave Ford and that he'd "never be able to make a living working on motorcycles."

Dave started at Jake's at a whopping \$125 per week plus commission (pc) that was decent money at the time. His boss told him that if he worked out that he would be raised to \$150 (pc) in six weeks. He also told him that if he worked real hard, that he could be making \$250 (pc) per week

within a year. Those words would come back to haunt him. A year later Dave called his boss and requested the raise to \$250 (pc). His boss's memory wasn't as good as Dave's and he balked at the raise request. It took Dave's threat to quit to bring him around. I'm sure the fact that Dave put in a call to his prior employer on the spot probably helped seal the deal.

He got his \$250 (pc) and later topped out at \$350 (pc) before leaving Jake's in 1978.

Dave met his wife Mary on a blind date in March of 1976. Sid's



First bike - Honda 305 Scrambler-'66

uncle lived in Dayton, Tennessee and he introduced the two when Sid and Dave had stopped through town on their way to Daytona. They were married later that year (shortly after the opening day of deer season.) It's amazing the important things that men can remember, even 41 years later! Mary moved to Michigan and Dave continued working at Jake's until 1978 when they moved to Chattanooga.

Before moving Dave had checked out the HD mechanic market in Chattanooga. Pate's Harley-Davidson needed a mechanic but Drue Pate only offered Dave \$150 (pc) per week. Pate's main man was making \$250. Dave asked Drue to set up a "build off" with the other mechanic. They would both take an unassembled engine and build it to completion. If he beat the main man, then Drue would pay him the \$250 (pc). The build off never took place, but Dave got his \$250. The top dog quit when he found out that another mechanic was being hired. Dave was moving from one of HD's largest



A young Dave - 1969

dealerships to Pate's, a small mom and pop dealer. To make matters worse, he was taking a big pay cut to do it. He was apprehensive to say the least, but Mary wanted to move back home and Dave was happy to oblige her. Dave had traveled to the Chattanooga area many times and liked the area and the folks that lived here. Being an avid hunter and fisherman, he fit right into the southern lifestyle.

A few years later Dave's buddy Sid Beavers followed him to Chattanooga, soon followed by Sid's brother Charlie (parts manager @ Thunder Creek). They went from Michiganians to southern good ole boys in the twist of a grip. Dave worked hard at Pate's and developed a large following of loyal friends and customers. These loyal customers would come to be even more important in Dave's future.

In 1981, Dave was present for an historic moment in Harley-Davidson history. He was in Milwaukee attending Harley-Davidson Advanced Training when Willie G. Davidson and a few key executives, all in red

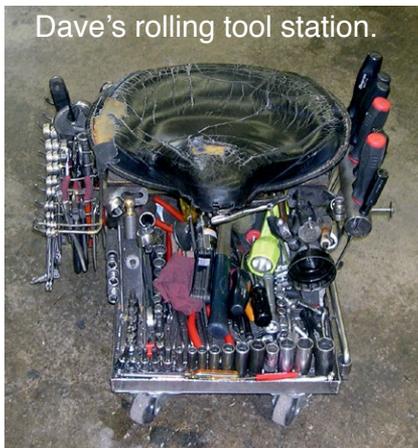
wind breakers, halted production at the plant and assembled the workers and students for an important announcement. He then informed everyone that the Harley-Davidson Motor Company was no

longer an AMF company. He announced to the cheering crowd that Harley-Davidson was now an independent company, owned by the people that had invested their lives into the company. They were motorcycle people that believed in Harley-Davidson motorcycles. It was a big gamble, but one that paid off big time. The words on the back of the exec's red windbreakers told the story. They said, "Count On Us". This was Harley-Davidson's new mantra.

The southern living must have suited Dave well because his son, Jason, was born in 1983. Dave's parents moved down in 1985 to complete the family. The Pate's sold the dealership in 1988 to a couple

of local businessmen. They operated Pate's until late 1991 until one partner's legal problem caused the franchise to be revoked by the Harley-Davidson Motor Company. Pate's Harley-Davidson was no more.

Dave and the entire staff couldn't believe what they had just heard. There had been a HD dealership in Chattanooga for over 50 years . . . until now. Dave loaded up his toolboxes and headed for the house. Before leaving, Dave asked if he could have the two, eight foot Harley-Davidson signs from the front of the building and they told him yes. Today, one of those signs hangs behind Dr. Dave's sales counter. I am



Dave's rolling tool station.



Dave & Sid's first trip to Florida - 1969

proud to say that the other half hangs on my office wall at Quick Tees. Thanks again Doc, that sign is one of my most prized possessions, not just because of its history, but also because of the giver.

By the time the sun had set, Dave was wrenching again. Just because there was no Harley dealer didn't mean that existing Hog owners wouldn't need service. There were a couple of Harley friendly shops around, but there was more than enough work to keep Dave busy. He even exceeded the salary he had been making at Pate's when it closed. His scores of loyal friends and customers followed Dave to the house. And they have followed him there ever since.



He operated out of the garage in his home on Jenkins Road for 18 months before he was offered a job at the new Steel Harley Davidson on Chapman Road. In addition, he was to have first refusal to buy the dealership after Steel had operated it for five years. Dave lasted working for Phil Steel exactly one week. That was time enough to make it evident to Dave that he would never have

Continued on page 58



- Miami

the support he

needed from Steel to run the service department like Dave felt it should be run.

Well, back to the house. This would be his second trip to the house in the last year and a half. This time, however, he wasn't

nearly as worried as when he had left Pate's. This time he knew that he would be a lone wolf, a solo mechanic, without the headache of employees or the problems associated with them. Things would now be done Dave's way the right way. He built a small building behind his house

and he was off and running. What would he call his new business? Dave's lifelong nickname had always been ClemDog, but that all changed when R. J. "BRO" Steen suggested the name Dr. Dave's Service for his new business. ClemDog became Dr. Dave and the DOCTOR WAS IN.

In 1993, Dave moved his shop from Jenkins Road to his new home, Clemonspine Farm, on London Lane in Apison, Tennessee. At Clemonspine, Mary raises miniature horses and Dave "plays motorcycle" as he calls it. His 6,000 square foot building contains his showroom, his shop, and, of course his toys. These include his black Electra Glide, Jason's Sportster, two black Corvettes, bass boat, and Kubota riding lawn mower.

Dave is an avid outdoorsman and he's been known to own a gun or two. Now, I don't know where he keeps his guns, but I'll bet they're nearby. Dave can see

his shop from his house and I personally wouldn't care to challenge his marksmanship, especially at only 600 feet. "It's an easy shot" says Dave.

Dave's Mom, "Granny" (It's a long story, she was named Granny in her 30's), lives in her home at the entrance of Clemonspine Farm and delivers lunch to Dave and son at precisely 12 noon. If you're driving down London Lane wave at her when you see her riding her golf cart or mowing the grass. Now you know where Dave got at least half of his

work ethic, fruit doesn't fall far from the tree.

Dave's dad, Willie, who died in 2001, was a fixture at the shop for the last ten years of his life. He was one of Dave's

biggest fans and the feeling was mutual. His memory is still alive and well at the shop.

In December Dave's shop is the site of his annual Christmas party. Dr. Dave's Christmas parties are legendary in motorcycledom (I made that word up). The friends, the food, the drink, the music, the frivolity, it's all there. Dave's friends encompass every profession, doctors, lawyers, merchants, sheriffs and bartenders. You will find them all at the hottest ticket in town the first week of each December. He's even been known to let the Road Rash crew attend.

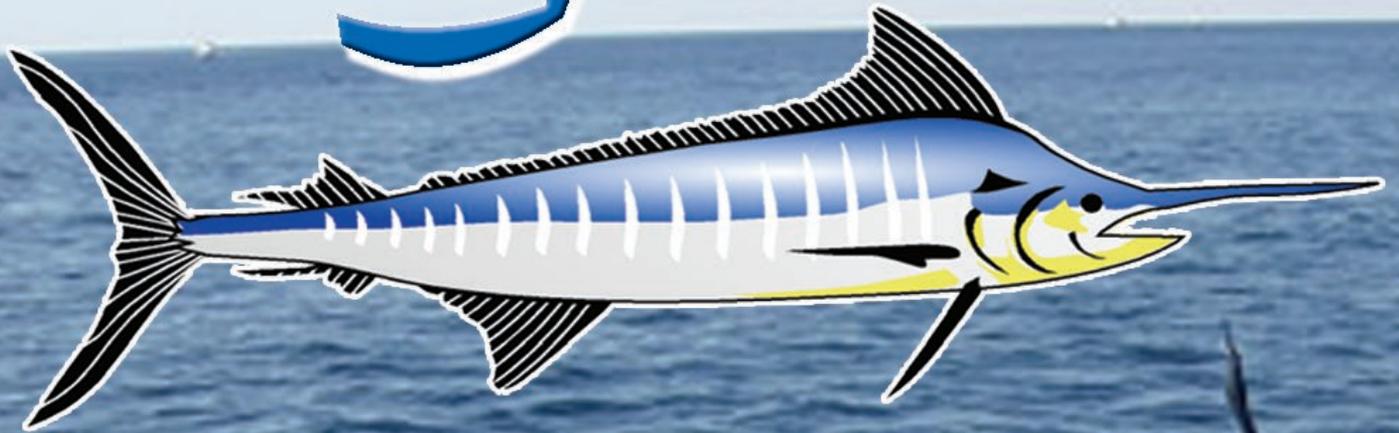
Dave's son, Jason, attended Motorcycle Mechanics Institute (MMI) in 2006 graduating first in his class of 125 students. He has joined the Doctor in his practice and is now going to DDI (Dr. Dave Institute.) Now his education has really begun . . . under the Doctor. One day, if Jason's up to the challenge, the sign could read "Dr. Dave & Son Service". The tradition continues.

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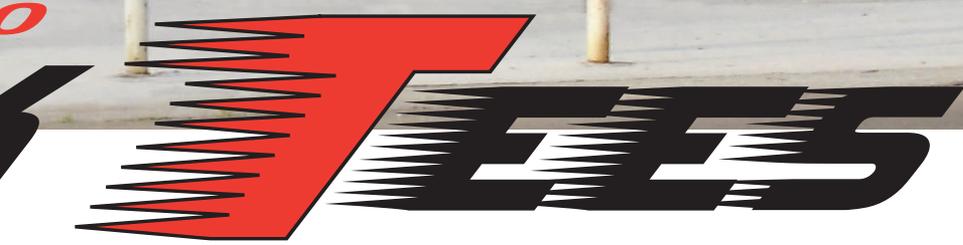
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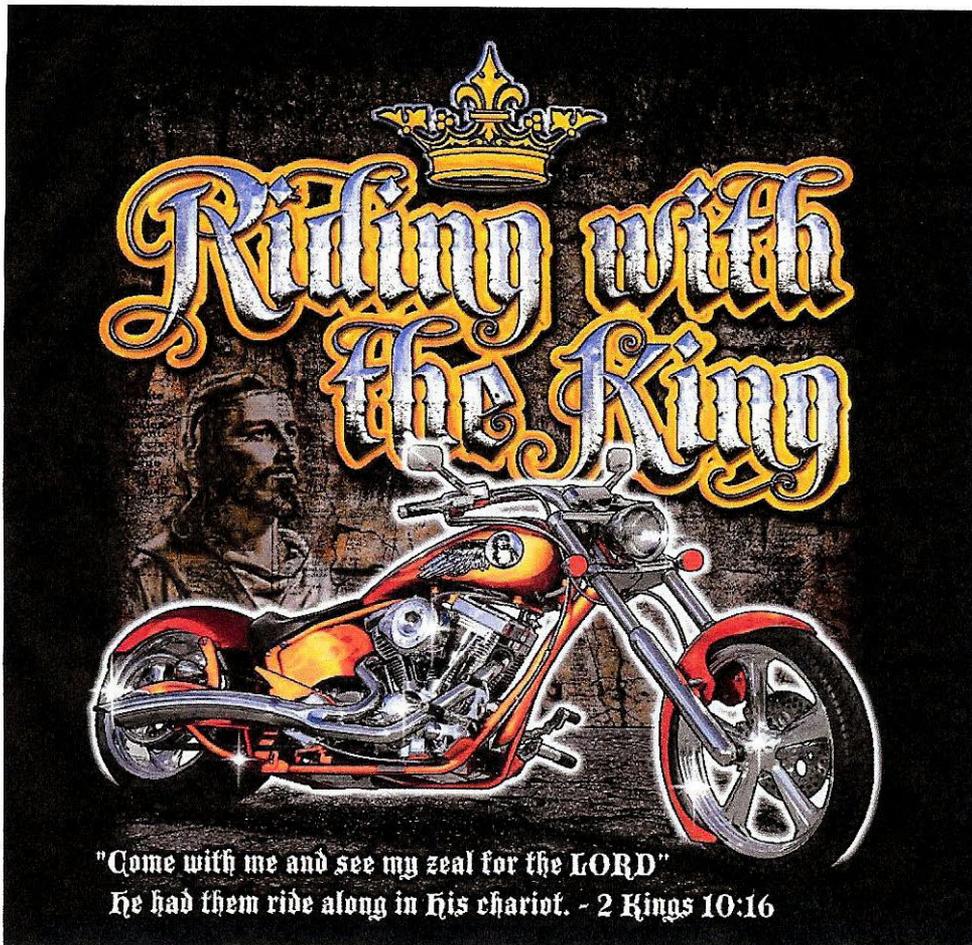
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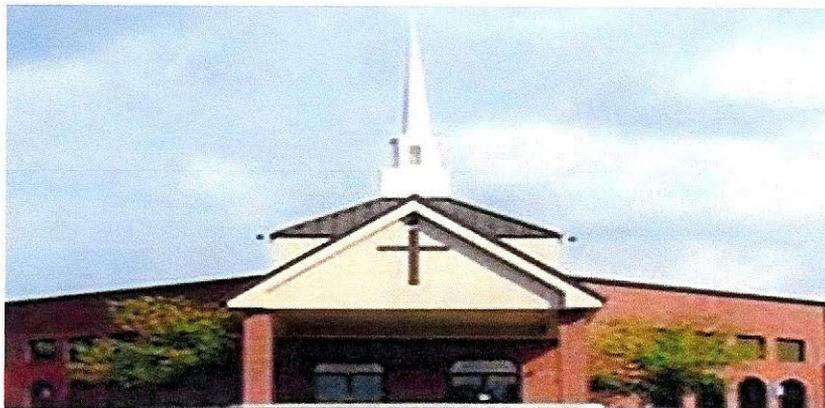
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Ride From Mountain Creek H-D Dalton, Ga

KSU at 11:00 AM

Arrive at Cherokee Farms Lafayette, Ga



Georgia

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For More Info Contact Vickie 423-802-9213

Hotdogs, Coke, and Chips

People at TCHD St. Patrick's Day Party - Greg Cook



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FIM World Championship



TORONTO (March 22, 2014) –

In front of 48,892 fans inside the Rogers Centre, the 2014 Monster Energy AMA Supercross, an FIM World Championship, made it's lone international stop in Canada's largest city on Saturday night. Team Yoshimura Suzuki's James Stewart raced to his fourth 450SX Class victory of the season with a come-from-behind effort that puts him in sole possession of second place on the all-time wins list at 49. In the sixth race of the Eastern Regional 250SX Class Championship, GEICO Honda's Justin Bogle took advantage of a strong start to capture his first career Main Event win.

Red Bull KTM's Ken Roczen Nuclear Cowboyz® Holeshot Award to start the 20-lap 450SX Class Main Event with Monster Energy Kawasaki's Ryan Villopoto and Team Honda Muscle Milk's Justin Barcia in tow. Roczen and Barcia took over the top two spots and engaged in a battle for the lead before Barcia made the pass stick on Lap 3. Stewart began the Main Event with a mid-pack start and crossed the line in ninth on the opening lap. He immediately began making a climb through the field, on a steady march to the front.

Barcia opened a comfortable margin on Roczen, who started to lose time to his teammate Ryan Dungey in third, as well as Stewart, who moved into fourth place on Lap 7. Stewart slipped by Dungey for third on Lap 11 and then made the pass on Roczen one lap later. Stewart then closed the deficit on Barcia and pressured him for a lap before making the winning pass on Lap 14. That same lap, Dungey passed Roczen for third.

Stewart pulled away in the closing laps to post back-to-back victories and become the winningest rider in the championship this season. Barcia grabbed a season-best result of second, holding off a hard-charging Dungey in third. Stewart's 49 career wins breaks a tie with five-time Monster Energy Supercross Champion Ricky Carmichael on the all-time list. Stewart now sits 23 wins behind the record of 72 held by seven-time Monster Energy Supercross Champion Jeremy McGrath.

"That was probably one of my



best races ever, I'm speechless," said Stewart. "To pass [Ricky] Carmichael and move into second on the all-time wins list is special. This hasn't even set in yet. The fans kept me motivated tonight. I heard them through every pass, it was great."

Current 450SX Class points leader Villopoto endured his toughest day of the season en route to a sixth-place finish. Villopoto did not log a single lap of afternoon practice after his team reported he was suffering from food poisoning. A top-10 ranking in the championship guaranteed Villopoto a provisional for the night show and he was able to transfer into the Main Event through the

Semi. After starting second in the Main Event, Villopoto dropped to as far back as eighth but made a late charge to move into sixth and lose minimal ground in the championship. "We made the best of a bad scenario [today]," said Villopoto. "I woke up in a lot of pain this morning and the Asterisk Mobile Medical Crew thought it was best I [go to the hospital] to get checked out. I got out of the hospital and was lucky to make it in time for the night show. We salvaged a lot of points and I'll go to the doctor back [home] in California to make sure we're ready for St. Louis next weekend."

Villopoto lost just five points to Dungey in the 450SX Class standings, currently holding a 25-point lead with five races remaining.

450SX Class Results: Toronto

- James Stewart, Suzuki
- Justin Barcia, Honda
- Ryan Dungey, KTM
- Justin Brayton, Yamaha
- Ken Roczen, KTM
- Ryan Villopoto, Kawasaki
- Weston Peick, Suzuki
- Dean Wilson, Kawasaki
- Josh Hill, Suzuki
- Matt Goerke, KTM

450SX Class Season Standings

- Ryan Villopoto, Kawasaki, 246
- Ryan Dungey, KTM, 221
- James Stewart, Suzuki, 207
- Ken Roczen, KTM, 197
- Justin Brayton, Yamaha, 185
- Justin Barcia, Honda, 156
- Andrew Short, KTM, 153
- Broc Tickle, Suzuki, 126
- Wil Hahn, Honda, 122
- Chad Reed, Kawasaki, 111

DATE	EVENT	TIME	PLACE
4/5/14	AMA Supercross	7:00 PM	Houston, TX
4/12/14	AMA Supercross	7:00 PM	Seattle, WA
4/26/14	AMA Supercross	7:00 PM	E. Rutherford, NJ
5/3/14	AMA Supercross	7:00 PM	Las Vegas, NV

Jarrett Little Memorial Ride - Photos by Frank Pate



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Marquez starts title defence with victory



World Champion Marc Márquez started his MotoGP™ title defence with a victory in Qatar, beating Valentino Rossi in a close battle, with Dani Pedrosa coming home third.

QATAR – Repsol Honda's 21 year-old rider produced a gritty performance to take maximum points despite breaking his leg in preseason and missing the last two MotoGP tests.

In further drama Movistar Yamaha MotoGP's Jorge Lorenzo crashed out of the race lead at turn 15 on the first lap, meaning his season starts with a DNF after he had struggled with grip issues throughout the weekend. Meanwhile, after eight laps the race was over for Stefan Bradl who had led the contest for several circulations. Coming from seventh on the grid and taking advantage of Lorenzo's crash and some errors ahead of him Bradl was writing headlines for LCR Honda but perhaps the pressure of Marquez and Rossi on his shoulder was too much as the German slid off the track.

Indeed, Márquez and Rossi then went on to have a great fight which went down to the last lap and saw the Spaniard outpace the Italian by 0.25s – with Pedrosa three seconds back to complete the podium.

An excellent ride for Aleix Espargaro saw him take fourth on his debut for NGM Forward Racing on their 'Open' Yamaha. Espargaro cashed in on crashes for Alvaro Baustista (GO&FUN Honda Gresini) and Bradley Smith (Monster Yamaha Tech 3) as they fell out of the podium hunt.

Andrea Dovizioso and Cal Crutchlow did well in fifth and sixth respectively for Ducati Team, though Crutchlow finished 16 seconds behind his teammate after almost running out of fuel on his debut for the Italian factory.

A good first premier class race for Scott Redding (GO&FUN Honda Gresini) saw him beat fellow 'Open'

Honda equipped rider Nicky Hayden (Drive M7 Aspar) to seventh by a 0.035s margin.

The top ten was rounded out by Hayden's compatriot Colin Edwards (NGM Forward Racing), riding his first race as a 40 year-old, and Andrea Iannone (Pramac Racing) who recovered well from a fall on the last corner of lap two. A mistake from rookie Pol Espargaro (Monster Yamaha Tech 3) with five laps to go saw him drop down to 15th and then pull into pits shortly after. The riders will reconvene for the next race at the Circuit Of The Americas in three weeks' time. The race in a quote from the podium finishes

Marc Márquez:

I'm very happy with the victory because I didn't expect it! "The battle with Valentino was so great, I enjoyed it a lot. In the last lap I gave 100 percent – the lap before we overtook one another three or four times. I hope to have some more battles with him in the future!"



Valentino Rossi:

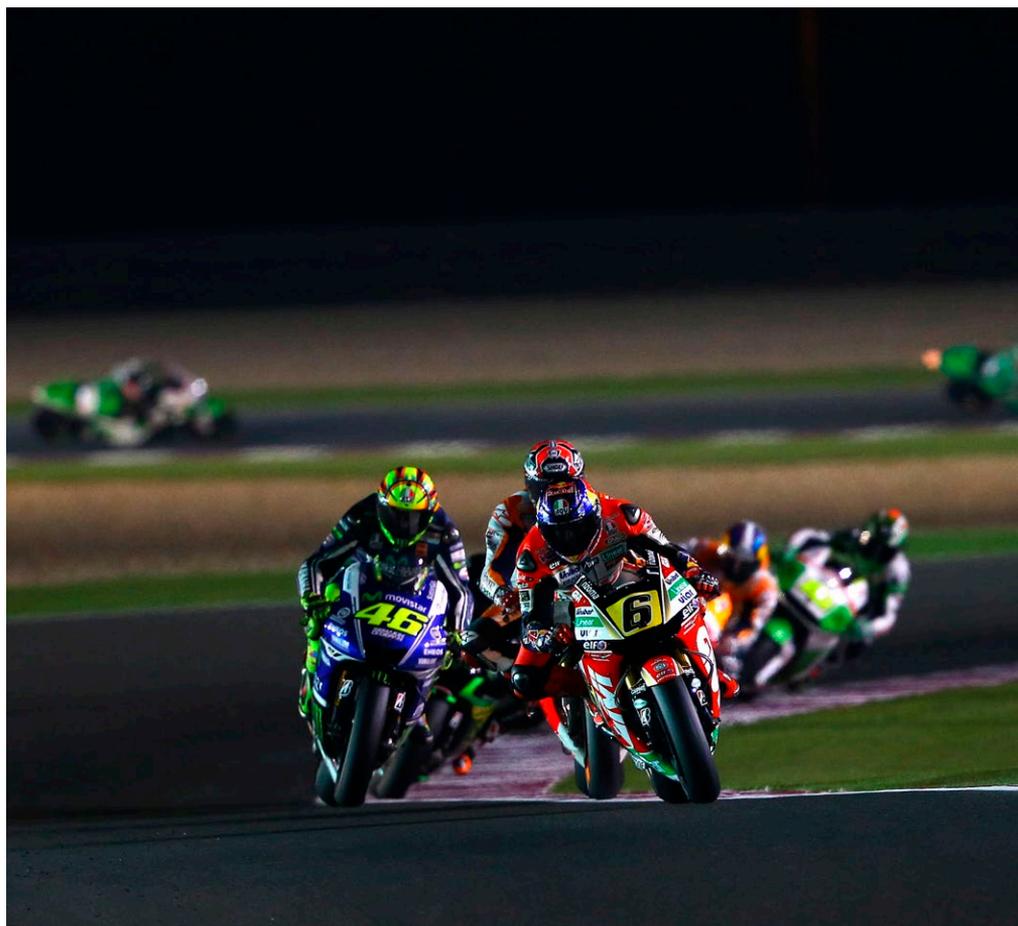
It was a great, great battle, but I enjoyed it a little bit less than him (Marc) because I arrived behind!
“My race was a lot of fun and I enjoyed it a lot, starting from the fourth row. I had to take risks and make all the right overtakes. I think I had a chance to win, but Marc was stronger than me and I finished second. Anyway it’s a great result to open the season.”

Dani Pedrosa:

I didn’t start too well. In the opening laps I was a bit far back in the group and some riders were crashing.
“Also at the end with Álvaro. So they were difficult conditions today, but anyway it was a good race for me at this track because I always struggle here so to start the season with a podium is great and we’ll just try to move on from here.”

Source Text: motogp.com

Source Quotes: redbull.com



Sandman sez

In the ongoing stage of the passage of time, we each may have a scene in which we participate and gain recognition, whether local, statewide, national, or, as a result of social media, worldwide. This is akin to the concept that each of us will have fifteen minutes of fame. True for some, but for the huge majority of folks, it's a carrot being held out there, forever entertained in the back of our minds but never realized. Let's face it, most of us pursue our pursuits for personal satisfaction, never expecting recognition from anyone but ourselves. And that is exactly where our pursuits belong.

It's better to focus on the immediacy of our ride. To take the next turn a tad better than last time. To nick the preferred apex of this turn while maintaining focus on the exit spot and accelerating to it with a half-inch to spare and then accelerating into the straight just enough to keep the rear wheel under control before realizing full throttle as we straighten out.

But in reality, our "track" is cut in

half: we must stay in our lane, never crossing into the netherworld of wrong-lane maneuvering. And our speed is tempered by those pesky signs that suggest, no, DEMAND that we progress at no greater pace than grampa and gramma on a Sunday afternoon sightseeing excursion. But that's OK; there probably is a reason for the limit and we, as ordinary citizens, know not what lays ahead. Who ascertains the appropriate speed in any given area? Or determines where the double yellow lines should be. It's glowingly obvious that these are logically determined for the protection of the masses. And we, as upstanding citizens, recognize that government knows best. Is there any other logical assumption? If so, I wish someone would enlighten me!

Actually, common sense decreases as population increases. Or so it seems. Some folks must feel they are above the laws and regulations for the masses and deliberately break all laws. I think others feel resentment and anger at those folks and try to take revenge (an example of road rage). Others seemingly are pissed at everyone in general (another element

of road rage). Others couldn't give a hoot who cares what (still another approach to road rage). Makes for a real mess. The conclusion? Go West, Young Man. Middle Aged Man. Old Man. There is less population. Yep. That's the place to go. Out West. Therein With survive the vestiges of American values: personal responsibility and pride in country. A nice dream, but how many of us will actually up and leave? Yours truly included.

The takeaway from all this rambling? We riders of motorcycles are another representation, like it or not, of the American spirit of liberty and freedom. We scare some folks just by being on a bike. We are not necessarily rebels (ala Marlon Brando in The Wild One [it's all his fault!]) but simply pursue the freedom of the road. Rather like the cowboy heading west. Tempered, however, by a credit card, motels, eateries, gas stations, potties and available water. And still we are living on the wild side compared to everyone else. Ain't that a hoot!?

Ride On!!

Sandy

NIGHTFALL IS COMING!



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2014 SCHEDULE

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July 12 - One Horse Town

August 9 - Front Porch Junkies

September 13 - One Night Stand

October 11 - Blackbird Revival

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Jarrett Little Memorial Ride



Detrett Little Memorial Ride

March 15th

Registration begins at 11am at
Covington City Park,
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Proceeds from the event will go to the
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For more information, please contact:
Frank Stevens: detstevens@yahoo.com
706-463-8615



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