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November 2012

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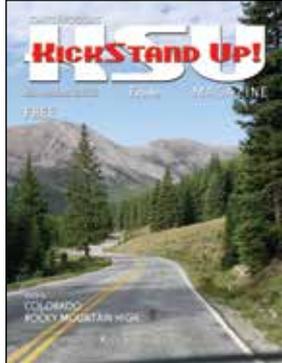
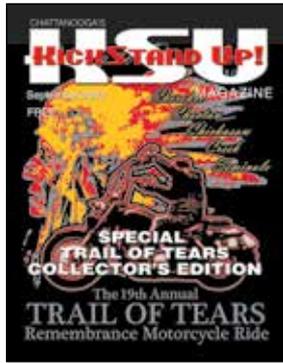
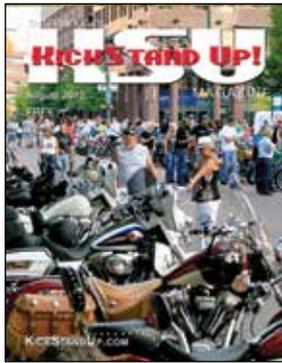
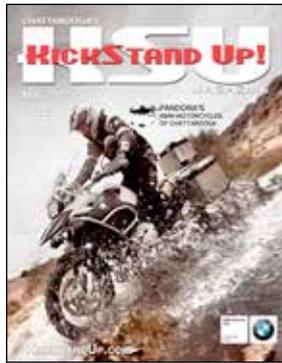
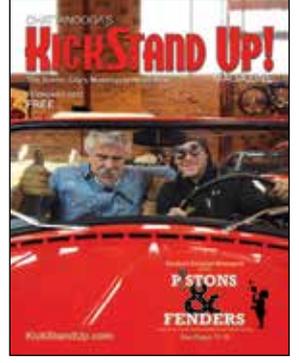
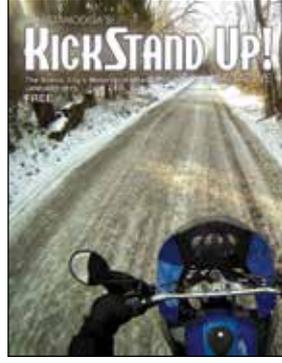
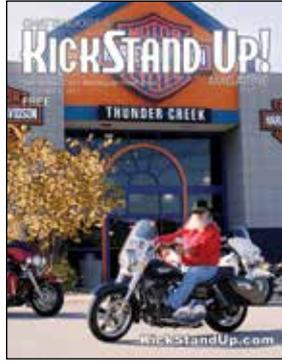
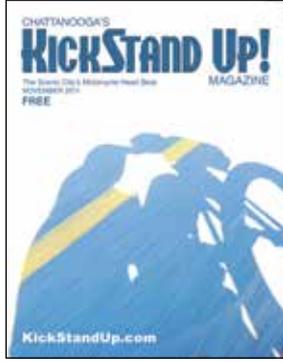
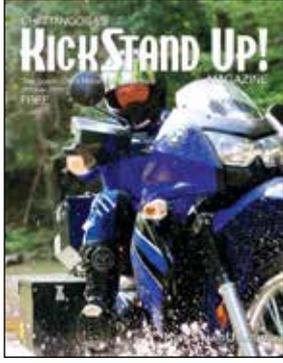
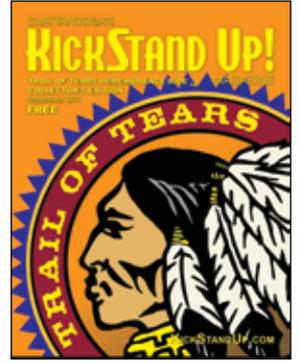
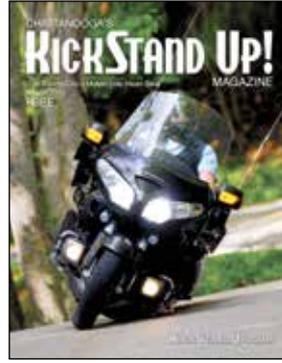
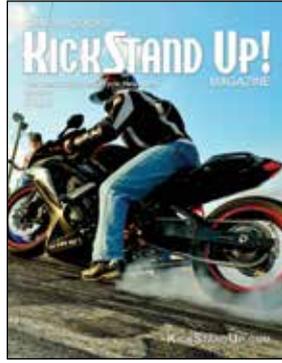
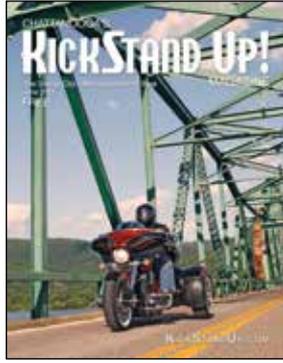
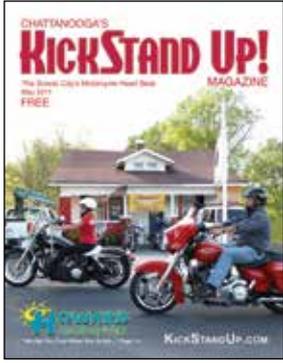
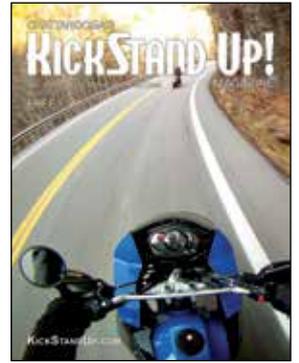
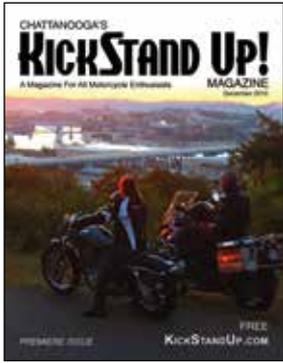
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LOOKING BACK - TWO YEARS OF KSU

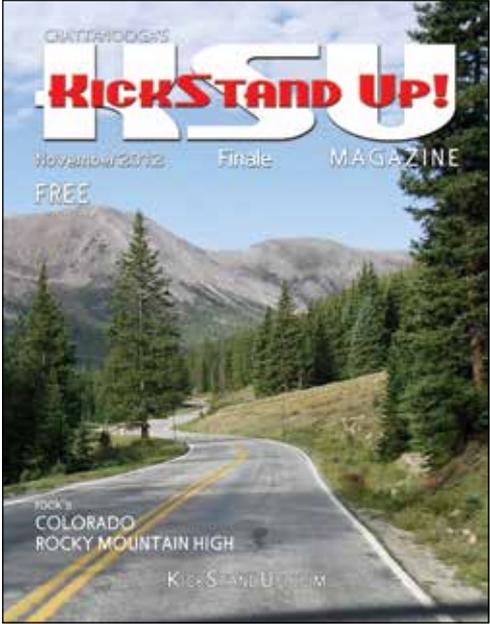




ROAD MAP

Road Map Photo
 Photographer: Ronnie "Rock" Land
 A View From Pike's Peak

- Two Years of KSU.....3
- From The Editor.....5
- Staff & Info.....6
- Colorado Rocky Mountain High.....8
- Freedom Will Be Defended.....12
- MotoGP Update.....14
- Advertiser Index.....15
- Event Listings.....16
- Nighfall Pics 9.7.12.....18
- TCHD Trail of Tears Kickoff Party Pics.....20
- Rock's Colorado Pics.....22
- A Girl Named Sioux Update.....24
- Roughnecks Line of Duty Ride Pics.....28
- Trail of Tears Motorcycle Ride Pics.....30



Cover: November 2012
 Photographer:
 Ronnie "Rock" Land



FROM THE EDITOR

Hello Everyone,

It is with both relief and sadness that I announce the last issue of KickStand Up! Magazine. I will be celebrating my 65th birthday in just a few days and it's time for me to ride off into the sunset and retire from publishing. I truly enjoyed my nine years writing for Road Rash Magazine and my four and a half years as its' Managing Editor. I am especially proud of KickStand Up! Magazine and the new ground my partners and I broke with our family friendly format. I envisioned a magazine that would be of interest to riders of all brands and types of motorcycles and one that could be enjoyed by preachers and hardcore bikers alike. We accomplished that with KSU. If only I were younger and had more time to devote we could have had a much longer run. Perpetual deadline stress can cut an even younger man down to size. During these past 11 years I have written 24 Editorials and over 110 articles. I have logged over 300,000 miles on Harley-Davidsons, 50,000 miles on "Hazel" my Gold Wing, and 5,000 miles on "Lucy" my BMW K1300S sport bike. I will now be able to log even more miles without my publishing pressures. Our Facebook page will remain active to help everyone keep in touch & provide a place for me to say hi and vent occasionally. We'll also be uploading photos, submitted articles, etc.

Chattanooga has been fortunate for the last eleven years to have had its' own local motorcycle magazine. I don't know of another city our size that can say that. We were unique in the midst of many regional motorcycle magazines that competed for our local readers and advertisers. The others sold a few ads in our market, but our reader's remained loyal to us, as did our advertisers. Some of these advertisers have been around for a decade and many more for years and years. I can't thank these businesses enough for making it possible for us to be able to bring this magazine to you each month.

I would be remiss if I didn't mention all of our volunteer staff that willingly gave of their time to take photographs at events and supply us with articles each month. We could not have done it without you and I hope to remain friends with all of you well into the future. Our readers will miss seeing your work each month.

Being a child of the 50's & 60's, it's only fitting that I sign off with a song that is engrained in me from childhood. "Happy Trails To You Until We Meet Again" Now, before you laugh and dismiss me as not being "cool", Happy Trails has quite an interesting history. Not only was it sung as the ending to every Roy Rogers & Dale Evans show in the 50's here are some other interesting facts:

In 1968, Quicksilver Messenger Service released an album called Happy Trails, on which the song appears. Janis Joplin left a taped recording of the song as a birthday greeting for John Lennon on October 1, 1970, three days before her death. Lennon, whose birthday was October 9, later told Dick Cavett that her taped greeting arrived at his home after her death. Van Halen covered the song on their 1982 album, Diver Down, and usually the band would end live performances with David Lee Roth, singing that song. For most Broadway Shows and National Tours, when a company member has his or her last performance, the entire company sings it for the departing person to wish them luck. It is mostly performed traditionally backstage before curtain goes up or after the curtain call. After it's sung, the departing company member gives a thank you speech.

So, I leave you with this last useless bit of trivia and a thank you for reading my articles for the past 11 years. As my departed friend, Reverend Booger used to say, "Its' been a blast."

See ya'll on the road my friends.

LTRNTT,
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CHATTANOOGA'S

KICKSTAND UP!

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November 2012 - finale
 Issue 24
 Published by
 KickStand Up! Magazine LLP
 3472 Brainerd Rd.
 Chattanooga, TN 37411
 KickStandUp.com

To every thing there is a season, and a time to every purpose under the heaven:
 A time to be born, and a time to die; a time to plant, and a time to pluck up that
 which is planted;
 A time to kill, and a time to heal; a time to break down, and a time to build up;
 A time to weep, and a time to laugh; a time to mourn, and a time to dance;
 A time to cast away stones, and a time to gather stones together; a time to
 embrace, and a time to refrain from embracing;
 A time to get, and a time to lose; a time to keep, and a time to cast away;
 A time to rend, and a time to sew; a time to keep silence, and a time to speak;
 A time to love, and a time to hate; a time of war, and a time of peace.
 Ecclesiastes 3, 1-8

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COLORADO ROCKY MOUNTAIN HIGH

by rock



“And the Colorado rocky mountain high
I’ve seen it rainin’ fire in the sky
You can talk to God and listen to the casual reply
Rocky mountain high”
~ John Denver

Our 2012 trip to Colorado was spectacular. Why I had never ridden the Rockies in years past, I can’t tell you. I’ve ridden all the states around them, but this was my year to experience my own Rocky Mountain high.

Colorado has fifty-eight 14ers as the locals call them. That means 58 mountains that are over 14,000 feet high. Our Lookout and Signal Mountains are mere pimples on the landscape compared to these giants. The Cherochala Skyway is the closest thing we have and it’s only a little over 6,000 feet at its’ highest point. It’s really hard to describe the magnitude of the Rockies and photos just can’t do them justice. If there was a camera that came equipped with an aroma generator you could get a much better idea of what it was like. The smell of the fir and spruce trees are overwhelming. You really have to experience it firsthand on a motorcycle to get the full effect.

We had decided before we left that we would ride no further than 450 miles in a day. Our previous trips had always included a few 700+ mile days which is torture, especially when it’s hot. That was out for 2012. We would leave an hour before daylight each day and ride until noon or one o’clock, then check into our motel and chill until it was time for dinner. This worked well, because we were in our rooms by the time the temperatures reached 90+. The mornings were cool and made for great riding. Our chilling consisted of afternoons filled with maps, computers, cameras, and refreshments. There was always downloading/uploading to do, batteries to charge, and mapping out the next days route.

We left on 24W, jumped off at Monteagle, and then took 64W all the way to Memphis. Most of 64 is divided four lane

and the part that isn’t still moved really well. It’s about 50 miles shorter taking 64 vs I-24/I-40W to Memphis, but it takes about 30 minutes longer, however, the stress level is much less, the scenery is better, and I felt much more relaxed when we got to Memphis. Once across the Mississippi, we took 25N one exit to 64W to 167N to 87N/W and into Mountain View, Arkansas for our first night’s stop.

The day was uneventful except for the rain we hit right when we jumped back on the interstate east of Memphis. The rain continued for most of the afternoon. There was one scary moment. We were on a straight stretch on 64 when all of a sudden my bike started sliding from side to side like I had hit a patch of ice. I can remember holding my breath as I tried to maintain control and keep it from swapping ends and high siding me. This continued for a couple of hundred feet. BooBoo said he had never seen a bike do what mine did and it scared the crap out of him because he knew he was up next. He was taking a different line in the road and although he did slip some, it was not nearly as bad as mine. We found out when we stopped for gas a short way up the road that that section always has a lot of oil coming from the railroad maintenance station right beside the highway. We pulled into Mountain View and were very pleased with our old 50’s style motel that was quaint, clean, and friendly. We had only been gone an hour when we made our first turtle save. There would be two more Arkansas saves that day. Since BooBoo and I are the two founding members of MFTR (Motorcyclists for Turtle Rescue) we were obligated to stop to save the Arkansas reptiles. We knew from the radar that we would be hitting rain . . . we just didn’t know when. “When”, came a few hours later and stayed with us for the next few hours. It was all good because we were on the road and doing what we love to do. We maneuvered our way to 412W which we would take all the way to Woodward, Oklahoma which was our stop for night two. I thanked God as I passed the spot where Moleman wrecked 10 miles east of Enid, OK in 2006 on our way to California. I witnessed a miracle that day when his bike clipped a slow moving van and he went down

at over 90 miles per hour with no helmet. He walked away, but his bike was down for the count. Thank you Father for saving Jimmy that day.

Day three would bring us through Oklahoma, across the northwest corner of New Mexico, and into Colorado. The landscape changed drastically as we entered the desert region. Like I mentioned in last month's editorial, it was an expensive day, getting \$211 tickets in Boise City, Oklahoma for creeping through a stop sign at the city square. I was lucky enough (*sic*) to get stopped again in Colorado after passing a State Trooper in an almost unmarked van. I only received a warning this time although I deserved a ticket for blowing his windows out. BooBoo was lucky and didn't pass which saved him from this stop. The funny part came later that night when I realized that I had captured the whole pass and stop on the aft GoPro camera that I was running. It's always nice to have mementos of your travels. We stopped for the night in Alamosa, Colorado.



After stopping, BooBoo noticed that the brake reservoir had been leaking on his BMW 1600. The only motorcycle shop in town was a small one man shop across the street from the motel. It was run by a grizzled ole Harley guy who was more than happy to help, even if it was a BMW. After some investigation, he realized that the seal had been installed improperly from the factory. He cleaned the parts, re-installed the seal correctly, and BooBoo was as good as new. This was a great example of riders helping riders regardless of the brand of their bike. I have found that when you are riding (and not trailering) people go out of their way to help you out. The biker's creed crosses all brand and model lines.

Day four took us from Alamosa to Durango via Highway 160W. The 150 miles took us about three hours as we crossed Fox Mountain, Sheep Mountain, and a few more. The road was curvy and very scenic. We were finally in the Rockies and we were digging every curve and overlook. At Durango we headed north on 550 which is called the Million Dollar Highway.

The Million Dollar Highway stretches for about 25 miles between Silverton and Ouray, Colorado. It is part of the San Juan Skyway Scenic Byway. Between Durango and Silverton the Skyway loosely parallels the Durango and Silverton Narrow Gauge Railroad. Though the entire stretch has been called the Million Dollar Highway, it is really the twelve miles south of Ouray through the Uncompahgre Gorge to the summit of Red Mountain Pass which gains the highway its name. This stretch through the gorge is challenging and potentially hazardous to drive; it is characterized by steep cliffs, narrow lanes, and a lack of guardrails; the ascent of Red Mountain Pass is marked with a number of hairpin curves used to gain elevation, and again, narrow lanes for traffic—many cut directly into the sides of mountains. During this ascent, the remains of the Idarado Mine are visible. Travel north from Silverton to Ouray allows you to



hug the inside of curves; travel south from Ouray to Silverton perches riders on the vertiginous outside edge of the highway. Large RVs travel in both directions, which adds a degree of excitement (or danger) to riders and cagers alike. Summer temperatures can range from 70-90 degree highs at the ends of the highway to 50-70 degrees in the mountain passes. The snow season starts in October, and snow will often close the road in winter.

North of Durango, the highway passes by Trimble Springs, hot springs that have been open for visitors since the late 19th century. The highway runs north along the Animas River, under the Hermosa Cliffs. It enters the San Juan National Forest and goes past Haviland Lake and Elektra Lake. You pass by Engineer Mountain and Twilight Peak before crossing Coal Bank Pass. Next is Molas Pass, which offers a panoramic view of Molas Lake, the Animas River Gorge, and Snowdon Peak. Northbound riders then pass through the town of Silverton, elevation 9,320 feet surrounded by 13,000 foot peaks Sultan Mountain, Kendall Mountain, and Storm Peak. The highway leaves Silverton and proceeds up Mineral Creek Valley before ascending to Red Mountain Pass. The ruins of the Longfellow Mine are visible along the way. The highway then goes through a series of steep grades and hairpin turns before reaching Lookout Point, which offers a view of the town of Ouray.



An "overpass" for an active avalanche chute on the Million Dollar Highway, south of Ouray.

The origin of the name Million Dollar Highway is disputed. There are several legends, though, including that it cost a million dollars a mile to build in the 1920s, and that its fill dirt contains a million dollars in gold ore. U.S. 550 ends at the corner of Townsend Avenue and San Juan Avenue in Montrose, Colorado at the junction of its parent route U.S.



Highway 50. We took Highway 50 east toward our fourth night's stop in Gunnison, Colorado. On the way we stopped in The Black Canyon of the Gunnison National Park.

This was a real mind blower. It's black . . . it's deep . . . and it's long. We regret that we didn't take the time to descend the canyon, but we were tired and ready to call it a day, so we headed on to Gunnison. We passed a number of lakes along the way and we were shocked that the water levels were so low. The Blue Mesa Reservoir was 50 feet below normal. When I mentioned this to some locals later that evening, none seemed to be concerned. One said "they will be overflowing their banks again next spring" . . . so much for that. We started hitting some light rain as we neared Gunnison and the sky looked menacing behind us. We barely got off the bikes and unloaded when the bottom dropped out. It came a real frog strangler. Luckily, by the time we headed to dinner, the roads were wet, but the



rain had stopped. Gunnison was a cool town. There were a lot of eateries and shops in its' small downtown and the streets were filled with students from the Western State Colorado University which is located there.

Day five would be my favorite of the trip. We headed out early, an hour before daylight, east on Highway 50. It's a little freaky heading out before daylight with the abundance of wildlife in the area, but we used our high beams and stayed vigilant. Highway 50 took us over Monarch Ridge and we then headed north on 285. This section of road was magnificent with towering mountain ranges to our left which were spotlighted by the sun coming up on our right. We passed Mount Aetna and Mount White both of which are over 13,000 feet. It

was an awesome site. We stopped for breakfast in a local diner in Buena Vista, which served the biggest Denver omelette I had ever attempted to eat. I failed. After breakfast we continued north, but the highway number had changed to 24N. It took about an hour to reach our turn onto 82W heading toward Aspen through Independence Pass.

Independence Pass, originally known as Hunter Pass has an elevation of 12,095 feet and is on the Continental Divide in the Sawatch Range. The pass is midway between Aspen and Twin Lakes. It is the highest elevation reached by a paved Colorado state highway on a through road. Because of the heavy snowfall at its elevation, it is closed in wintertime, isolating Aspen from direct access from the east during the ski season. This was the highlight of my trip. It took us about two hours to reach Aspen some 40 miles to the west. Much of this time was spent stopping and gawking. We even found a nice little mountain stream, set up our Kermit Chairs (www.kermitchair.com), partook of some refreshments and enjoyed the moment before heading into Aspen.

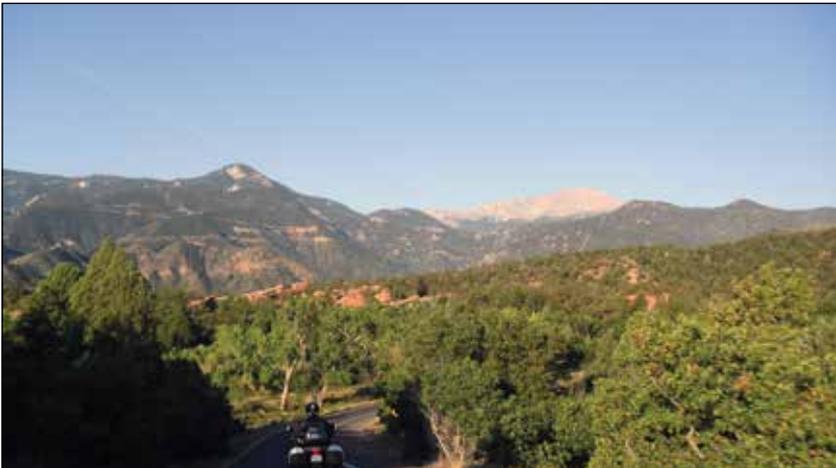
What can I say about Aspen other than I felt really out of place there. It is commonly called Rodeo Drive in the mountains, a place where Lear jets come to mate. It's where the Hollywood crowd and the upper crust go to play. It was home to John Denver before his death and many celebrities have chalets there. It was way too rich for my redneck blood, so we bought some t-shirts for the wives and headed out. We continued on 82 until we hit I-70 east.

Now some say that riding the interstate sucks and I concur most of the time. It has its' benefits and its' drawbacks. I can tell you for a fact that the section of interstate between Glenwood Springs and Golden, Colorado is the most beautiful and scenic that I have ever ridden. You should not miss riding this if you are in Colorado. This interstate goes over two 10,000+ foot passes and the canyon walls on both sides of the road are stunning. I-70 takes you across, or should I say under, the Continental Divide through the Eisenhower Tunnel. This tunnel is at an elevation of over 11,000 feet and is the highest tunnel in the continental U.S. It is also the longest tunnel going through a mountain at close to 2 miles long. It is an amazing feat of engineering and something to see. The only other way over the divide is Highway 6 over Loveland Pass, which is impassable during much of the winter and takes considerably longer to traverse. We stopped for the night in Golden, Colorado, the home of Coors and prepared for our trek up Pike's Peak the next day.

It's no secret that I am not fond of heights. I have a slight case of acrophobia, which I had to suppress to ride up Pike's Peak. We left Golden early, heading to Colorado Springs, home to Garden of the Gods and Pike's Peak. We arrived at the base of Pike's

Peak early before most of the sheeple. It was a beautiful morning and I was determined to make it to the summit, fear or not. The 38 mile ride takes about an hour each way. We were off and running.

Pike's Peak, formerly known as "El Capitán" is composed of a pink granite and is instantly recognizable. It is 14,115 feet tall and sports the second highest paved road in the United States second only to Mt. Evans (14,265'). The road up Pike's Peak was unpaved from the midway point up until October 2011 when it was finally paved all the way to the summit. At the peak, the partial pressure of oxygen is only 60% of that at sea level, so a faster rate of respiration is required by those not regularly at high altitudes. Conditions at the top are typical of a high alpine environment. Snow is a possibility any time year-round, and thunderstorms are common in the summer, bringing hail and wind gusts occasionally of over 100 mph Since 1969, the summit of Pikes Peak





has been the site of the United States Army Pike's Peak Research Laboratory, a medical research laboratory for the assessment of the impact of high altitude on human physiological and medical parameters of military interest.

The tree line (where trees cease to survive) in the Rockies is around 10,600' on northern slopes and 11,600' on warmer southern slopes. Above the tree line, Pike's Peak looks a lot like Mars. The only living thing we saw was a mother mountain goat and her two kids. They leisurely crossed our path and bounced down a steep embankment to our right. No fear there. With me, however, there was great fear and terror. I watched with horror as BooBoo stood on his pegs on the right hand line (with no guardrail) looking off the edge. Me, on the other hand was hugging the center line and sometimes finding myself in the opposite line. To make matters worse "Hazel" was running hotter than I had ever seen her run . . . and she's water-cooled. What would I do if I

overheated? There was no place to pull over unless one had a death wish. Well, we made it, but I didn't linger on the summit. I had my photo taken by the sign and I was ready to go. BooBoo was heading to the gift shop and I was heading for my bike to head down. Humans are not meant to be that high. Later, when BooBoo asked how I liked the scenery I responded, "that yellow line looked the same all the way up." I did enjoy the trip back down . . . except for remembering the warnings of the Rangers to gear down so you don't overheat your brakes and lose them. Now that would be one heck of a ride! About half way down we started getting warm so we pulled over and removed our winter gear.

We finished our descent and pointed our bikes toward home. We headed south on I-25 and then headed east on 50. We would get in a few hours before stopping for the night in Lamar, Colorado. It was going to be hot the next day so we left an hour and a half before daylight and headed south on 287/385. After about a half hour we started to see lights like an airport. They blinked and they stretched as far as the eye can see on both sides of the road. After we got closer we realized that it was a windmill farm. This one stretched for miles and miles. It reminded me of the 1977 movie Close Encounter of the Third Kind. It was a really cool thing to see. We had both seen dozens of windmill farms in our travels, but this was the first time at night . . . really cool.

When we hit 412 we headed east and then took 281/33 toward I-40 at El Reno, Oklahoma. We beat the heat and cooled our jets until dinner. The next day would be interstate all day. Many people don't like interstate riding and I too would rather be on back roads. However when I get in "the zone"



I can enjoy it, especially when I'm wanting to get to the house. I would cruise along until a fast car passed me, then we would hook up behind them and let those horses run. The speed didn't matter . . . they would hit the radar first giving us time to slow down and grin. We followed one young couple for over a hundred miles at a similar speed. I love going fast. On a Wing with ear plugs it's more like being on a flying carpet. No sound, just the wind blowing around you.

I had it planned for us to stop east of Memphis which would set us up for an easy final day home. We were 850 miles from home when we left that morning. Since we left real early we were passing through Memphis at around noon even though we had already logged 500 miles. I was ready to stop and relax the rest of the afternoon. I had gotten addicted to the HBO series Breaking Bad on Netflix during the trip and wanted to catch a few more episodes while resting in the A/C. BooBoo got a wild hair and decided that he would make the push toward home instead of stopping. He had ridden with me enough to know that I would be okay with it. We're both big boys and ain't skeered of riding or travelling alone. Goodbye BooBoo . . . ride safe. Well, he hit heavy rain near Nashville, but made it home unscathed. It poured in Whiteville, Tennessee where I stayed for the night. Had I made a mistake? The radar was now showing a high percentage of rain all the way home the next day. I was dreading a full day of rain, but it wasn't raining when I left. Everything was drenched, but I seemed to be following just behind the rain. I made it all the way home without any rain other than a light mist and spray from the road. As I passed Jim Oliver's Smokehouse, I knew that home was just around the corner. I arrived home safely with another 3600 miles under my belt. A successful trip is determined by all riders getting home safely. I thanked God for another opportunity to ride and enjoy his magnificent handiwork. I am blessed.

Ronnie "Rock" Land

ronnie@quicktees.com

~ finale

“Freedom Will Be Defended”

It wasn't what I expected. The narrow road to the place was mostly gravel and very dusty, and the parking area was unpaved. The walkways and permanent buildings that I knew were planned had not yet been built. Even though there were about a dozen motorcycles and a few cars and pickups in the parking area, I felt strangely alone. It was a solemn place.

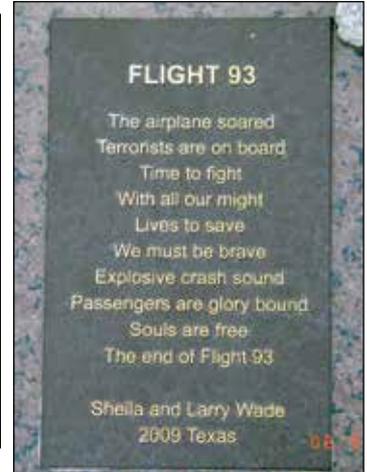
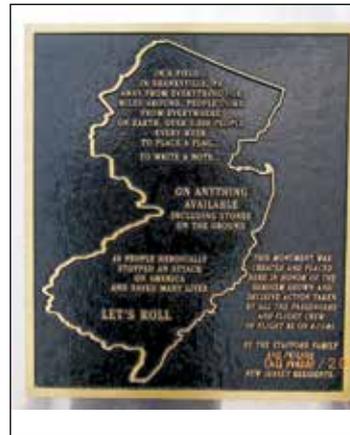
Across the road was the field, grown over, fenced all around, no buildings or trees, and with no entrance and no exit. The public is not allowed to be in there --- not now, not ever.

In that field in western Pennsylvania are the unrecoverable remains of the innocent people who lost their lives because of terrorists on 9/11/2001. The heroes of Flight 93 are there, along with the debris of their shattered aircraft.

The area is being protected and honored by our government. Motorcyclists from around the world are visiting it. Some leave a note or a piece of gear as a sign of respect. Some are moved to arrange for permanent monuments to be placed in remembrance. Like many of them, if you visit, you won't forget.

The brave souls on Flight 93 fought back. They won an honored place in American history. Remember them for their courage.

Words and photos by
David Nowading



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Moto GP WINNERS

This season's championship is narrowed down to two riders, Jorge Lorenzo and Dani Pedrosa. With Casey Stoner knocked out of the running because of injury, these two have really been pushing. We've seen Pedrosa really step up and represent the Honda team in the absence of his team mate. A crash made it look like his running for the championship may be over, but if he keeps winning these races, all it would take would be a crash from Lorenzo.

Lorenzo, meanwhile, has been pretty consistent on his Yamaha. Other than a crash at Assen, I do not recall him going down. It was at Assen that Pedrosa took the points lead away. Lucky for Lorenzo, Pedrosa went down in the very next race, giving his points lead back. Since then, things do not look good for Pedrosa winning the Championship this year, but he still pushes in hopes that Lorenzo will make a mistake and have a bad finish.

The rest of this season will, for sure, be exciting and I expect both of these riders to continue to push the limits of their Machines. They both have a smooth, consistent riding style and it will take a tough battle to send either of these riders to the ground.

Jeff Griffith



Robert & Teresa Malone

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What's Up With All the Down?

Is it me or my imagination? Does it seem that more and more people care less and less about what is going on or not? I may have an excuse, but probably not.

We have a Presidential Election coming up - and it is critical that - well you have a vote - use it wisely. I read that Jay Leno said, "If God wanted us to vote that we'd have candidates." Funny, but not entirely true.

Want an interesting book to read? "I Never Thought I'd See The Day" by Dr. David Jeremiah. Put the Bible on your "to read" list. Sneak a look at it when no one is around, if you have to.

On the brighter side, The riding weather is just perfect. Everybody talks about going to the Smokies to see the leaves. Have you not looked at or ridden on our mountains or just looked out the window? We have leaves! Come on up to the house - bring donuts and I'll make coffee.

Those of you who have blue cards for riding - get a clear one, hold it up. Every day is a good day to ride - some better than others. The sun may not always shine, but Jesus does.

Ride Safe,
Cowboy Al
Proverbs 3:5-6

ADVERTISER INDEX

AAA Motorcycle.....	17	Mountain City Landscape	13
A Better Choice Chiropractic	27	Mountain Creek Harley-Davidson.....	3
Allstate Trailers	12	Pandora's European Motorsports.....	15
Amsoil.....	12	Powersports Unlimited.....	21
ASR	27	QuickTees.....	5
Autocycle Powder Coating	27	Red Bank Wine & Spirits	18
Blacksmith's Bistro	24	Rick's Cycle Parts.....	16
Cagle Mountain Trading Post.....	19	Sequatchie Valley Wine & Spirits	30
Chattanooga Custon & Collision	12	Skyzoo.....	24
Dead Girlz Tattoo & Boutique	16	Smoke House Restaurant	15
Dunson Auto Repair	16	Stereo City.....	21
East Brainerd Wine.....	22	Stroker Cycle.....	28
Garry Griffith Cycle.....	23	The Hogs Pen.....	26
Greg Cook Photography.....	16	The Print Shop.....	22
Hawg Wild	20	Thunder Creek Harley-Davidson.....	32
Hilltop Hotel	29	Tom's Tree Service	29
Howard Heating & Air	18	Underground Customs	23
Johnny Houston.....	2	White Cotton Leather Co.....	19
Ivy Academy	20		
Kirk's Cycle.....	13		
Mike's Seafood.....	30		

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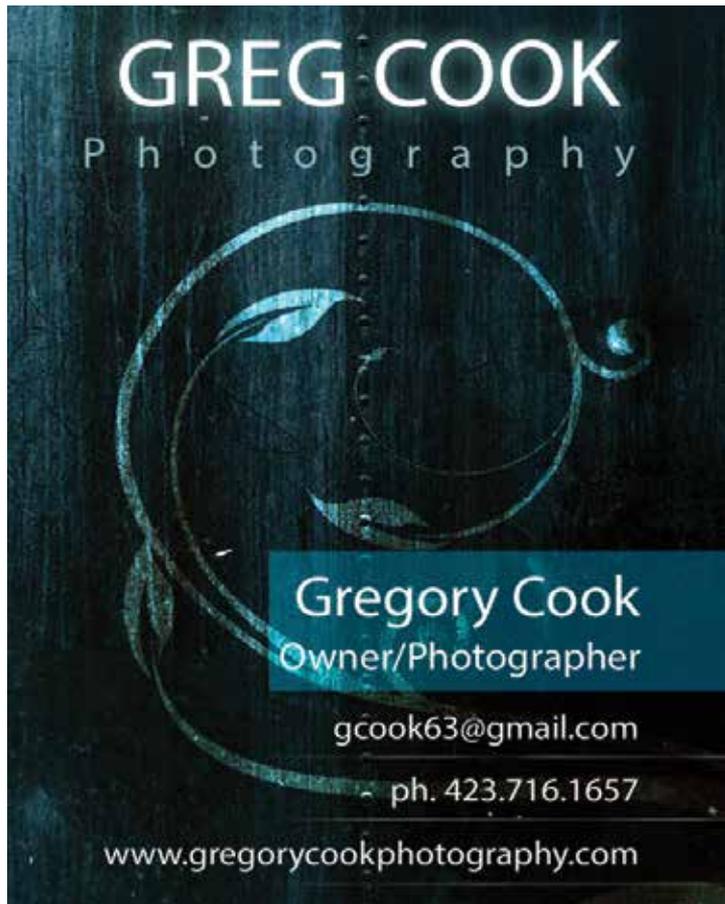
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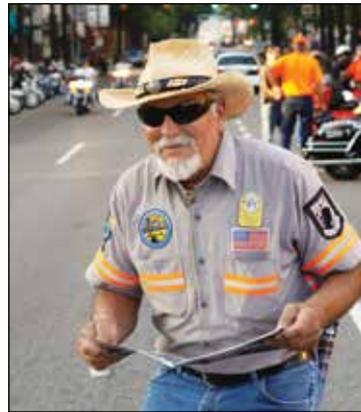
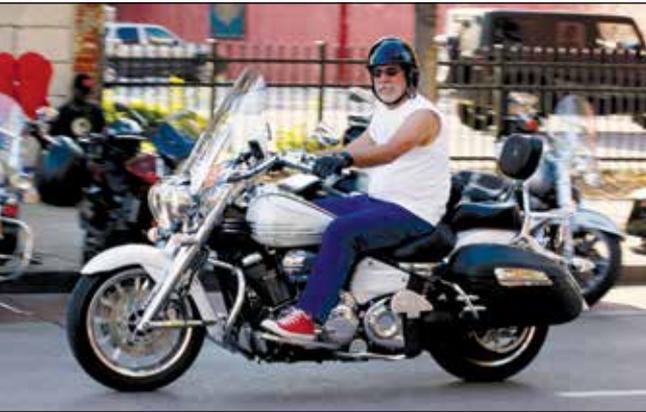
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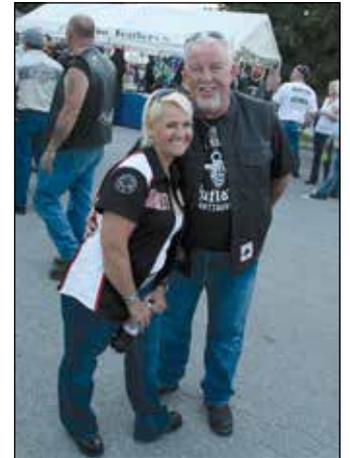
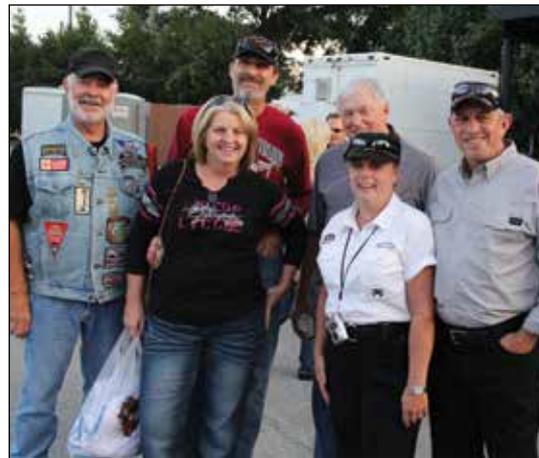
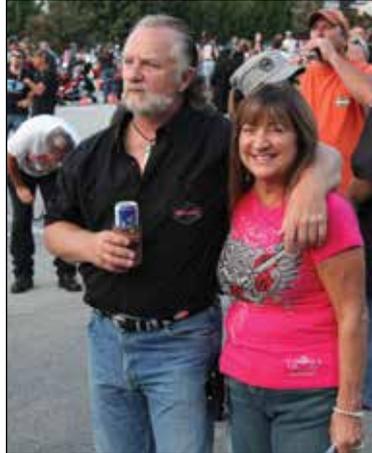
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A GIRL NAMED SIOUX

(continued from July & August)

We started this pictorial series of the restoration of Sioux, a 1949 Indian Chief, in our July issue and continued it in August. We skipped the September Trail of Tears Special Issue and we will be updating the progress monthly until the restoration is completed later this year. You can download these past issues free at kickstandup.com to see the before photos. This restoration project is being done by Jimmy Brown of Leesburg, Georgia.



Sioux was found on a sharercropper's porch where she had sat since 1975.



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GOODBYES FROM OUR STAFF

I would like to say first and foremost what a pleasure it has been working for KickStand Up! Magazine. The experience that I've gotten is priceless. To all the people that I've met over the past couple of years, I cannot begin to express the way you all have touched my heart. The friendships I have made will only continue to grow and even though the magazine is coming to a close, I will continue to show up from time to time, camera in hand. To all my friends and the fans of my work I say thank you. It is all of you that really made me successful.

Greg "Lens" Cook

Thanks to all of our KSU friends and supporters. It's been an honor. I've enjoyed getting to know all of you. I look forward to seeing you at events and around Chattanooga. Thanks to all of the KSU staff for all of your hard work. It's been an interesting and rewarding 2 years.

Chuck Welch

Change is inevitable. I love change as long as I don't have to do anything different. Sometimes change is for good and sometimes change is not so good. This change is not so good. This time we are saying goodbye to a good friend. KickStand Up! Is publishing it's last magazine.

I really love what KickStand Up! has meant to the motorcycle community here in Chattanooga. There are so many events that the staff of KSU has captured in the past few years. I have met so many people who are my friends as we have travelled together through the pages of KSU. Each and every one of these friendships are important to me and I know they are important to the hardworking staff of this great magazine.

The goal of this magazine from the beginning, was to bring together the various groups of motorcyclists in a magazine that you could leave out on your coffee table and not have to hide when children were present. It was a magazine you could even show to your parents. It successfully highlighted the very best in our motorcycle community here in Chattanooga. From Dirt bikes and kids that ride to drag strips and the very fast people who launch them down the track, KSU covered everything that moved on two wheels.

I was lucky enough to be involved in the very beginning and watched as Kim Teems and Ronnie Land birthed this magazine. I heard the criticism that was launched by critics because it did not resemble Road Rash, but they held to their goals and made KSU a very excellent and successful magazine.

Kim moved away from this area earlier this year and Ronnie has been publishing this magazine all by himself. As he will tell you he has spent 6 1/2 years doing magazines and deadlines and he just doesn't need the stress any more. I

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understand, I hope you do. Ronnie is a great friend of mine and is really old. The senility is starting to set in. He probably will have to put training wheels on his Gold Wing soon.

I'm kidding of course. But at his advanced age he should be taking care of himself and not add stress to his life unintentionally. And having a deadline for a magazine is a great stress producer. Kim's husband and children learned to dread the week known as magazine week. He was an Army Ranger and a true hero and nothing ever frightened him. Nothing, that is, until magazine week. He would go sit in the freezer where it was warm.

Ronnie Land, Jimmy Cornett, Greg Cook, Chuck Welch, Phillip Warnemuende, Peter Hanson, and Jeff Griffin are just a few of the great friendships that I have formed because of KSU. I will always be grateful to Ronnie for giving me the chance to write and have fun in the pages of KSU. KSU will be missed, but my friends will be missed much more.

Gary Boyd

Hey Guys and Girls,

I've had a lot of fun writing for Kickstand Up! Magazine and sharing with you all. I have really appreciated the opportunity to get more involved with the motorcycle community. I plan on continuing my involvement by going to events and rides and even hosting some events through Garry Griffith Cycle. I look forward to continuing the relationships I have made thanks to this magazine. Thank you Ronnie, Kim, and Jimmy for starting and facilitating this. Thank you advertisers for making the publication possible. Most importantly, thank you readers. Without you, we would just be a bunch of nut jobs talking to ourselves (which I do anyways).

This magazine started with an emphasis on not discriminating based on what someone was riding, but bringing everyone together because we all ride. We stayed family oriented. That's not just talking about a nuclear family, but a community of riders. I feel this magazine has created a closer motorcycle community in Chattanooga, and I hope to see those relationships grow.

Thank you all,

Jeff Griffith

What a long, strange, trip it's been! Actually, it's been a blast, and I wouldn't trade a minute of it! I've met some very cool, very unique people, and I've been told some incredible stories. Thank you for trusting me with your memories, your stories, photos, etc. I'm honored! Not only have I learned a lot about myself these past few years, I've also learned a lot about the motorcycle community as a whole...we are an awesome bunch of people! Regardless of the "gruff" look, or the tattoos and piercings, the beards, the long hair or shaved heads, and the leather, we are certainly a caring bunch of people. We are there in the blink of an eye for those in need, and we expect nothing in return.

Please continue to support all of our advertisers, they have been loyal, and without them, we would have never made it. To the staff that stayed till the very end: Chuck "Chuckamoo" Welch, Greg "The Lens" Cook, Jeff Griffith, and Frank Pate, thanks y'all...you gave and gave and gave, and never complained, and on top of that, y'all did a spectacular job! It's been an honor to work alongside so many wonderful, talented people! Thanks for your dedication to "our dream", you made all of this possible, and I will forever be in debt to every one of you.

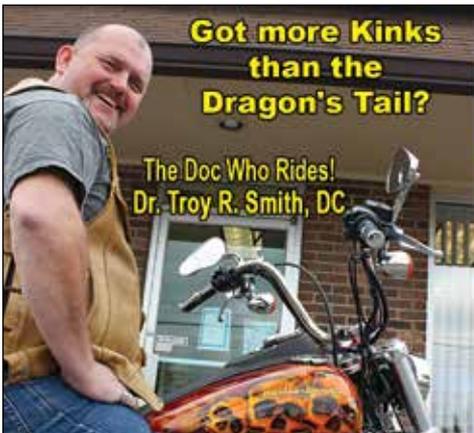
I am leaving this chapter of my life a better person, thanks to KSU and all that I've been allowed to experience. And for that, my thanks goes to every person who is reading this right now. I will still be living the dream, working at Thunder Creek Harley-Davidson, the opportunity of a lifetime. Stop by and say hi anytime you're in the area, and again, thank you to everyone who has made this journey possible! Keep your knees in the breeze...

Lori RiRi Cornett

~Don't cry because it's over – smile because it happened~...
Dr. Seuss

"All good things must come to an end." It's been a wild ride and I wouldn't trade it for the world! I appreciate each and every one of y'all for your continued support throughout the years, and for the thoughtfulness that was shown to me through all of my health issues. Without our great staff and our loyal advertisers, we wouldn't have succeeded. It was a pleasure working alongside such an awesome group of people! Thanks for the ride, it's been a blast!

Jimmy "Moleman" Cornett



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Mike's



Seafood Market & Grill

121A Murphy Highway - Blairsville, Georgia

From Chattanooga - Take 64E to Flea Market at Ranger, NC - go R on 129 - about 14 mi. on right

LARGE GROUPS WELCOME

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Monday - Saturday

Market Hours:	Grill Hours:
10 am - 9 pm	Lunch - 11 am - 2 pm
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**SEQUATCHIE VALLEY
WINE & SPIRITS**

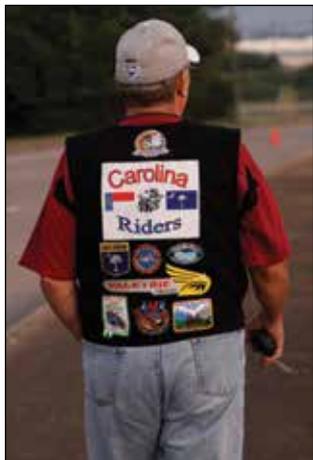
Hwy. 111 & 127 across from BP Station
Dunlap, Tennessee

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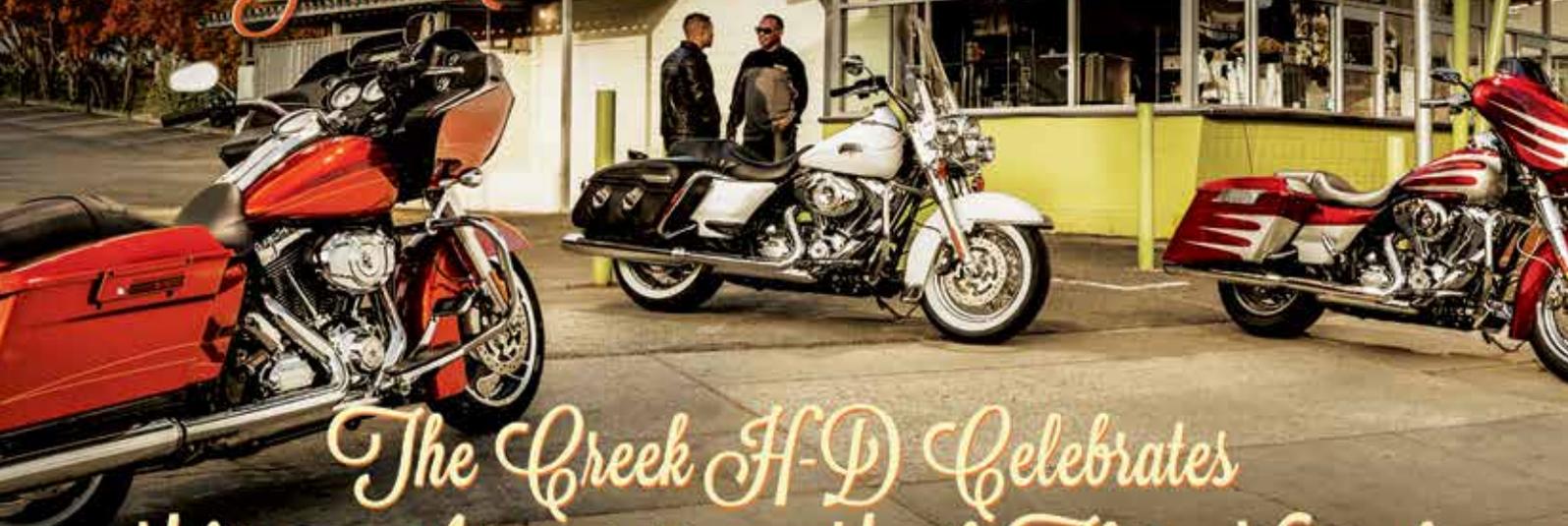


PHOTOS BY GREG COOK



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