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September 2012

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COLLECTOR'S EDITION**

The 19th Annual

TRAIL OF TEARS
Remembrance Motorcycle Ride

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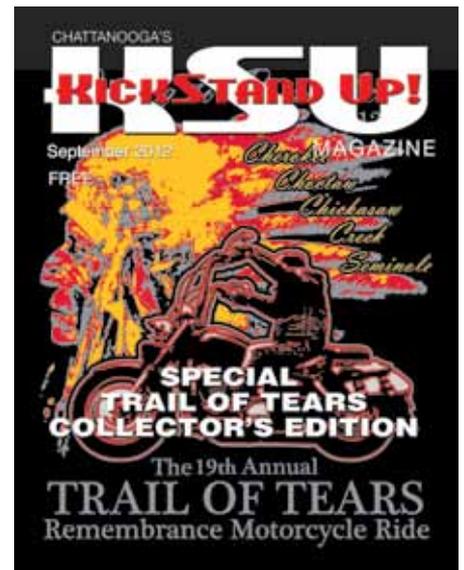
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Road Map Photo
Photographer: Frank Pate
 Riders ascend the Marion Memorial Bridge for the last time. The bridge is now closed and awaiting demolition after the new bridge is completed.

ROAD MAP

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Cover: September 2012
Artist: Chris Aloia

Chris and his wife Nancy have been riding the TOT since 1996 and have made the trip to Oklahoma 10 times. Chris donated this design to the TOTRAI.



FROM THE EDITOR

Hello Everyone,

We are honored to publish our 2nd Annual Trail of Tears Special Edition. KSU is Chattanooga's only local motorcycle magazine and the Trail of Tears Motorcycle Ride originated and still begins in our city. We are bound together by this fact. It is one of the largest motorcycle rides in the country and we are proud to support and promote this important event and the scholarships it provides to Native Americans. As he has for the past 18 years, Bill Cason will be leading his riders to Florence and then on to Oklahoma.

This special edition will be distributed much further than our normal issues. This issue will be distributed as far south as Florence, Alabama and will reach as far west as Oklahoma. Because of the large number of out of town participants there is no telling where this issue could turn up. Some of this information mirrors last year's issue. This is for the benefit of new riders that have never participated in the Trail of Tears Motorcycle Ride. The photos in the following pages have not been published before.

Our cover is the official 2012 t-shirt design. The artist is Chris Aloia of Winder Georgia We liked this design so well that we elected to use it for our cover. These t-shirts are on sale in advance at various local businesses and will be available on the day of the ride. They are also available 24/7 online at trailoftears-remembrance.org. The proceeds from the sale of the official t-shirts, pins, and patches supports the TOTRAI scholarship fund and pays for the expenses incurred to support the event.

On a sad note, a friend and a legend in the local motorcycle community was tragically killed in a motorcycle accident on Highway 153 on July 30th. Terry Yates was a retired motor officer in the Chattanooga Police Department. After retirement he opened Steel Horse Saloon on Highway 58 and then Dexter's on Lee Highway. He was a founding member of the Unwanted Motorcycle Club and very well known in and around Chattanooga. Terry will be greatly missed and I send my condolences to his son Chad and the rest of the Yates family. We also lost Brent Taylor in another motorcycle accident just 45 minutes before Terry lost his life. May both of these men rest in peace.

We are starting a memorial column each month so that friends and family can remember and honor local riders that have passed. Gone But Not Forgotten will be a reader generated column. It's content will depend on you sending us your thoughts and photos to honor your rider friend or family member. Please send your memorial to info@kickstandup.com.

Some are wondering about our trip. Unfortunately, our trip was cancelled after the first day due to the illness of a family member. Stay tuned, we will be re-scheduling soon. Keep checking our KSU Facebook page for further info.

LTRBTP,

Rock

rock@kickstandup.com



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MAGAZINE

STAFF

Ronnie "Rock" Land, Editor
rock@kickstandup.com / 423.400.6419
Lori Cornett, Associate Editor
lori@kickstandup.com / 423.667.9329
Jimmy Cornett, Distribution
jimmy@kickstandup.com / 423.400.2635
Julie Land, Associate Editor
julie@kickstandup.com / 423.400.5217
Kim Teems, Web & Facebook Master
kim@kickstandup.com / 423.774.0549

WRITERS

Gary Boyd
J. Stephen Conn
Jim Dunn
Al Kaschimer
Ronnie "Rock"Land
Harry Stone
Doug Short

PHOTOGRAPHERS

Gregory Cook
Lori Cornett
Ron Hudson
Ronnie Land
Paul A. Orosco
Frank Pate
Kim Teems
Chuck Welch

STAFF



Greg Cook
Chief Photographer
423.716.1657
greg@kickstandup.com



Sandy Hoffman
Sales & Event Coverage
423.240.1919
sandy@kickstandup.com



Jeff Griffith
Sporting Editor
423.902.1256
jeff@kickstandup.com



Frank Pate
Event Coverage
423.598.9441
frank@kickstandup.com



Hugh "Hey U" Teems
*Interstate Distribution
& Chief Promoter*



Chuck Welch
Sales & Event Coverage
423.322.4105
chuck@kickstandup.com

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Our AAA Employees are riders, too.

Left to right: Mike (AAA member since 2001), Janet (AAA member since 1996), Bryant (AAA member since 2002), Terrence (AAA member since 1998), Jill (AAA member since 2001), Pete (AAA member since 1993) and Dominick (AAA member since 2004).

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Front Row - L to R - Ken Markham, Ellen Pittman, Charlie Schaerer
 Back Row - L to R - Bill Cason, Jim Dunn, Sammy Myers, Charlie Peek

TOTRAI BOARD

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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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, suggested doing 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 the past 18 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.

**TRAIL OF TEARS
MEMORIAL
RIDE
OCT 8TH
1994**

LEAVE ROSS' LANDING
8:00 EST
ARRIVE SCOTTSBORO
9:30 CST
LEAVE SCOTTSBORO
10:00 CST
ARRIVE HUNTSVILLE
11:00 CST
LEAVE HUNTSVILLE
1:00 CST
ARRIVE FLORENCE
2:30 CST
LEAVE FLORENCE
3:30 CST
ARRIVE WATERLOO
4:00 CST

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AT WATERLOO**

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IN FLORENCE, ALABAMA**

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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. 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 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 Tusculumbia, 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 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.

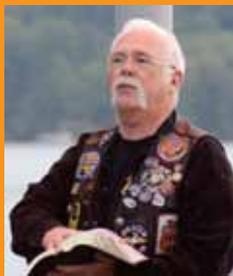
The Original Trail of Tears Motorcycle Ride, led by Bill Cason has grown and become very successful over the last 18 years. It is one of Chattanooga's premier events with riders from all over the country riding in to participate. The economic impact to the cities and states involved is substantial, but 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

rock@kickstandup.com

CHAPLAIN'S CORNER

More Than Another Ride Trail of Tears



It's been said that if we don't remember the past (history) that we are doomed to repeat it.

Bill Cason has brought to remembrance one incident of man's inhumanity to man - of course, there are many. Check out Google Trail of Tears -

Remembrance Motorcycle Ride WWW.TrailofTears-Remembrance.org/ Thank you, Bill, and all who make this event possible. Recognition restores some dignity. Another trail we need to remember leads up Calvary's Hill. God created mankind in His image. No, we don't all look alike - it's spiritual. Colossians 1:27 --"Christ in you the Hope of glory." God the Holy Spirit indwells the believer (the saved). Jesus gives a person hope and as Christians, we need to do only two things - Just Two (2). Matthew 22:37-39. "--You shall love the Lord your God with all your heart, with all your soul, and with all your mind. This is the first and great commandment. And the second is like it. You shall love your neighbor as yourself." If we would All do this, history would not repeat its atrocities.

Ride Safe,
Cowboy Al

PS. Pale Face - Ride into the Sun/Son.





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trailoftears-remembrance.org

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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
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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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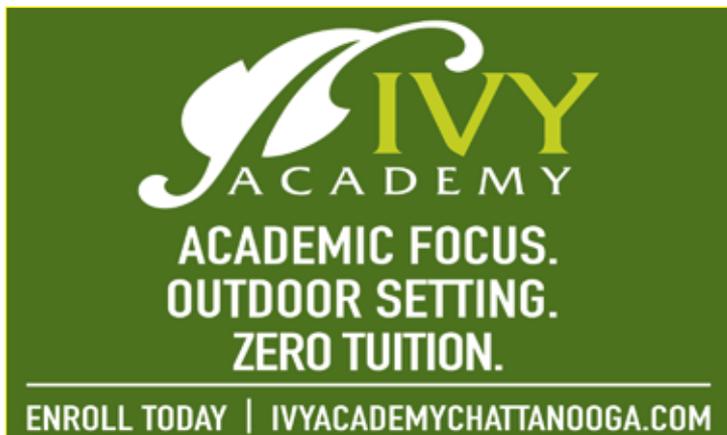
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2012 ROUTE

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**



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 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

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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 led 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 1 Timothy 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.

Gary Boyd



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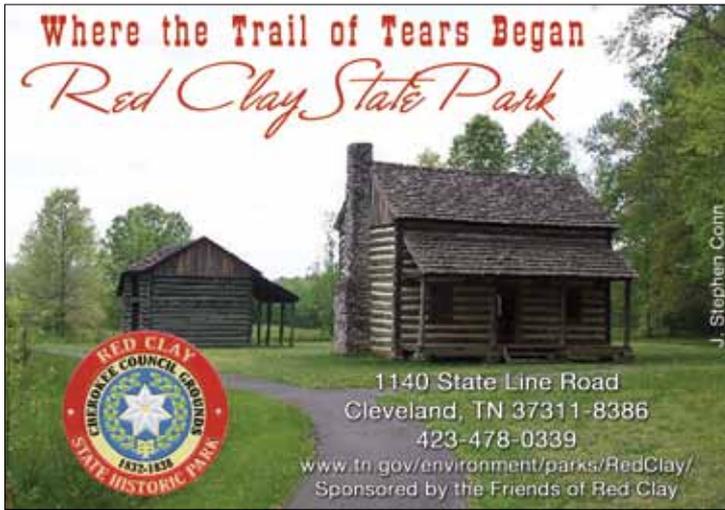
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EDR



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 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

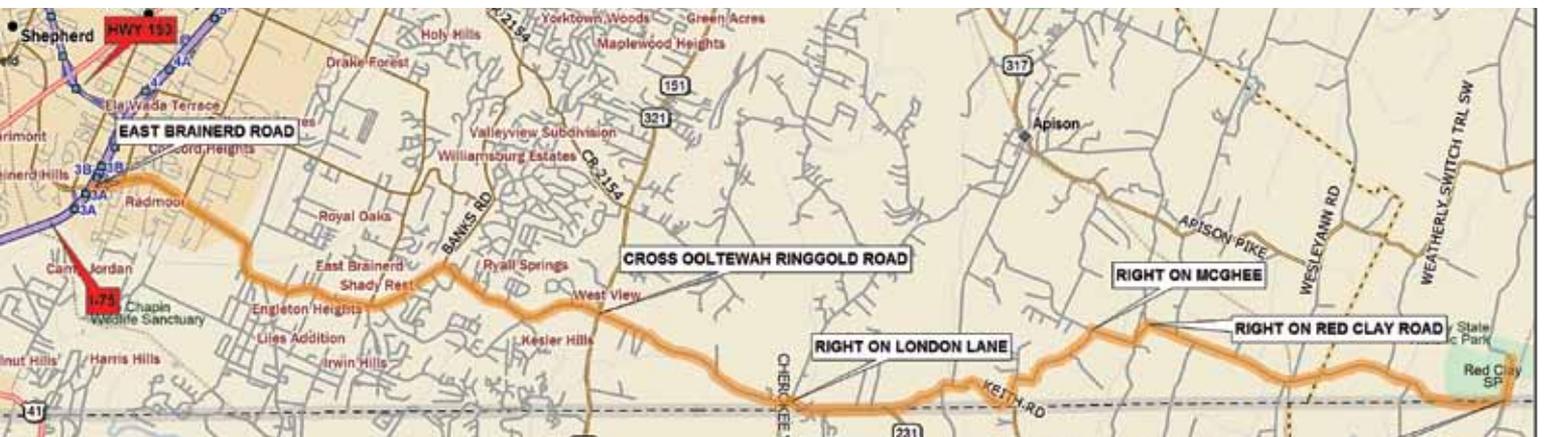
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Wallace, Dou

I usually arrive at the lineup site (20th & Broad St) at 4:00 A.M. the day of the ride to start marking off the VIP spots. By 5:00 A.M. I usually have 10 to 12 volunteers helping with lineup as the riders began to arrive. Our volunteers work up to the time the ride moves out at 8:00 A.M. We normally mark off about 100 VIP spots. Our lineup volunteers really love getting up early and getting started lining up the riders. It's quite exciting being there that early in the morning and watch the riders arrive. There is much excitement among the volunteers as well as the riders; all are charged up and ready to ride.

Doug Short

L to R: Ron Eidson, David Wallace, Doug Short and Paul Daugherty.



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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 ma'am.

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.

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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!

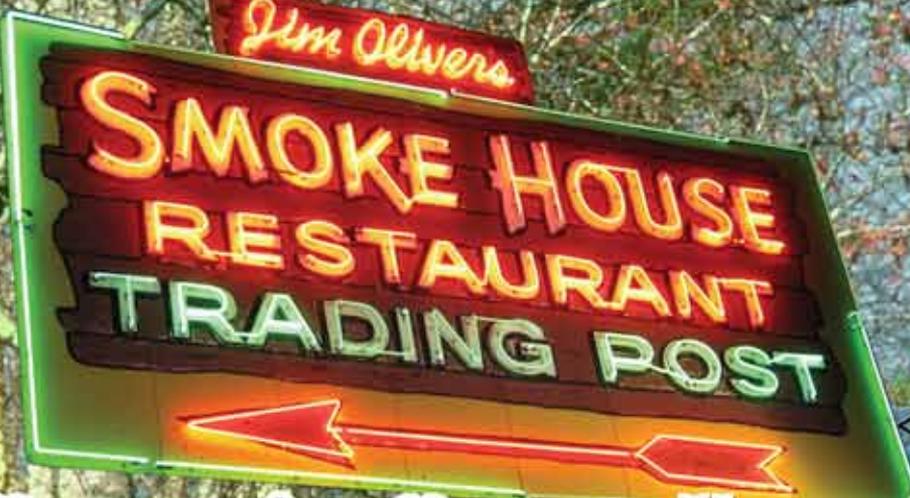
Harry T. Stone served as the Chattanooga Chapter President from 2003 to 2009. During his years as president, the Trail of Tears was at its largest. While still active in CMA, he now also runs the Bicycle Racing/Triathlon Moto Support Team "The Purple Wing."

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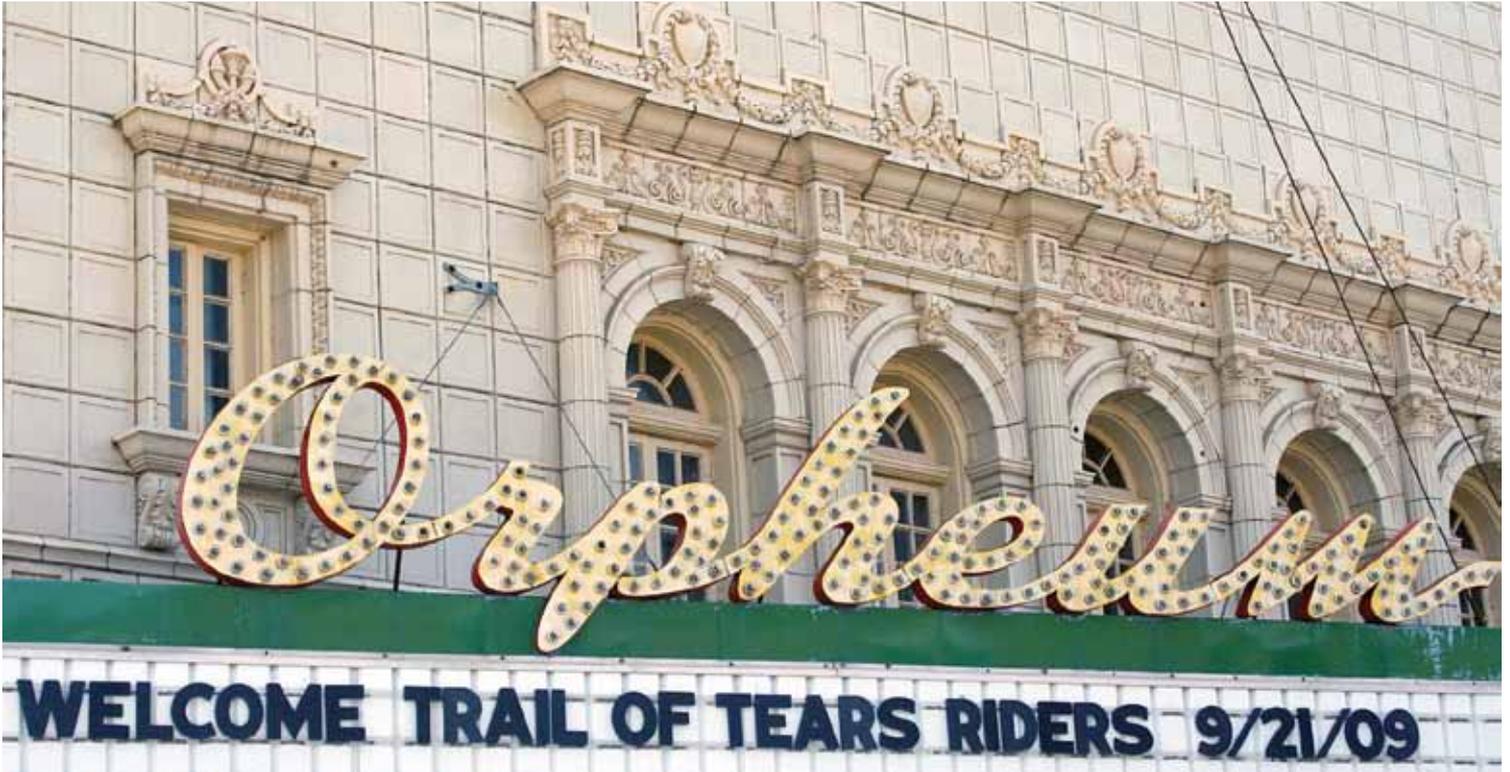
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Trail of Tears Oklahoma The Ride

Twelve Years of Stress and Sweat

By: Jim Dunn - President

Two thousand and one was a tumultuous year for the United States. September 11 had just occurred and the cancellation of many events was happening. Our country seemed in shock and a slight panic. The ramping up of security was taking place everywhere you looked. The "Trail of Tears" motorcycle ride was scheduled to take place in four days and organizers were receiving numerous calls asking, "Are you going to cancel the ride?" They kept assuring everyone that the ride would not be canceled. People were coming from all over the world to ride this ride. Through all of this bedlam, Bill Cason was about to begin his dream of traveling to all of the five civilized nations to remember another tragic event in our history, "The Trail of Tears." Thus began the Oklahoma portion of the Trail of Tears Ride.

This will be the twelfth trip out west visiting the nations of the Choctaw, Chickasaw, Creek, and Cherokee. The ride had approximately three hundred bikes make the trip to Oklahoma in two thousand and one, which reigns as the largest group to make the trip and the largest display of patriotism by the viewers. Twenty-five miles from Eagletown, we noticed a Native American dressed in full regalia standing on the side of the road. Upon arrival at a small school in Eagletown, a small ceremony was planned for the dedication of the marker that was to be the first

placed in Oklahoma. Not long after our arrival the Native American that was standing alongside of the road came running into the ceremony area. Seems he had run the full distance to the school. To say that they were ill prepared for the magnitude of the ride was a slight understatement. There was no water, no restrooms, and no vendors. They had underestimated the size of the event. The Chief came, but everyone had to stand around and wait for him to arrive because of the grounding of his plane. The main factor, though, is that he cared enough to make the trip. Fortunately, a church across from the school opened its doors so that the restrooms were available. Everyone seemed to enjoy the festivities and all was completed. The first Oklahoma trip was in the books.

This year Bill will see his dream come to fruition as the ride visits the last of the five civilized nations. This milestone is twelve years in the making. One of the main reasons why this has taken so many years is the amount of lodging. Another factor is the experience gained over the numerous years that played a hand in preparing the logistics to make each of these visits possible. The ride will go to Wewoka, Oklahoma, which is the capital of the Seminole Nation. Thanks to the many riders over the past several years, and to Woodmen of the World Insurance Company, we will dedicate another marker this year. To participate in the Oklahoma portion of the ride, on Sunday morning September 16, meet at the Natchez Trace Harley Davidson dealership at 5995 Highway 72 West, Tuscumbia, AL. The ride will leave at 8 a.m., c.s.t. Anyone with questions should call 1-877-TOT-TRIP (868-8747) or visit www.trailoftears-remembrance.org.

Oklahoma Ride Schedule

Destination: Wewoka, Oklahoma.

ALL TIMES CENTRAL STANDARD TIME

Sunday, September 16 - 400 miles Full day's ride. Be prepared with full tank, water, & snacks. Ride will be escorted where manpower is available. Riding at speed limits.

Meet at Foster's Harley Davidson - Tuscumbia
5995 Hwy. 72 West, Tuscumbia - Depart 8 a.m.

Stop # 1 - Corinth, MS. Harper Rd Shopping Ctr. CMA Trinity Riders will provide free coffee & snacks. Leave 9:30 a.m. - (50+/- mi.)

Stop # 2 - Senatobia, MS. Gas stop. - Leave 12 noon (95+/- mi.)

Stop # 3 - Helena, AR. Lunch stop. - Leave 2 p.m. (53+/- mi.)

Stop # 4 - Pine Bluff, AR. Gas stop.- Leave 4:30 p.m. (115+/- mi.)

Stop # 5 - Hot Springs, AR. - Overnight - (66+/- mi.)

Monday, September 17 - Meet at Oaklawn Park Racetrack Parking Lot. Central Avenue. Have full tank of gas and full stomach. Leave 9 a.m. (270 mi.)

Stop # 1 - Heavener, OK. - KP's Quik Mart. One hour Lunch and Gas stop. (125 mi.)

Arrive Wewoka, OK. 2:00 p.m. - (132 mi.)
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The Seminole Nation Museum in Wewoka Indian Territory for Welcome ceremonies and Museum tours. Displays from the Smithsonian Museum in Washington, D.C., will depict the Seminole culture. Please visit the Heritage web site at <http://theseminolenationmuseum.org/Welcome.html> for more information about the area.



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

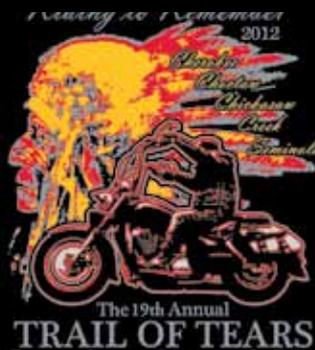
PROCEDURE FOR SELECTION

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>



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The Cone Crew

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 it's 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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