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MAGAZINE

September 2011

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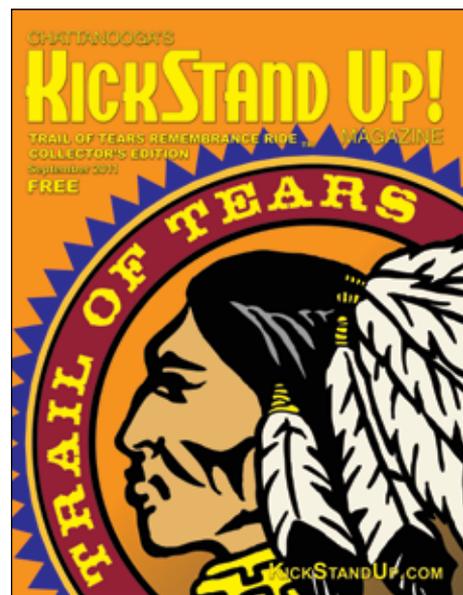
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ROAD MAP

Road Map Photo: Trail of Tears 2008
 Hwy. 41 going towards Jasper, TN
Photographer: Kim Teems
www.HippyChickKim.com

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Cover: September 2011
**TRAIL OF TEARS REMEMBRANCE
 RIDE COLLECTOR'S EDITION ISSUE**



FROM THE EDITORS

As far as I know, this is the first time that an entire magazine has been devoted to the Trail of Tears Motorcycle Ride (TOTMR). I'm proud to be a part of telling the story of the "Ride" and the man who started it, Bill Cason. In this Trail of Tears Collector's Edition we will give you facts that you probably never knew about "The Ride," "The Man," and the many volunteers and board members that make this event what is has become, the largest organized motorcycle ride in the world.

I have had the honor to call Bill Cason my friend for a number of years now. He is a humble, quiet spoken man who shuns the spotlight. In preparation for this issue, he invited me to his home in Jasper and answered all my questions for four and a half hours. That is the longest taped interview he has ever given. While he liked the idea of an article about the TOTMR, he wasn't too excited about a story about him; that's just Bill. Sorry Bill, your life story is in here too.

Although this magazine deals with the Trail of Tears Motorcycle Ride, we can't forget the reason behind the ride. It is important for us to remember our history accurately, whether it be good or bad. Allowing revisionist history is a bad thing. We as a people are less likely to make the same mistakes in the future if we know the truth about our past. The Indian removal was America at it's worst. As a white man, all I can do is lower my head in shame when I read about the removal of the five civilized tribes from their homelands. This was a dastardly deed carried out by our federal government and brought about by greed. They stole land from peaceful, civilized people and God will judge the men that made those decisions harshly.

**I will draw thorns from your feet.
We will walk the White Path of Life together.
Like a brother of my own blood,
I will love you.
I will wipe tears from your eyes.
When you are sad,
I will put your aching heart to rest.
Cherokee Travelers Greeting**

If you have never ridden in the Trail of Tears Motorcycle Ride I encourage you to do so. If you are not a rider come downtown to West 20th and Broad Street and see the riders as they leave on their journey. It's an impressive sight to see and hear. Buy a t-shirt, support the scholarship program. Unfortunately, I will not make the TOTMR this year. At the time the ride leaves Chattanooga, I should be leaving Wall, South Dakota heading to Red Lodge, Montana. Check out our KickStand Up! Facebook page to follow along with us. We will be posting a daily blog and photos from the day each evening.

**Until Next Month,
LTRAKB,
Ronnie "Rock" Land
Ronnie@kickstandup.com**

By now, if you're like me, you've quickly flipped through this issue of KSU looking to see what you'll read first and wondered – what the heck? Where's the motocross, adventure rides, and Families that Ride? Well, not to worry! KSU will be back in its original format next month. In the mean time, what you have in your hands is the result of hours of interviews and research into Chattanooga's own ride, The Trail of Tears Motorcycle Ride. With ride leader and originator Bill Cason's support and gracious help, we bring you the first KickStand Up! Magazine: Trail of Tears Collector's Edition. Filled with information about the history of the ride, behind the scenes, photos from the past, and more; I hope you'll enjoy it as much as I have helping create it.

My first memory of the Trail of Tears was in 2001, just after the tragedy of September 11. 9/11 had happened a little over a week before the ride was scheduled and rumors were flying: Would the ride still go on? Would fuel still be available? Were we going to war? Fear and uncertainty were in the air, but that didn't stop Bill Cason and thousands of motorcyclists from riding that year. If anything, it spurred them on. I've never seen so many flags flying proudly from motorcycles of all types. In fact, 2001's TOTMR was the largest ever with 65 miles of motorcycles. I will never forget that day and the feeling of hope I felt as I snapped photos of the riders flowing past me in a blur of red, white, and blue. God Bless America and every motorcyclist and person there. America would prevail!

Since that time, I've continued to share in the awe of the TOTMR. Many times I've gotten up early to ride ahead and find the perfect spot to shoot photos as the ride blows past me. After all these years, it still gives me a thrill.

In the week before TOTMR, Chattanooga comes alive with the rumble of 40,000+ riders coming into town from all parts of the United States. There'll be lots going on so be sure to check out our events page for all the TOTMR Pre-Ride Parties and Kick-Offs. From country music in the mountains with Jim Oliver's Smoke House to Southern Powersports and Thunder Creek Harley-Davidson, you're sure to find something of your taste. I, myself, am looking forward to seeing Mother's Finest at Thunder Creek's TOT Kick Off Party, but, then again, to be in front of Jim Oliver's Smoke House the next morning as the bikes go by sounds nice too...hmmm...perhaps I'll see you somewhere!

I hope you'll enjoy our special issue of KickStand Up! Magazine. It's been a blessing to put this issue together. It's also been an education and a reminder of the tragic past, but I hope that it may bless our future with wisdom so that it will never happen again. I leave you with this Cherokee prayer, which says it completely.

"Oh Great Spirit, who made all races, look kindly upon the whole human family and take away the arrogance and hatred which separates us from our brothers..."

**Kim "HippyChicKim" Teems
kim@kickstandup.com**



**2011 TRAIL OF TEARS
REMEMBRANCE RIDE™
Collector's Edition**

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KICKSTAND UP!

The Scenic City's Motorcycle Heart Beat

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August's Winner Stan Obal



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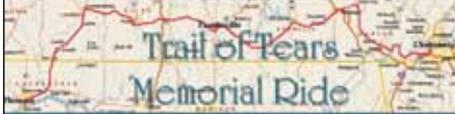
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In The Headlight Roughnecks MC



TOT 2001



The Roughnecks Motorcycle Club is a non-profit brotherhood of active and retired law enforcement, firefighters, EMS and military motorcycle enthusiasts. This rapidly expanding social organization has chapters from coast to coast, including six in Tennessee and two nearby in North Georgia. Besides public safety or military service, a limited number of like-minded riders who share

our values can be sponsored in by a patched member. All members are required to ride an American or metric motorcycle with a 500cc or larger engine.

Each chapter hosts at least one charity fundraising event a year in support of wounded or fallen public safety and military personnel, terminal diseases, burn centers, and other worthy causes. Roughnecks members can also be found supporting charity rides sponsored by other law-abiding clubs.

Hamilton County is one of the newest Roughnecks expansion chapters, having been formed in December 2010. It was started with over 20 charter members, and has several "Prospects" vying for membership. The new chapter's first event is an "In the Line of Duty" ride on September 24th, honoring Chattanooga police Sergeant Tim Chapin, who lost his life in the line of duty on April 2, 2011; and U.S. Army Sergeant John Sullivan, 22, who lost his life in December 2006 while serving our country in Operation Iraqi Freedom.

More information about the Roughnecks MC can be found at www.roughnecksmc.com, or by emailing hamiltonrfr@gmail.com.

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...or they will disappear due to chance or some change in the "stresses" in your life that were causing the health issue....you know.....something very trivial.....oh...i know.....my mattress!.....face the truth....you are wearing out in some spot and treating the symptoms ain't working....

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SGT. JOHN SULLIVAN

U.S. Army • Gave his all 12/30/2006

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The Roughnecks Motorcycle Club is a brotherhood of active and retired law enforcement, public safety, EMS, and military personnel.

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Meet the TOTRAI Board Members

James (Jim) Dunn, current Trail of Tears Remembrance Association, Inc. President, was born in Rossville, GA, on December 7, 1951. A graduate of Rossville High School in 1969; then attended Georgia Northwestern graduating in 1971. Jim then spent a few years in the U.S. Army. After the Army he pursued a musical career spending 30 years playing with various bands across the southeastern United States. Work with the Trail of Tears Motorcycle Ride began in 1998 as a merchandise volunteer and in 2004 became a board member.

Ellen Pittman, current Trail of Tears Remembrance Association, Inc. Secretary, was born in Fabens Texas, September 12, 1935. Ellen attended school grades 1 thru 12 in Marfa, Texas. She moved to Tennessee in 1964. Ellen makes her current residence in Hollywood, Alabama

and has worked with the Trail of Tears for 17 years. She joined the board in 2004. Her hobbies are riding motorcycles and playing and singing bluegrass, country and gospel music.

Charles Peek grew up in East Ridge, TN and attended East Ridge High School. During high school his love of motorcycles originated. Charlie has ridden the Trail of Tears Ride for years and in 2007 began working with the organization as a merchandise volunteer. He joined the board in 2010.

Sammy Myers, currently lives in Jasper, TN. Sam began work with the Trail of Tears motorcycle ride in 1996. In 2001 Sam was elected to the Board of directors.

Charles E. (Charlie) Schaerer was born in Grundy County, Tennessee

on October 7, 1943. He is married to Connie D. Schaerer. They now live in Guild, Tennessee. He purchased a 2005 H-D Road Glide in March of 2006, so they could ride on the Trail of Tears Ride. Charlie has been devoted to the goals of the Trail of Tears Remembrance Association, Inc. ever since. He was made a Trail of Tears Remembrance Association, Inc. Board Member in 2010.

Terry Sweet, also known as Wolfman, has been with the ride since day one. Terry lived in Huntsville, AL and helped coordinate State Trooper escort for much of the early portion of the ride. Wolfman recently relocated to Wisconsin where he works for the State Department of Corrections as a security consultant and is active in local rides and promotes The Trail of Tears Remembrance Ride in the Great Lakes region.

Ken Markham is the Vice President/ Board of Directors for the Trail of Tears Remembrance Motorcycle Ride. He was born in 1953 in Los Angeles, CA and has been an avid motorcycle enthusiast since age 11. He grew up in Southern California and Arkansas, relocating to Marietta, Georgia in 1978 where he still resides. He has a wood-working background, working in the furniture industry his entire career in one capacity or another; currently a manufacturer's representative. Ken has proudly been involved with the TOT ride for the past 15 years, having both Cherokee and Choctaw Native American Heritage. The Markham's relatives were also Oklahoma pioneers having lived there and are buried in the Tahlequah, OK area. He organizes and leads the Official Georgia portion of the TOT ride (The Charlie Maxwell Memorial Ride).

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JOIN THE RIDE AT DESIGNATED STOPS ONLY ! DO NOT jump into a gap in the ride as it is moving.

THIS RIDE IS POLICE ESCORTED ALL THE WAY Police escorts are the ONLY road guards. Leave together and KEEP UP WITH THE PACK. If you leave gaps, cars will enter and separate the pack. You will NOT be protected by Police Escorts if you separate from the ride.

YOU WILL NOT BE PROTECTED BY POLICE ESCORTS IF YOU ARE BEHIND OUR TRAILING VEHICLE or separate from the ride. The trailing vehicle will have a banner designating the vehicle as the end of the ride. If you are behind this vehicle, you may join the ride by safely passing this vehicle and joining the ride.

STAY IN THE RIGHT LANE and RIDE STAGGER OR SIDE BY SIDE The left lane is for police escorts. **STAY OUT OF IT !!!!!!!**

HELMETS ARE REQUIRED Please wear your helmet at all times on this ride. They are required by state law in Tennessee and Alabama.

NO DRUGS OR ALCOHOL This is a non-alcohol ride, please do not bring alcohol with you.

NO WATER HANDOUTS OR HIGH FIVES WITH SPECTATORS This is simply asking for trouble. There are TOO MANY bikes on this ride close together. A small wreck could spell major troubles and injuries.



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This Old School Bobber Chopper was built by Flying Cross Choppers, LLC, of Soddy Daisy, TN. We started this company because we wanted to be involved with something that we passionately loved and could use to serve a higher calling. We meticulously built this chopper from the ground up with a strong focus on quality and function. The tanks and rear fender have a deep, high gloss black finish with our trademarked decal on the tank. The frame, mounts, and brackets were powder coated in a matching high gloss black finish that perfectly compliment the rest of the bike. We made the frame to be strong, clean, and have that cool, cool look that only a rigid can achieve.

The nine-inch wide rear fender hugs the 180 mm rear tire for a beautiful low profile. It's capped off with Ford Model A style chrome duo-lamp taillight. The chrome Springer front end glistens like a jewel hanging around the neck of the bike. It has a 1340 cc HD Evolution motor with a Woods Knight Prowler W6 cam for great power and torque! The bike is light and nimble and the strong motor makes it a blast to ride. It has a leather sprung solo seat and twelve-inch mini-ape handlebars that fall right into your hands as you sit comfortably in the saddle. Riding this chopper evokes a feeling of confidence, adventure, and coolness that permeates your soul and leaves you feeling good.

We used some great local talent to help us on this project; Jason Flaherty of East Brainerd did the paintwork, Autocycle in Redbank did the powder coating, and Stroker's Cycle installed the cam that provides the wicked exhaust note

out of the Rinehart exhaust. Please visit www.flyingcrosschoppers.com for more details and all specifications.

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TOTRAI T-shirt Design Contest

As soon as "The Ride" gets back from Oklahoma, the t-shirt design search begins for the next ride.

The design is done through an online contest and artists from all over the country send in designs. The board votes and the design is selected by March 1st of every year. The goal is to have the shirts available for sale six months before the day of "The Ride." Merchandise is also sold the morning of the ride to riders waiting in line by the "Gator Crew" and at all the stops along the route, including McFarland Park in Florence, Alabama where the day ride ends. There are many local motorcycle shops that buy "Official TOTRAI Merchandise" in advance for sale in their stores. Tees, patches, embroidered caps, pins, rockers, DVD, and even bbq sauce are available online year round. If you enjoy the ride, please support it by purchasing Official Trail of Tears Remembrance Association Inc. (TOTRAI) Merchandise.

WHAT DO YOU GET IF YOUR DESIGN

IS SELECTED?

1st Place Prize is 250 Dollars cash, two VIP Ride passes, two Tee-shirts. Recognition of your contribution at the POW-WOW. The warm feeling in your heart that comes from helping others.

REQUIREMENTS FOR ENTRY

All entries must be of original creation and not previously copyrighted. Entries may not contain clip art in whole or in part of other imagery designed by others (copyrighted or copyright free) All entries must meet technical requirements.

DEADLINE FOR ENTRIES

3:00 PM CST January 6, 2012

NOTIFICATION OF WINNER

The winner will be notified by March 1, 2012

PROCEDURE FOR SELECTION

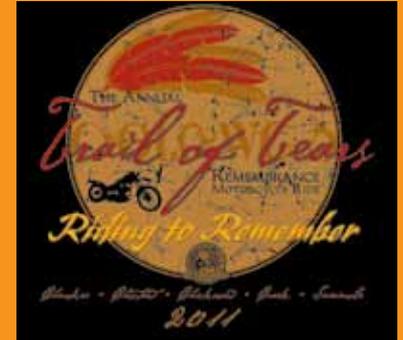
A panel of judges will preview the entries for merit and suitability as a visual image, originality, and how well the design reflects the spirit of the event. The final decision will be made by the Board of Directors of the Trail of Tears Remembrance Association, Inc.

STATEMENT OF RIGHTS

The Trail of Tears Remembrance Association, Inc. Board of Directors

reserves the right to photograph and exhibit all entries. The winning artist will release all rights to the Trail of Tears Remembrance Association, Inc. at which time the winning entry will become the property of Trail of Tears Remembrance Association, Inc. TOTRAI reserves the right to reproduce any works accepted in the competition for publicity purposes. TOTRAI reserves the right to alter or change the design to conform to necessary organization (TOTRAI) standards.

For more information see: <http://www.trailoftears-remembrance.org/tshirt.html>



2011 TOT Winning Design By Russ Evans, Pinson TN

Courtesy of The Cone



If you have ever ridden in the Trail of Tears Motorcycle Ride or been a spectator you may have noticed all the orange cones lining the roads that start on Riverfront Parkway and extend all the way to the foot of Lookout Mountain on Broad Street. I don't have the exact number of cones used, but its' in the hundreds. The cones are provided at no charge by the City of Chattanooga, but they are placed along the route and picked up by a very specialized and talented group of folks called "The Cone Crew." The Cone Crew is made up of members of the Christian Motorcyclists Association (CMA) and they arrive before daylight to start coning the streets.

Once all the riders have cleared the area, The Cone Crew swoops in again to pick up the cones and return them to the city. The Cone Crew sacrifices being able to ride in "The Ride" in lieu of service to others. That's what the CMA is all about.

In Photo From left to right: Frank Poland, Wayne Polk, Al Kaschimer, DeWayne Williams and David Williams.



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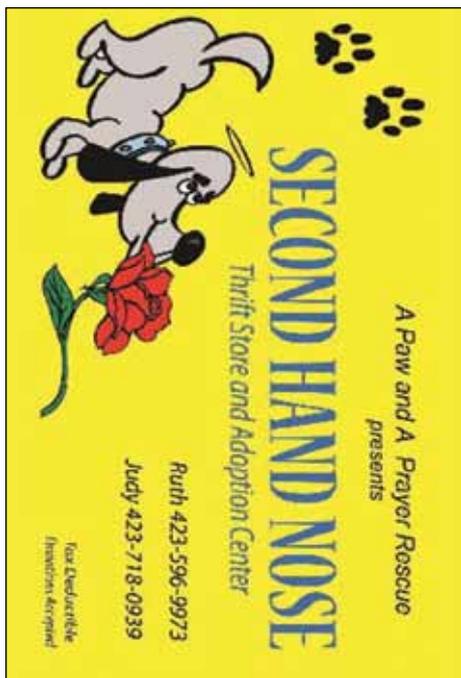
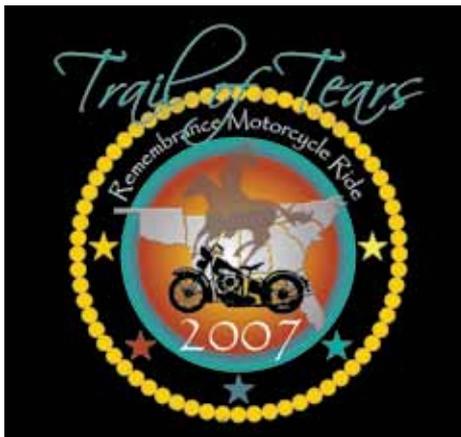
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Kent's CHEROKEE COOKING

The Indian Pioneer Papers was a project developed in 1936. The Oklahoma Historical Society and the history department at the University of Oklahoma started an interview program. The writers conducted more than 11,000 interviews which resulted in an oral history of memories that was 45,000 pages long. The following is from the papers and from an interview with Jennie Hines of Westville.

"The Cherokees at that time lived on the simplest food that they raised at home. Bean bread could be found at almost every table. Hominy, dried corn, dried fruits, and wild meats were their chief food. They did not can much food. There were no fruit jars in this country yet. They usually dried their fruits and meats."

Jennie Hines also noted that when her father would go hunting if he was lucky enough to have a good hunt then he would invite the neighbors over.

"The custom of the Cherokees at that time was to call all of their neighbors together when they had something good to eat."

The Cherokee dined on everything from

wild game and vegetables to assorted fish and tasty breads. Like others in the country, the recipes evolved as more spices and products became available. Today, as with every culture, there are many Cherokee chef's adding a traditional flare to contemporary dishes. For more information about Cherokee cooking visit the Cherokee Nation website.

www.cherokee.org

Cherokee Bean Bread

- 1 cup of cormeal
- 1 cup flour
- 2 tsp baking powder
- 1 tbsp sugar
- 2 cups milk
- 1 cup melted shortening
- 1 beaten egg
- 2 tbsp honey
- 4 cups drained brown beans

Mix all of these ingredients, except beans, thoroughly, and then fold in the beans. Pour into greased, heated pan. Bake at 450 until brown (usually 30 minutes or so)

Recipe via - www.cherokee.org

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. Visit www.thedeckchef.com

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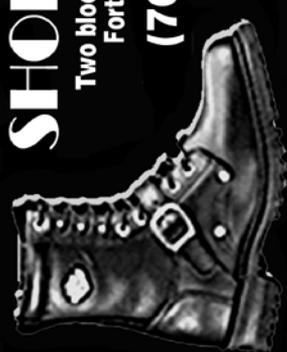
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The Trails of Tears INDIAN REMOVAL

Cowboys and Indians. Growing up I had a vision of what life was like with cowboys and Indians. The savage, half-naked, Indians would loot and burn and try to destroy the poor innocent, helpless white settlers who only wanted to settle the land and live peaceably. This vision of course was the result of many movies and television shows depicting the "true" history of our nation. And of course John Wayne would always ride in to save the day much to the dismay of many fallen Indians.

Oh there were plenty of times that certain Indian nations would be portrayed with honor and dignity. But for the most part, Indians were the common enemy. I wore a cowboy hat, white of course which signified that I was the good guy, and carried a six-shooter as a 6 year old. Most of my friends did. No one ever wanted to be the Indian. A lot of my friends wanted to wear the black hat, though.

But when I look into the actual truth of what happened, I find that the

truth was much more difficult to hear. I found that one of our presidents, Andrew Jackson, signed a law that moved thousands of Cherokee Indians from Georgia and Tennessee to Oklahoma. As I write these words, I read them over again. So they moved the Indians from here to there. That sounds unfortunate. But the horror of what happened comes alive as you read the accounts from both the people who were forced to march and the people who forced them. It was October when they started. But walking north towards Oklahoma through Indiana and Illinois in December and January are much different than northern Georgia and southern Tennessee in October. Most were barefoot and without proper clothes or provisions. Many of you have never experienced a frozen river living in the south. But I can tell you that crossing a frozen river with shoes on can be cold. I cannot imagine being forced to cross that frozen river barefoot.

I wanted to write a story of the history of the actual Trail Of Tears.

The Cherokee called it "Nunna daul Tsuny," which is translated directly as The Trail Where They Cried. And cry they did. And so did I as I read the accounts of what happened to The Cherokee Nation. As I started to do my research, I discovered a story of a people who had done everything the "right way." They had settled down into land that had been "given" to them by the King of England when he owned the place. They learned our language, built communities, built businesses, built and worshipped in Christian churches, built schools, and were the very fabric of an American community. In fact they were so assimilated into the white man's culture that they even owned slaves. The only thing that they could not do, was to not be Indians. And they were in the wrong place at the wrong time. You see, they discovered gold in the Georgia mountains, and the Indians were in the way.

In 1830 The United States Congress passed "The Indian Removal Act" which was enacted to remove all Indians east of the Mississippi River. President Andrew Jackson, who was in favor of this act and had personally tried to remove Indians forcibly when he was a general, quickly signed this into law. Although he was not president when this happened, he was instrumental in this deplorable



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Eddie Thorne

action. Tennessee Congressman and statesman Davy Crockett, stood against the Indian Removal Act. His political career was destroyed by that action and he left Washington, D.C. and Tennessee and moved to Texas. Davy seemed to have a knack of standing up for what was right, no matter what the odds.

The Cherokee went to court to stop the action but failed in the Georgia courts. In 1832, the U.S. Supreme Court in a case of Worcester v Georgia, ruled against the United States and Georgia and said that The Cherokee Nation was indeed a sovereign nation and not to be moved. Later however, the government signed a treaty, which lead to the Trail of Tears removal.

In October of 1838, General Winfield Scott took his seven thousand federal troops and started to move the Cherokee out. This quote from, Private John G. Burnett, paints a much more vivid picture of the removal. "I saw the helpless Cherokees arrested and dragged from their homes, and driven at the bayonet point into the stockades. And in the chill of a drizzling rain on an October morning I saw them loaded like cattle or sheep into six hundred and forty-five wagons and started toward the west....On the morning of

November the 17th we encountered a terrific sleet and snow storm with freezing temperatures and from that day until we reached the end of the fateful journey on March the 26th 1839, the sufferings of the Cherokees were awful. The trail of the exiles was a trail of death. They had to sleep in the wagons and on the ground without fire. And I have known as many as twenty-two of them to die in one night of pneumonia due to ill treatment, cold and exposure..."

Private John G. Burnett, Captain Abraham McClellan's Company, 2nd Regiment, 2nd Brigade, Mounted Infantry, Cherokee Indian Removal, 1838-39

Over 17,000 men, women and children were taken from their homes, many by the point of a bayonet, and taken to stockades. The elderly and infirmed, the frail, and the weak, it made no difference to the soldiers who were enforcing the law of the land. These people were herded like cattle and treated with even less dignity.

At first the plan was to ship the Indians out over the waterways out west but so many died that Chief John Ross successfully pleaded with the government to allow the chiefs to lead their people over land.

Although they were allowed to do so, the Army kept soldiers with them to keep them moving. Every day there were fewer provisions and no mercy. Indian dead were sometimes left on the roadside in order to keep them moving. Over the next six months, over 4,000 Indians lost their lives to that trek out to Oklahoma.

I wish that I could find the page in this story that makes this alright. As you look into the facts of this event, you look into the face of greed and feel the bitterness of racism. This is another story in our history in which we should be rightfully ashamed and as a nation ask God to forgive us. For in the end this story like all of history proves the Bible to be correct, as Paul writes to Timothy in 1Timothy 6:10, "The love of money is the root of all kinds of evil."

So as you ride the Trail of Tears motorcycle ride, know that you are not just taking part in another ride. This ride is a ride to remember how a great nation made a great mistake. This is a ride that should remind us of how we need to treat each other, no matter how we look. This should be a ride where we remember to love others as we love ourselves.

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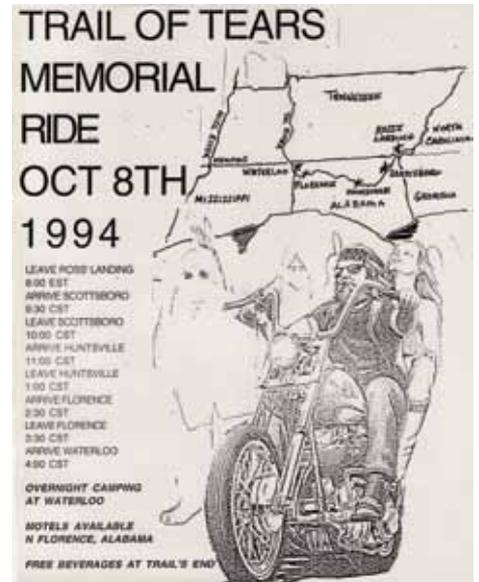
The Definitive Story: THE TRAIL OF TEARS MOTORCYCLE RIDE

The Trail of Tears Motorcycle Ride was birthed right here in Chattanooga, Tennessee. Today, with as many as 150,000 riders, it is the largest organized motorcycle ride in the world. Many of you have participated in this ride at least once, while many have ridden in it year after year. It is a spectacle to behold for riders and non-riders alike. If you have never ridden in the Trail of Tears Ride or if you are not an early Saturday riser and don't venture downtown before daybreak, you most likely never even knew that "The Ride" takes place. Everyone needs to make it a point to get up early on the third Saturday of September and go downtown to see this amazing event unfold. Make sure and take the kids, they seem to enjoy it more than anyone.

The Trail of Tears Motorcycle Ride (TOTMR) was conceived by Bill Cason in 1994 after his long time friend, Jerry Davis, a non-rider, wanted to do something to raise public awareness about one of the Trail of Tears routes that ran from Ross's

Landing in Chattanooga to Waterloo, Alabama. This unrecognized route was called the Drane/Hood Route. Bill Cason, being a lifelong motorcyclist, suggested a motorcycle ride to help bring about this public awareness.

From the minute the TOTMR was conceived, Bill Cason took the reins and set out to make it a success. His ride was planned for two months in advance. Bill drew the first flyer by hand [page right] and then distributed them everywhere he could in the tri-state area, especially along "The Ride's" route. Since he was a biker, he knew where to distribute the flyers so that other riders would see them. You must remember that in 1994 there were no local motorcycle magazines like KickStand Up! and very few, if any, regional motorcycle magazines. The internet was in it's infancy and there were few if any motorcycle related sites or pages to announce upcoming events. It was very difficult to promote a motorcycle ride in 1994.

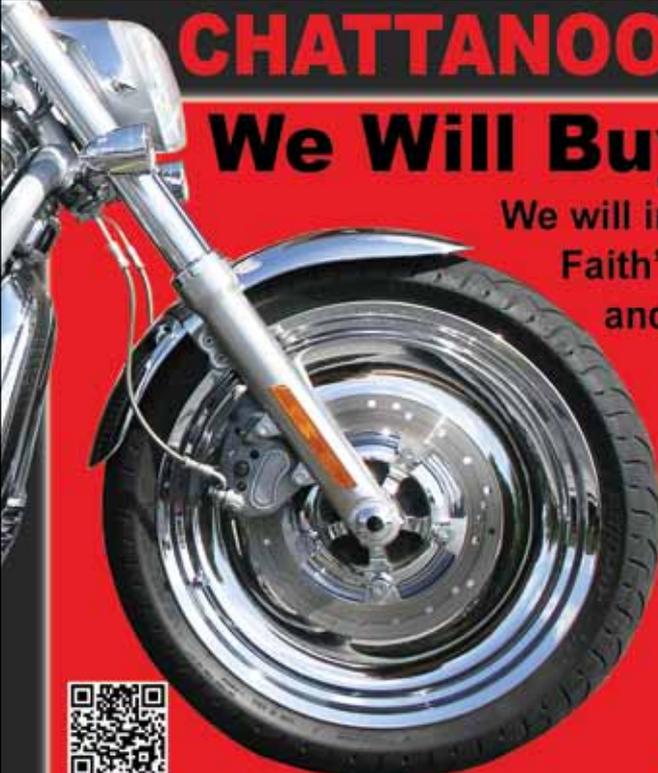


So, in 1994 the first TOTMR was held. Eight riders gathered in Chattanooga to make the historic ride to Waterloo, Alabama. Bill Cason planned and led "The Ride" as he has done for each of

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the past 17 years. Bill rode the route in advance and his flyer had times and places where riders from Tennessee and Alabama could join him. When he left he had no idea how many others would heed the call and meet them at the predefined locations. Bill was pleased when he picked up a few riders in Jasper, Tennessee, and more in Stevenson and Scottsboro, Alabama. By the time the ride reached the Harley-Davidson dealership in Huntsville, they were 50 strong. "The Ride" continued to pick up another 50 local riders between Huntsville and Waterloo. Needless to say, this first ride was not police escorted, so some of the riders acted as road guards to protect everyone as they rode through populated areas. When the 100 riders reached Waterloo a member of the Christian Motorcyclist Association (CMA) said a prayer at the water's edge where the Native Americans were loaded on the boats for the trip westward. They then saddled up and left. The first ride was a big success ending with no accidents or problems.

The second year there were about 25-30 riders leaving Chattanooga which grew to around 150 by the time they got to Waterloo. The third year the mayor of

Waterloo contacted Bill to ask if they could sell t-shirts to make some money for the town. Since "The Ride" didn't have the money to have shirts printed, they told the mayor to go ahead with his plan to purchase and sell the shirts. TOTMR volunteers manned the booth and gave all the money to the town.

Things really started changing in 1998 (4th year.) The TOTMR received its' 501(c)(3) tax status and was now a non-profit organization. A nine-member board of directors was selected and they started selling their own shirts, patches, pins, and rockers right alongside the vendors recruited by the town of Waterloo. The town rented the vendor spots along with selling their own t-shirt.

"The Ride" had grown to the point that navigating through small towns was bad, but Huntsville was a nightmare. There was no by-pass at this time and the riders had to travel regular city streets, which was very hazardous to a large group of riders trying to stay together. Bill realized that something had to be done so he contacted the Chief of Police in Huntsville and set up a meeting. The Chief said he would help them get the ride through his city safely.

Continued on page 22

WATERLOO LOCALS SCARED TO DEATH

One humorous event happened in Waterloo on the first ride. Bill had called the powers that be in Waterloo to tell them "The Ride" was coming there and not to be alarmed. Waterloo was very rural, with no police, and a population of around 200. When the 100 motorcycles thundered into Waterloo the locals were scared to death and wouldn't even come out of their houses. The entire city was deserted and looked like a ghost town. I guess the towns' folk had seen the old sensationalistic biker movies about biker's taking over entire towns. But, as Bill put it, "So we just had a prayer and left."

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Have you ever noticed the School Crossing Guards at certain intersections around the set up area of the Trail of Tears Motorcycle Ride. They volunteer their services to help the traffic flow smoothly and to direct riders and others where they can and cannot go. As the riders turn right on Broad Street from 20th Street one particular crossing guard directs the flow with charisma and style.

Continued from page 21

Once the 565 By-pass was completed a few years later, things were much smoother getting through Huntsville. In the beginning Alabama authorities viewed this as a big inconvenience, however, once the economic impact was realized everyone's opinion changed. Cities all along the route were seeing their cash registers ring, but none as much as Madison, Alabama where the ride stopped for an hour for gas and food.

By 2000, motorcycle sales across the country were growing by leaps and bounds and so was the TOTMR. After seven years the board was finally able to install the first road sign marking the route. Two hundred fifty of these markers would be installed

over the next few years until this entire Trail was marked.

September 11, 2001 was the catalyst for the largest Trail of Tears Motorcycle Ride ever. After the attack on our homeland, Americans and especially bikers were mad and looking for any way they could to show patriotism. The entire country was shut down, with no planes in the air or mass transit, but "The Ride" went forward just ten days after 9/11. The entire route was lined with citizens with their kids and flags. People were standing on every overpass waving to the riders and waving their flags. It was a sight to behold. According to the Alabama State Patrol there were 65 miles of motorcycles. 2001 was also the first year that Bill led 200 riders all the way to the Indian Nations in Oklahoma.

The TOTMR progressed and grew until 2005. After that ride, the board realized that there had been too many t-shirt vendors in Waterloo and they ended up not selling what they had printed. This put the next year's ride in jeopardy due to finances. You see the TOTMR had always paid for all the expenses that the town incurred, from the utilities to the porta johns and everything in between. This had been happening since the second year. Now the town and its' vendors were making all the money and "The Ride" was in danger of not being able to finance itself for the next year.

In early 2006, then Board President Perry White, contacted the mayor of Waterloo and discussed the problem with him. Bill asked that the mayor limit the number of t-shirt vendors and sell more spots to food vendors since there never was enough food on site. The mayor agreed at first, but then reneged after the official flyer was mailed out. At this late date he thought that Bill would have no choice but to bring the ride into Waterloo as advertised. History has shown that he was wrong. The board met and voted unanimously to change the ending point of the ride to Florence instead of Waterloo. The next day Bill was notified that three of the nine board members had changed their minds and were now aligning themselves with the mayor of Waterloo. Politics and greed were running rampant.

In January 2006 Bill was told by the authorities in Madison, Alabama that another permit for a motorcycle ride had already been issued to one of their councilmen. They would not issue Bill a permit for the "Real Trail of Tears Motorcycle Ride." Bill then decided that he would stop the ride in Huntsville instead, but inner state political wrangling was preventing this from happening. The Alabama State Patrol told Bill that he could stop in Madison without a permit, but that about 30 riders from the councilman's ride (that didn't materialize) would be joining Bill's ride. While stopped in Madison, Bill was forced to insert the Madison riders ahead of his VIPs putting them at the front of the pack right behind Bill. The politicians had succeeded in hijacking the Original Trail of Tears Motorcycle Ride led by Bill Cason.

This was the straw that broke the camel's back and the event that caused Bill to change the route in 2007. Bill led the ride safely into McFarland Park in Florence where it ended that year. This started a tremendous political uproar, with the mayor of Waterloo accusing the City of Florence of "stealing the TOTMR from them." Bill

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stated, "The TOTMR doesn't belong to any city, it belongs to the riders. We just do what we can to help them along."

The Trail of Tears Motorcycle Ride was becoming a political football. While Bill and the rest of the board was in Oklahoma in 2006, the three dissenting board members called a meeting and illegally voted the other six off the board of directors. Bill had been voted out of the organization that he helped form. Instead of fighting, Bill and the other five ex-members decided to voluntarily withdraw from the AL-TN Trail of Tears Corridor Association and they formed the Trail of Tears Remembrance Association. After all, Bill had always been the leader of the TOTMR, handled most of the logistics, owned the web address, and had a standing Chattanooga ride permit for the third Saturday in September every year.

The board of the AL-TN Trail of Tears Corridor Association then tried to get a permit for another ride which would start in Chattanooga on the same day as the "Real Ride." Chattanooga would not issue them a permit for a ride on the same day. There were lawsuits by both sides, but in the end Bill Cason and the Trail of Tears Remembrance Association Inc. (TOTRAI) prevailed. In the end no one could deny that

Bill Cason was the originator and leader of the The Trail of Tears Motorcycle Ride.

From 1994 to 2006 the TOTMR had followed the Drane/Hood removal route. This route went from Chattanooga through Bridgeport, Scottsboro, Huntsville, Madison, and ended in Waterloo, Alabama. This removal route was used only one time and was only one of the many Trail of Tears Routes. Through the efforts of the Trail of Tears Motorcycle Ride the Drane/Hood Route was recognized by the State of Alabama and marked as an official Trail of Tears Corridor. To date it is still not recognized by the National Park Service as an "official" Trail of Tears route.

After the political wrangling in Alabama in 2007, Bill Cason and the board decided to change the route to one of the more widely used Trail of Tears routes. The TOTMR now follows the long recognized Bell Removal Route which starts in Chattanooga and goes through Jasper, Tracy City, Monteagle, Winchester, and Lawrenceburg, Tennessee. The Day Ride drops down off of the Bell Route into Florence, Alabama for logistical reasons such as food and lodging. The Ride to Talequah, Oklahoma, starts from

Continued on page 24

TOTMR FACTS

- Some riders start lining up at three or four o'clock although officially the line up start is 6 a.m.
- 80% of funds from shirt and merchandise sales and 20% from sponsors.
- Costs at Chattanooga: Barricades - \$800 / Porta Johns - \$2,000 / Chatt Police - \$300 – Permit - \$100
- The State pays for the TN State Patrol's motor officers that escort the TOTMR.
- One historical marker each year at a cost of \$2200.
- Florence, Alabama spends the following each year on the TOTMR: \$5,000 on Pow Wow. \$2,600 on renting McFarland Park.
- When the prayer starts at the front of the line, the officers start from the back of the pack telling the riders to mount up and start their engines. This way the entire pack is ready to roll once Bill saddles up and gives the signal.

Scan your smart phone here to view video

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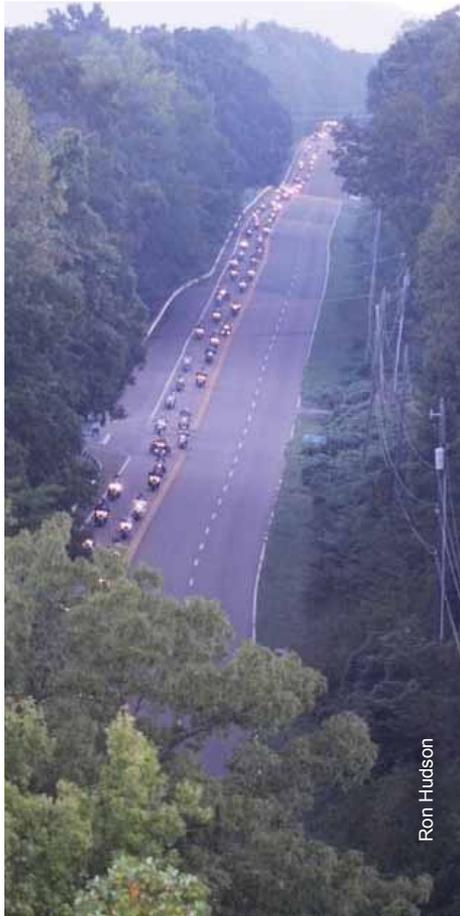
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Continued from page 23

Tuscumbia, Alabama the next day.

Changing the route was a major undertaking. The new ride route was more challenging than the old "parade style riding" down the four lane of Hwy 72 through Alabama. There would be mountains to cross and winding country roads to contend with. Bill had to start from scratch and gain permission from the six Tennessee counties that "The Ride" would pass through. The current TOTMR starts in Hamilton County, then goes through Marion, Grundy, Franklin, Giles, and Lawrence counties. Board President, Jim Dunn called Senator Bob Corker's office and informed them about the new ride plan and asked for the Senator's help. Senator Corker was very familiar with "The Ride" because when he was the mayor of Chattanooga he attended the start of the TOTMR. Senator Corker, made one call and soon Sara Brown, the Tennessee Development Coordinator called Bill and asked him what he needed done. Bill gave her a list of things and she handled everything for him. She arranged for meetings with the officials in every Tennessee county The Ride would pass through. All Bill had to do was attend the



Ron Hudson

meetings and make his case.

For the past four years, the Tennessee counties have welcomed the TOTMR and the new route has been a big hit with the riders. Bill gives much of the credit to the Tennessee Highway Patrol who has helped him every year with logistics and making "The Ride" as safe as possible for the riders. The sheriffs in each county and the police departments in every city they pass through have also been very supportive.

The Original Trail of Tears Motorcycle Ride, led by Bill Cason has grown and become very successful over the last 17 years. It is one of Chattanooga's premier events with riders from all over the country riding in to participate. The economic impact to the cities and states involved is substantial, but the most important part are the scholarships given to qualifying students. The Trail of Tears Motorcycle Ride has definitely earned it's place as a part of Americana.

Ronnie "Rock" Land
ronnie@kickstandup.com



The "Gator Crew" is a dedicated group of volunteers that play a very important role in the TOTRAI organization. They are the Official TOTRAI Merchandise vendors the day of "The Ride." The Crew drives down the long line of awaiting riders on their Gator offering them t-shirts and other items for sale. Since 50% of the total t-shirts sales take place the day of "The Ride" the Gator Crew is indispensable.



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A Cherokee Legend Legend Of The Cherokee Rose (nu na hi du na tlo hi lu i)



gold center represents the gold taken from Cherokee lands, and seven leaves on each stem for the seven Cherokee clans. No better symbol exists of the pain and suffering of the "Trail Where They Cried" than the Cherokee Rose. The wild Cherokee Rose grows along the route of the Trail of Tears into eastern Oklahoma today.

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When gold was found in Georgia, the government forgot it's treaties and drove the Cherokees to Oklahoma. One fourth of them died on the journey west. When the Trail of Tears started in 1838, the mothers of the Cherokee were grieving and crying so much, they were unable to help their children survive the journey. The elders prayed for a sign that would lift the mother's spirits to give them strength. God, looking down from heaven, decided to commemorate the brave Cherokees and so, as the blood of the braves and the tears of the maidens dropped to the ground, he turned them into stone in the shape of a Cherokee Rose.

The next day a beautiful rose began to grow where each of the mother's tears fell. The rose is white for their tears; a



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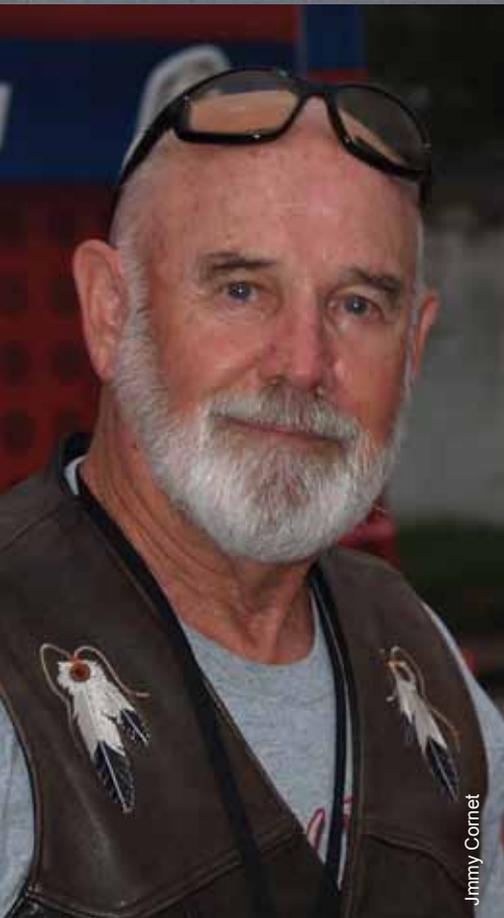
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Ron Hudson



Jimmy Comet

In the Headlight Bill Cason

Bill Cason has been riding motorcycles since he was old enough to get a driver's license, and if the truth were known, he was riding them even before that. Since Bill just turned 73 years old, you can do the math and figure out how many years that's been. Personally, I'm impressed that he's still doing long hauls on two wheels when many younger men have already retired their bikes in favor of a trike or given up riding altogether. The man has motorcycles in his blood. Although Bill has been riding Harley-Davidsons for years, like most, he has owned a couple of other brands out of necessity (\$\$.)

Bill was born in Huntsville, Alabama, but growing up he lived all over the TVA region. His dad was a pipe fitter and as new TVA projects were started, he moved his family near the new site. He attended Knoxville schools from the first to eighth grades. Bill went to Roane County High School in Kingston, Tennessee. When he was 16 his family moved to Johnsonville, Tennessee, but Bill stayed behind to finish high school and lived with a friend and his recently widowed mother. He had no car, but he managed to go in halves with his buddy and they bought an old '53 Panhead from a wrestler that had ridden the bike all the way from California. Bill told me, "it had as much oil on the outside as it did on the inside."

Bill worked many jobs as a kid. He was a caddy at the Holston Hills Country Club in Knoxville, had a paper route, and he dug stumps (by hand) for his dad at home after school. His dad figured it would keep him out of trouble. Like most, Bill didn't know what he wanted to be when he grew up but, "I knew what I wouldn't be, and that was a pipe fitter." As you will see later, that's exactly what he became, a pipe fitter. Bill chose not to return to high school to finish his senior year. Instead, at 17, he went to work for TVA. He bought his first car, a 1953 Ford Coupe with an Interceptor engine. Bill went to summer school to get his high school diploma.

Bill joined the Army Reserve to keep from being drafted and being sent to Korea. Then, they activated his Reserve Unit. After talking with an Air Force recruiter he joined the Air Force for four years which got him out of the Army Reserve. He was trained as an aircraft mechanic in Texas and spent his tour of duty in Salina, Kansas at Schilling Air Force Base Strategic Air Command. Before long Bill was crew chief on his own B-47 Bomber. In Kansas, he got married and raised a stepson. Bill's dad told him that now that he was married he needed to get a career where he could make more money than the military was paying to support his family. He left the Air Force and moved to Sheffield, Alabama where he worked in the apprentice program to become a pipe fitter. Bill moved his family to Huntsville where he worked at Redstone Arsenal. After 20 years of marriage he and his wife divorced and Bill moved to Scottsboro where he bought a Yamaha

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motorcycle. As Bill put it, "I just needed a motorcycle in my life."

Bill met his current wife Paulette in 1980. She also worked for TVA. They married in 1981. As Bill puts it, "they have been the best 30 years of my life." Bill was blessed and had the wonderful opportunity to be a step-dad for a second time. This time to a daughter named Bridgette. She was in the third grade when Bill and Paulette married. Bill retired from TVA in 1998. Until recently, Bill and Paulette lived on a 15 acre mini farm in Whitwell, Tennessee, but a year ago they sold the farm and moved to the teeming metropolis of Jasper, Tennessee. Bill is retired, if you call managing and leading the world's largest motorcycle ride and the yearly Marion County Toy Run retirement. Paulette has ridden with Bill on every Trail of Tears Motorcycle Ride except the one last year. She missed the 2010 ride due to helping her mother who had fallen and broken her leg and arm. I cannot go without mentioning Bill's best friend (besides Paulette, of course), his dog Dolly. She is a Jack Russell Terrier and she is at Bill's side every chance she gets.

Ronnie "Rock" Land
ronnie@kickstandup.com



Trail of Tears Scholarship Recipient Emily Beech, 2010 University of Tennessee at Chattanooga Graduate, with Jim Dunn and Bill Cason

TOT SCHOLARSHIP FACTS

Three recipients have gone all the way through college and graduated.

Currently have students on scholarship at: UTC, Chattanooga State, University of Alabama, at Tuscaloosa, Northeastern State University - Tahlequah, OK, Oklahoma State - Okmulgee, OK, Eastern Band of the Cherokee - Cherokee, NC

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2011 ROUTE

The Trail of Tears Remembrance Ride will start in Chattanooga, TN, and follow Scenic Highway 41/72 around

Lookout Mt. to Jasper, TN. In Jasper the ride will leave the Drane Hood route and follow Highway 41 to Monteagle, TN. This route is one of the most scenic and historic routes in the state. As the ride comes off Monteagle Mountain, it will pass through Cowan, TN and on to Winchester TN. We will take Highway 64 at Winchester which is the Bell Removal Route. This route went from Calhoun, TN to Memphis, TN. We will remain on the Bell Route to Fayetteville, TN where we will stop for lunch, gas, and restrooms. Official Trail of Tears Remembrance merchandise will be available during our stop at the Fayetteville Junior High School. We will depart at 11:30 or 12:00 C.S.T.

Upon departure we will follow Highway

64 to Pulaski, TN, the only point at which two land removal routes cross; the Benge and Bell routes. This is a very historical point on the Trail of Tears. We will continue on Highway 64 to Lawrenceburg, where the Trail of Tears was routed through downtown. Lawrenceburg holds a Trail of Tears reenactment each year in November. From Lawrenceburg we will head south on Highway 43 to Florence, AL and the end of the main ride at McFarland Park.

Thank you for riding with us and supporting Native Americans.

**Ride Leader and Originator,
Bill Cason**



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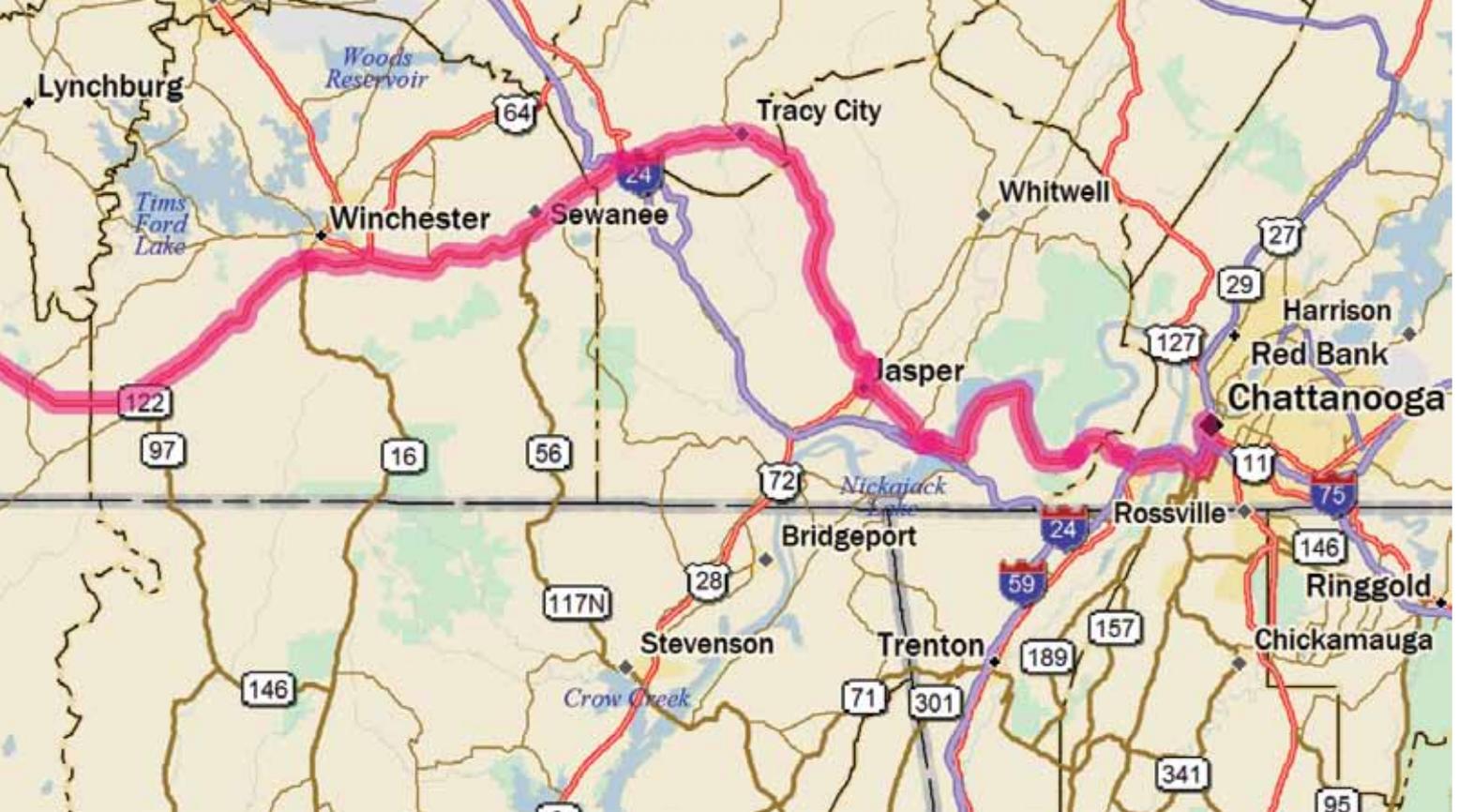
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2011 Main Ride Schedule

We will ride "Rain or Shine" Always on the 3rd Saturday of September. Meet on Riverfront Parkway, Chattanooga, TN. Leave 8am EST (West on Martin Luther King Blvd. to Riverfront Parkway). CMA will provide free coffee & snacks while they last.

PLEASE JOIN THE RIDE AT THE DESIGNATED STOPS, DO NOT TRY TO JUMP INTO A GAP WHILE THE RIDE IS MOVING.

GAS, LUNCH, AND REST STOP
 Fayetteville Junior High School,
 Wilson Parkway (ON THE BYPASS)
 Fayetteville, TN (aprox. 100 miles)
 Arrive 10:00 a.m. CST

SATURDAY'S RIDE END
 McFARLAND PARK
 Florence, AL (aprox. 98 miles)
 Arrive Approx. 2:30 p.m. CST

Total Mileage of ride aprox. 200 miles

Free 3 Day POW Wow,
 Friday, Saturday, & Sunday
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(END OF SATURDAY'S OFFICIAL RIDE IS IN FLORENCE AT McFARLAND PARK)

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 We will have a rescue vehicle at the end of the ride, that will be aware of individuals wishing to join the group. **He will back off and allow bikes to enter, AT THE REAR ONLY!**

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- Tracy City - Empty Lot across from the BP and Dollar Store
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- Lawrenceburg - On Hwy 43 Story and Lee Furniture Store parking lot in Leoma

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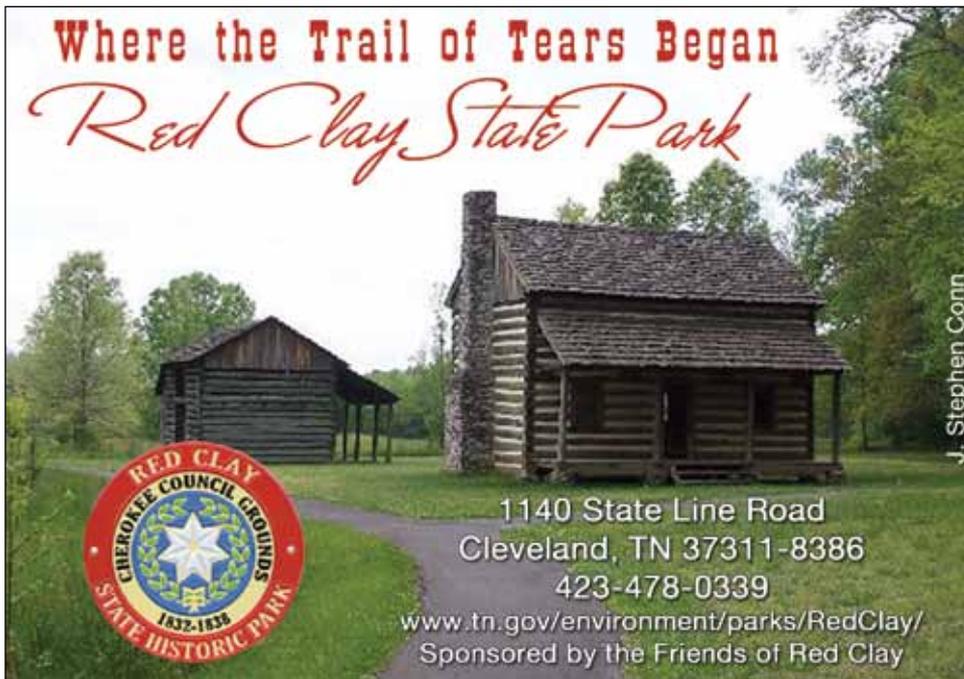
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to meet for any reason other than to treaty away their land. At the time the Cherokees were a civilized nation, far from the wandering nomads first encountered by the early European explorers. Their capitol in New Echota, north Georgia, was set up with a constitution and political system patterned after that of the United States. They had Christian churches, schools, and a newspaper, the Phoenix, in both Cherokee and English.

The Cherokees found temporary refuge here at Red Clay, just over the Georgia line into Tennessee. Here was the actual beginning of the infamous "Trail of Tears," as the Cherokees finally accepted their unhappy fate and began the long dreadful march to new settlements in the Oklahoma Territory. Thousands would die along the way before they ever reached their new home.

J. Stephen Conn

See Map Below For Directions

From the years 1832-1838, Red Clay served as the capitol of the Cherokee Nation. It is located about 12 miles south of Cleveland, on the extreme southwest corner of Bradley County, with the Georgia-

Tennessee state line forming its southern boundary.

In 1832 the state of Georgia stripped the Cherokees of their political sovereignty and made it illegal for them



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JUST THE FACTS MA'AM

I've always been a Jack Webb fan and when I sat down to write this piece on my years of involvement with the Trail of Tears Ride, I just wanted to present it Jack's way. Just the facts.

PLANNING:

Christian Motorcyclist Association [CMA] began planning their portion of the 2005 TOT ride in, January 2005, with the first officers meeting. Chapters across the country were contacted to prayerfully consider coming to help. From previous year's numbers, the goals were set to raise the needed funds to serve the riders who come to TOT. The Chattanooga chapter coordinated the CMA presence at the start of the ride.

EXECUTION:

In the month leading up to the ride, the Chattanooga Chapter (CCWOW) bought all the needed supplies

CCWOW PROVIDED:

4800 bottles of water, 1500 packs of cookies (hand-baked by local church members), 2000 sausage biscuits, 1500 "Bike Blessing" packets, 2000 packets of hot chocolate mix, 8000 cups for coffee or hot chocolate, 6 boxes of Sweet N Lo, 24 dispenser containers of creamer, 24 dispenser containers of sugar, 100 bags of ice 4000 napkins, 24 rolls of paper towels, and several boxes of cleaning supplies.

EQUIPMENT USED:

6 turkey fryers (to make coffee) including extra propane bottles, 10 coaster wagons (to haul bottled water) borrowed from the Barn Nursery, eight 6' tables, 18 5 gallon coolers (for coffee), 6 large coolers (to haul sausage biscuits), Racks, boxes, containers for distributing all the coffee, cookies, and biscuits, CCCWOW Chapter trailer, 2 ATVs, 4 pickup trucks, Cone trailer, 1000 watt generator, and a ton of other "things" it took to put it all together 500 road cones (how did you think they got put out on Broad Street?)

CMA MEMBERS:

CMA members came from across the south and some from the Midwest to help. In 2005 they came from chapters in the following states: Tennessee, Alabama, Georgia, North Carolina, Louisiana, Florida, Kentucky, Mississippi, Indiana, and one CMA member who rode in from Michigan.

There were CMA members working as early as 3 am on the morning of the ride to get everything ready. The youth at White Oak Baptist Church stayed up all night baking biscuits and cooking sausage. There were 6 tables set up to serve

coffee as the bikers arrived and got in line for the ride. Others gave out cookies, biscuits, bottle water, and teams walked among the bikers praying with bikers asking the Lord to deliver a blessing on them and their motorcycle.

WHY?

CMA is a ministry focused on bikers and when bikers congregate CMA is there. Trail of Tears is such a special ride. I loved the years I spent working the ride and the years I was blessed to be able to ride in the ride. Bill Cason allowed us such latitude to be there and to reach out to the motorcycle community.

Those are the facts, plain and simple. A whole lot of people brought in a whole lot of stuff for about 2 hours of sheer organized madness to serve a whole lot of coffee in just under 3 hours was a feat unto itself.

Just the facts ma'am, just the facts!

Harry T. Stone served as the Chattanooga Chapter President from 2003 to 2009. During his years as president, the Trail of Tears was at its largest. While still active in CMA, he now also runs the Bicycle Racing/Triathlon Moto Support Team "The Purple Wing."

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THE RIDE TO OKLAHOMA

The first ride to the Indian Nations in Oklahoma happened in 2001.

Most of the board members hoped to visit the Cherokee Nation, but they were first invited by the Choctaw Nation in Eagletown, Oklahoma in 2001. The City of DeQueen, Arkansas invited them to stay there since they were the closest city with lodging to Eagletown. Choctaw Chief Pyle welcomed them to the Choctaw Nation. Bill describes this visit as "an amazing experience."

In 2002, the TOTMR was invited by the Cherokee Nation. Vickie Karhu and Barbara Gurty were instrumental in helping secure this invitation. The Ride was also invited to the Cherokee Nation in 2003.

In 2004, The Ride was invited to visit the Chickasaw Nation in Tishamingo,

Oklahoma. Sharon Nelson with the Trade and Convention Center helped with this invitation.

From 2005 to 2009, The Ride were guests of the Creek Nation in Okmulgee, Oklahoma. Vickie Karhu and Jamie Soback helped with securing this invitation. Bill met 2nd Chief Alfred Berryhill on this trip. The Chief had one special request. He wanted one of those things the biker's wore on their heads (doo rag.) Bill was happy to fix him up with an Official TOT doo rag.

In 2010 and 2011 the riders' were invited again by the Cherokee Nation. Barbara Gurty who was now over the Heritage Center helped in securing these invitations.

Ronnie "Rock" Land
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Oklahoma Ride Schedule

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Stop # 3 Helena, AR

Lunch stop
Leave 2 p.m. CST
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Stop # 4 Pine Bluff, AR

Gas stop
Leave 4:30 p.m. CST
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Stop # 5 Hot Springs, AR

Overnight stop
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Chattanooga TN, according to the 2010 census ranks as the 139th largest city in the United States with a population of 167,674 residents. But when it comes to motorcycles, we are indeed number 1! We have the greatest roads. We have a very friendly city towards motorcycling. We have the Trail of Tears ride. By the way, it's happening this month in case you didn't know. We have Kickstand Up! Magazine. We have great riding associations and clubs.

And we have the largest volume Honda power sports dealership in the world. That's right folks, Southern Powersports is now and has been for the past 7 years the largest volume Honda dealer in the entire world right here in Chattanooga.

So what does the world's largest volume dealership look like? It looks like 100,000 square feet of showroom for new and used motorcycles all in one place. It looks like 12,000 square feet of parts showroom to stock anything that you might need or desire for your motorcycle, ATV or apparel. It looks like a very family friendly place to save you money on the most dependable name in motorsports.

They have also been for the last seven years the largest single seller of Honda

Gold Wings, the class leading touring motorcycles year in and year out. This year they already have over 20 in stock of the newly redesigned 2012 Gold Wing. Interested in the best ATV you can get, but would like to test it before you buy? They just set up a new test track for you to try out the Honda products.

So if you are interested in a new or used Honda or you need that extra piece of chrome or something special for you, come on out to Southern Powersports to enjoy a buying experience where size does matter. And it saves you money. If you're not sure what kind of Honda you want, then make sure to catch their Demo Day on Saturday, September 17.

Be sure to check drop by on Friday, Sept. 16, for Southern Powersports Trail of Tears Kick Off Party. You'll be glad you did!

**1408 Workman Road
Chattanooga, TN 37407
(800) 959-5432
Open Weekdays 9 a.m. - 6 p.m.
Sat 9 a.m. - 5 p.m.**

**Open late Friday
September 16th till 8 p.m.
www.SouthernHonda.com**

**Check out our music & open stage
For directions go to our web site at
themilleatameapizza.weebly.com**

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Sept. 17th Southern Honda Demo Day!

Come out and ride all of the newest Honda motorcycles/ATV's. KZ106 on remote providing the music and free lunch provided 12-2pm! 408 Workman Rd. in Chattanooga. 423-867-7541

Sept. 17th Southern Honda Trail of Tears

Kickoff Party! Southern Honda invites all Trail of Tears riders to come check out the store from 6pm-8pm! 423-867-7541

WANTED: LATE MODEL PRE-OWNED

motorcycles, if you are interested in selling your motorcycle we would like to speak to you. Contact us at Thunder Creek Harley-Davidson 423-892-4888

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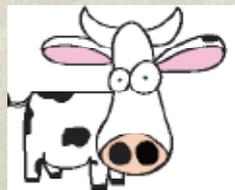
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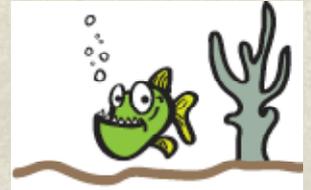
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Advertisers in the Headlight Best Western & City Café Diner

Best Western Heritage Inn of Chattanooga welcomes motorcyclists and they want you to know it! Conveniently located on Lee Highway, just off I-75 and one block from Thunder Creek Harley-Davidson, Best Western is offering a special TOT/KSU rate of \$69.99 + tax if you're a rider and you mention their ad. Locally owned and operated, they have 100 hotel rooms to choose from, including a room with three beds (TOT/KSU special \$89.99 + tax) and rooms with heart shaped tubs. Pets are welcome and you will love their

friendly staff and full accommodations.

Or if you are local and don't need a room, but have a club or group that is looking for a place to have meetings, a Thanksgiving or Christmas party, or any type of gathering, Best Western Heritage Inn has two banquet rooms available for rent, one that holds 60 people and a larger room that holds 150 people.

City Café is located onsite at the hotel. With a menu of over 360 items and a well trained, customer service oriented staff, not only are they a fabulous place to eat, they also cater and would love to

hear from you now to schedule your party plans. If you haven't had one of the mouth watering, giant slices of cake served at City Café, don't wait another minute. They are open 24/7 and can't wait to serve you!

Best Western and City Café are located at 7461 Lee Highway. Call them at (423) 899-3311 (BW) or (423) 485 8222 (City Café) or find them on the web at <http://www.bwchattanooga.com> or <http://www.citycafemenu.com/>. [Scan the QR code with your smartphone on ad below to go to their web sites]

Kathy Kile
kathy@kickstandup.com



Paul Watson

Welcome Trail of Tears Motorcycle Riders



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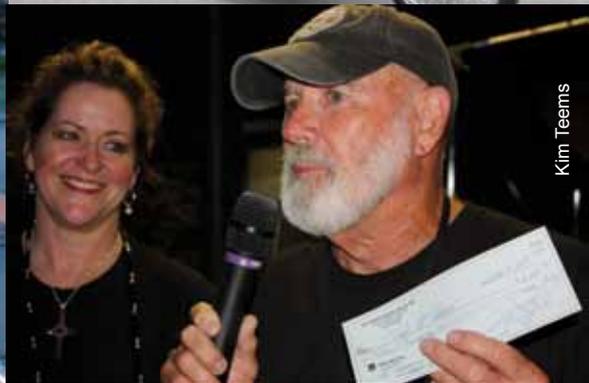
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**TOT Kick Off Party
at Thunder Creek
H-D 2009**



Kim Teensis



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See more photos at HippyChicKim.com





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