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The Scenic City's Motorcycle Heart Beat

MAGAZINE

DECEMBER 2011

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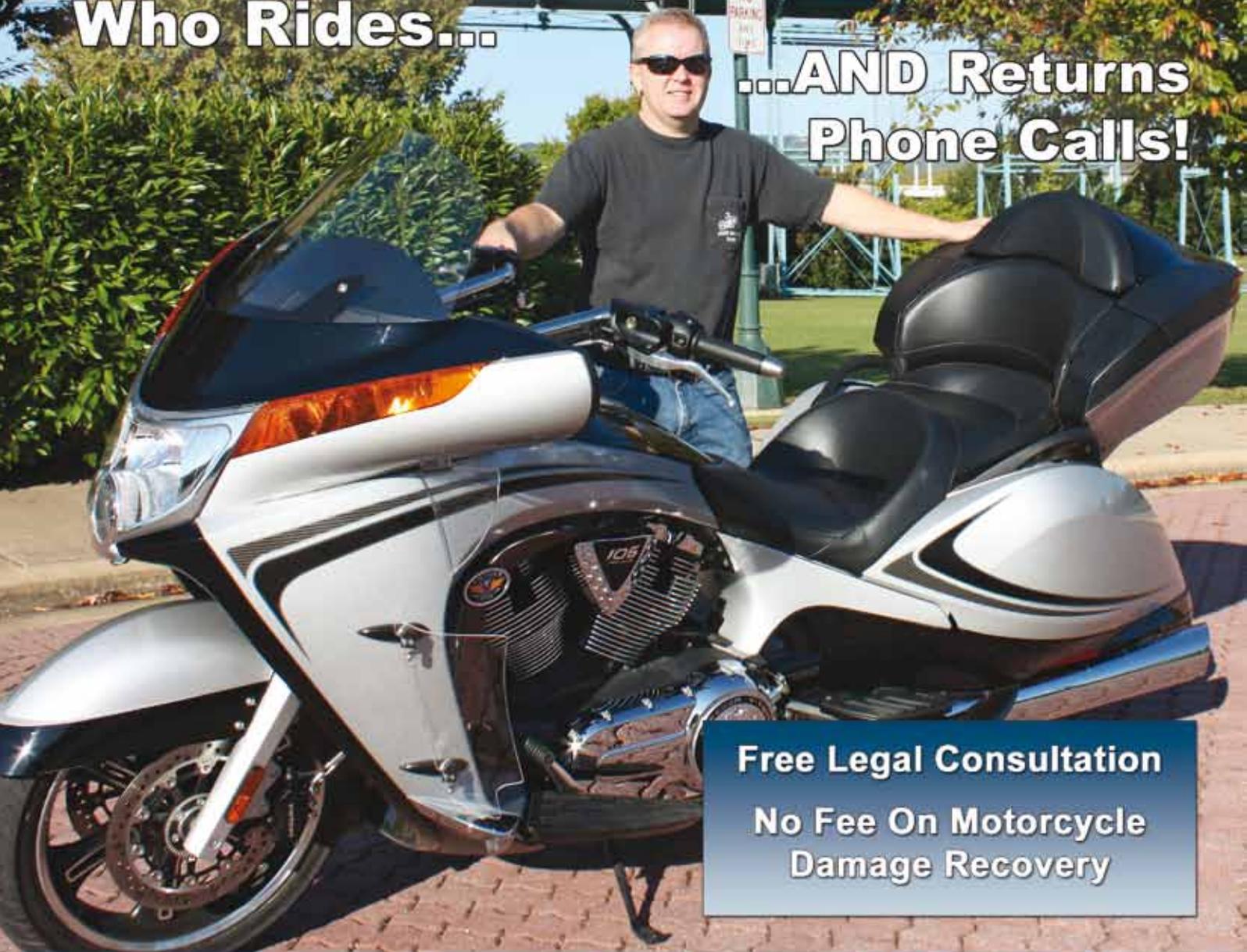


See More of the
2012 Harley-Davidson
Dyna Switchback
on page 11

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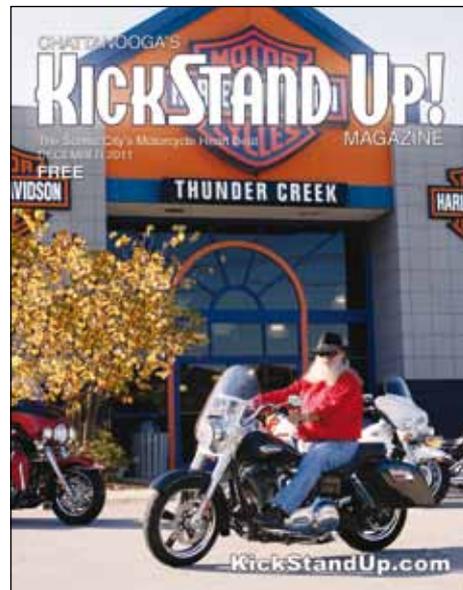
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Road Map Photo: Soddy Daisy Love Run
 Photographer: Kim Teems
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ROAD MAP

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Cover: December, 2011
 Feature Bike: Page 11
 Photographer: Gregory Cook
www.gregorycookphotography.com



Killboy

Hugh Teems

FROM THE EDITORS

They say you should never get too old to try new things and as usual, I took the adage to heart once again. As I sit here on the 19th floor balcony overlooking the beautiful Gulf of Mexico, I am accompanying two great friends on their honeymoon. Before things start sounding too kinky, I must add that my wife, Julie and I are accompanying them on their honeymoon. That really doesn't sound much better now does it? Let me explain.

My best friend got married on 11/11/11 and his honeymoon was postponed until the next weekend. They were going to Panama City Beach and had a two bedroom condo and the rest is sheer logic. By letting us tag along, they would have someone to ride with them both ways and Julie and I would get three days on the beach out of the deal. It was a no brainer . . . we accepted. Pretty good, huh? So, eat your hearts out. It's sunny, about 70 with a light ocean breeze and the only thing I have to do until Monday is write this article.

On Monday, I'm going to try something else new. As most of my friends and regular readers know, I have been having a ball for the last sixteen months on my BMW K1300S sport bike. The KBike is really not a true sport bike, it's really more of an old man's sport bike. Hence the reason I own one. I have now realized that although it is really, really fast and responsive, there is another bike that puts it to shame in both departments. It is the BMW 1000RR, which is probably the most powerful, agile, and electronically sophisticated sport bike ever produced. I am going to get one for a few days to see if it's something I must own. I think I already know the answer, but I won't get rid of my beloved KBike until I know for sure. Tune in next month for my decision . . . if I'm not in jail.

There are a number of toy runs coming up this month. I regret that I missed seeing Bill Cason and attending the Marion County Toy run, but alas I am stuck down here in Florida. The largest toy run in the area is the Catoosa County Toy Run on Sunday, December 4th. We also have the Hamilton County Toy Run on Saturday, December 10th hosted by the Freedom Riders Motorcycle Club and the Chattanooga Toy Run on December 17th, hosted by the Steel Brothers Motorcycle Club.

The Chattanooga Toy Run is the one closest to my heart, because I was involved in it's inception and it benefits the Chambliss Children's Home on Gillespie Drive. This was the first toy run to extend an open invitation to local car clubs. The first year the Corvette Club and Jeep Club attended and had a great time riding behind the pack of motorcycles. Please attend as many of these events as you can. All three of them will make Christmas a whole lot better for a whole lot of kids.

Until next month,
LTRARR,
Ronnie "Rock" Land
Ronnie@kickstandup.com

Can you believe KickStand Up! Magazine has been around a whole year? Boy time flies when you live deadline to deadline, but it's a heck of a ride. I've met a lot of good people in all walks of life, on all types of bikes, and it's only just begun! Next year brings more challenges, trips, and inspiring people. I hope you'll continue to follow us and contribute your stories and photos to us. We love to hear from you.

White Cotton Leather [page 28] was one of the businesses in a recent Dalton fire who received smoke and fire damage. Not to worry though! I'm happy to say that they've relocated across the street and have some great **Fire Sale** items, so be sure to drop by and check them out.

Howard Heating & Air is a **Toys for Tots Toy Drive** drop off in Rossville, GA [page 30]. Bring your new, unwrapped toys by their office and for each toy you bring, be entered in a drawing for a free year's service agreement!

'Tis the Season. Love and Kindness is in the air; it's the holidays and we want to help make it wonderful for everyone. It's the Spirit of the Season...but where does that go come January? Please keep that bit of Spirit in your heart all year long and remember those who need a little kindness regardless of the season. Start a smile chain. Smile at the next person who's walking by with a scowl on their face. They may just smile and pass that on to the next face. At the very least, they'll wonder what in the world you're up to!

I would like to thank all those who give so much of themselves. I see your faces over and over again in the photos from toy runs, bike blessings, and charity runs. You know who you are. Thank you for all you do.

May you all have a Blessed and Abundant 2012.

Namaste,
Kim "HippyChicKim" Teems
kim@kickstandup.com

"It is not the magnitude of our actions but the amount of love that is put into them that matters."

~ Mother Teresa



Gregory Cook

CHATTANOOGA'S KickStand Up! MAGAZINE

The Scenic City's Motorcycle Heart Beat

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Be First And WIN KSU Gear!

Each month we are giving KSU gear to the first person to pull the new issue out of our 24/7 rack. The magazines hit the rack around the 27th of every month. When the new issue arrives the KSU flag will be flying above our rack in front of the Quick Tees building at 3472 Brainerd Road. Be the first person to get the new issue and win a prize along with getting your photo in next month's magazine.

November Winner Charles Thomas



KSU Community

SNAPSHOTS



Jimmy "Moleman" Cornett and Lori Wade tied the knot [literally] November 11, at Red Queen Tattoo and will be celebrating their union in Panama City Beach. See the pics at KickStandup.com



Jen and Stan Obal, with Scenic City Scooters, proudly announce the birth of their son and KickStand Up! fan, Stanley Raymond Obal IV. Congratulations!

Introducing **KSU Community Snapshots**...A place for you to share your two and three wheel triumphs, thoughts, and memories. Submit your comments and photos [try to keep it to 100 words or less with optional one photo - including photographers name - per comment] to KSU by email to kim@kickstandup.com or snail mail to:

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Hey Y'all... WATCH THIS

I've always heard there are only two certainties in life: death and taxes. That means everything else is a risk. Risk takers are typically rewarded and sometimes punished for the chances they take. Some folks try to limit their risk, as if a timid life is one worth living.

Nearly all of us have had a, "hey y'all, watch this . . ." moment. Usually that shout is followed by some crazy, offensive gesture designed to intimidate those around us who are testicularly challenged. I still remember a four-wheeler-meets-hill climbing incident at an old abandoned coal mine on Flat Top Mountain when I was a young teenager. Luckily, my small frame fell back away from the heavy machine and into an eroded rut while the ATV flipped past and repeatedly end over end on down the hillside. I came away with nothing more than a cracked helmet and a completely demolished four-wheeler.

Although it's easy to recall the big risks we've endured, life is jam-packed with a multitude of nearly imperceptible, but nonetheless significant ones that we regularly ignore. In fact, we are conditioned not to see them. We tell ourselves that we are safe and that accidents happen to other people. That way, we can live without the fear that life would rather us face.

With that being said, I certainly know that riding a motorcycle is a risk.

Going home up the W Road on my commute at the end of each day, I actually risk leaving all the stress I've acquired behind me. I occasionally risk flirting with a thunderstorm in the distance when I've left my rain suit at home. Sometimes, travelling light provides a welcomed brief shower on a warm summer day. But even when I am punished with a downpour, I always seem to dry out just fine.

At times I risk the ire of a Toyota Prius driver when I quickly and powerfully slip by him in traffic. I have a quiet chuckle remembering the immense amount of coal that was clawed out of Flat Top Mountain to charge his rare-Earth element batteries. I relish the fact that I could blow by him doing a wheelie (even though that is a risk I never take) and that my V-Twin engine would do it much more efficiently than his go-cart could - all without emitting the same sulfur dioxide, nitrous oxides, and radioactive particulates that come from coal-fired power plants.

But motorcycles aren't supposed to be good . . . or safe. And neither are their riders. Right? Even if I have a small carbon footprint, even if I only require the rubber necessary for two tires, even if the weight of my machine barely impacts the tons of concrete necessary to pave the way for diesel buses and other forms of mass transit, notwithstanding those obvious benefits, it's still too risky for my own good. Motorcycles are dangerous. Car riders tell me.

As if cars aren't.

What about road hogs in their Hum Vees,

F-350 super duty trucks and Expeditions crowding out everyone else around them, all despite the trailer mirrors that stick out into my lane that they never seem to pay attention to? What about the maintenance-neglected, seven passenger vans with their armies of single, rushed, solitary moms dabbing on makeup as they hold their coffee mugs and talk on their cell-phones. I'm sure that they never panic for the nineteen year-old college student on the way to his 8 A.M. biology class, hung over, plugged into his Ipod and texting about last night's conquests. The thin veneer of sheet metal and plastic-coated safety glass, along with a 20 gram nylon seat belt, is all the protection he needs from the thousands of pounds of steel and gasoline he rolls inside, beside, behind and in front of. I'm sure air bags ARE wonderful. But they are not nearly as wonderful as the false sense of security that they provide the legions in their cages.

You see - cars are dangerous. Cars are risky. A car is the most dangerous thing nearly everyone experiences, nearly every day, multiple times a day, even if they don't appreciate the risk, even if they feel safer than they think I am on my motorcycle. Car drivers take risks too. Only the car drivers impose their risks on others . . . and then they tell you that it only makes sense for you to do the same.

Well hey y'all, watch this...

Steve Smith



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In The Headlight Women On Wheels®

Women On Wheels® was founded in California by an avid female motorcyclist in 1982. Its purpose was, and still is, to unite all women motorcycle enthusiasts, whether they ride their own machine, are passengers or enthusiasts, or future riders. Women On Wheels® is an international organization with members throughout the United States, Canada and other countries. We are 3000 strong and growing.

Our local chapter, Cool Lady Cruisers, was chartered in 2001 by a group of 12 or so women with Tiffany Smith as Chapter Director and Joanne Peek as assistant director. As the chapter evolved and grew, it became more involved in both the motorcycling community and community projects at large.

We have partnered with First Things First for the Ride for the Families; participated in a women's build for Habitat for Humanity; manage an awards stand for Area IV Special Olympics Track and Field; volunteered with the Humane Educational Society;

participate with multiple benefit rides; and sponsor 2-4 emotionally disturbed children at Christmas each year.

We also ride—at every opportunity. We have scheduled meetings every 2nd Saturday at Magoo's in East Ridge at 11 am. On the 4th weekend of the month we take a full day or weekend run. Our current Co-Directors are Lynn Hash and Harlie Kent. Joanne Peek is currently the Tennessee State Ambassador and is responsible for all of the "at large members" who are not attached to a chapter in the state.

We pride ourselves in mentoring new riders wherever they may be. We have gone to the MSF Rider Safety classes for ladies as encouragement and make ourselves available to do "confidence" rides.



To learn more about Women On Wheels® and the Cool Lady Cruisers please visit our website www.coolladycruisers.com or the national website at www.womenonwheels.org

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To Unite all Women motorcycle enthusiasts for recreation, education, mutual support, recognition, and to promote a positive image of motorcycling.



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Santa's Wish List

Gregory Cook



2012 Harley-Davidson Dyna Switchback

Sometimes the road that calls to you is a boulevard, winding through the city. Sometimes it's an open highway that stretches on for a day or two. The all-new Switchback motorcycle answers to both. A custom street cruiser and a competent touring bike combined, the Switchback model can change quickly to match your mood.

Featuring detachable, locking, hard saddlebags and a quick-detach windshield, the Switchback offers up comfort for the long-haul with full-length rider footboards, refined ergonomics, and a one-piece, two-up seat with custom stitching. And Black 5-Spoke Cast Aluminum wheels, a mini ape-hanger handlebar and chrome headlight nacelle and tank console provide the style you expect from a custom cruiser.

But the Switchback doesn't stop there. Add in a new advanced suspension, optional Anti-lock Braking System and the huge, 1690 cc Twin Cam 103™ engine and you have a unique, powerful 2-in-1 motorcycle that could only come from Harley-Davidson.

Purchase any new untitled Harley-Davidson from Thunder Creek during the month of December and receive a 47 inch flat screen TV free with your purchase. Some restrictions apply. Find out more at Thunder Creek Harley-Davidson, www.thecreekhd.com.

Santa's Wish List



The Arctic Cat 1000 H.O. Wildcat
When Polaris released the RZR, it revolutionized the side by side market as the first sport UTV. Now Arctic Cat raises the bar again with the all-new, 951cc, high output, fuel injected, V-Twin Wildcat sport side by side.

The Wildcat's look is inspired by sand rails, and built to tackle anything you can throw at it. With 18" of rear suspension travel, it can handle any rough terrain you can throw at it. The 1000 H2 High Output

engine will see speeds upwards of 80 mph. Combine these two, and you get reactions like, "...we could bomb through terrain that other UTVs would not be able to handle at half the speed." -UTV Guide.

We got to experience this first hand on November 4th and 5th at Durham Town Plantation. Arctic Cat brought their trailer and unloaded 4 Wildcats for the Griffith Cycle crew. As soon as you got in the cockpit and started the engine, you could feel the power. Then we took it through

the trails. Starting out, we were a little timid, being afraid of the 1000 H2 H.O. engine. We definitely didn't want to break this beautiful machine. But as time went on, we got faster and faster, realizing that this machine can blast through anything you throw at it. Tight trails, steep climbs, rough rocks... anything.

The next day they let the consumers ride. I initially started following with an ATV we brought, but that proved impossible (our Arctic Cat Representative crashed trying). I had to let them go ahead, and catch up when they slowed down to regroup. It was great sitting back and watching how the suspension absorbed every rock and roller that they went over, not to mention the air that some of them got without any discomfort. Their reactions when they got off ranged from "That's a great machine" to "I don't want to ride my RZR again." Right now, Arctic Cat is building units for February, most of which are already sold.

Our family definitely had a great time at the Durham Town Plantation (durhamtown.com), which definitely deserves mention. It was my first time there, and I wished I had brought more toys. They have several motocross tracks, a GP track for the side by sides, an endurocross track, and miles upon miles of trails, so no matter what off-road machine you're riding, you WILL leave satisfied. Our weekend there was well worth the three and a half hour drive.

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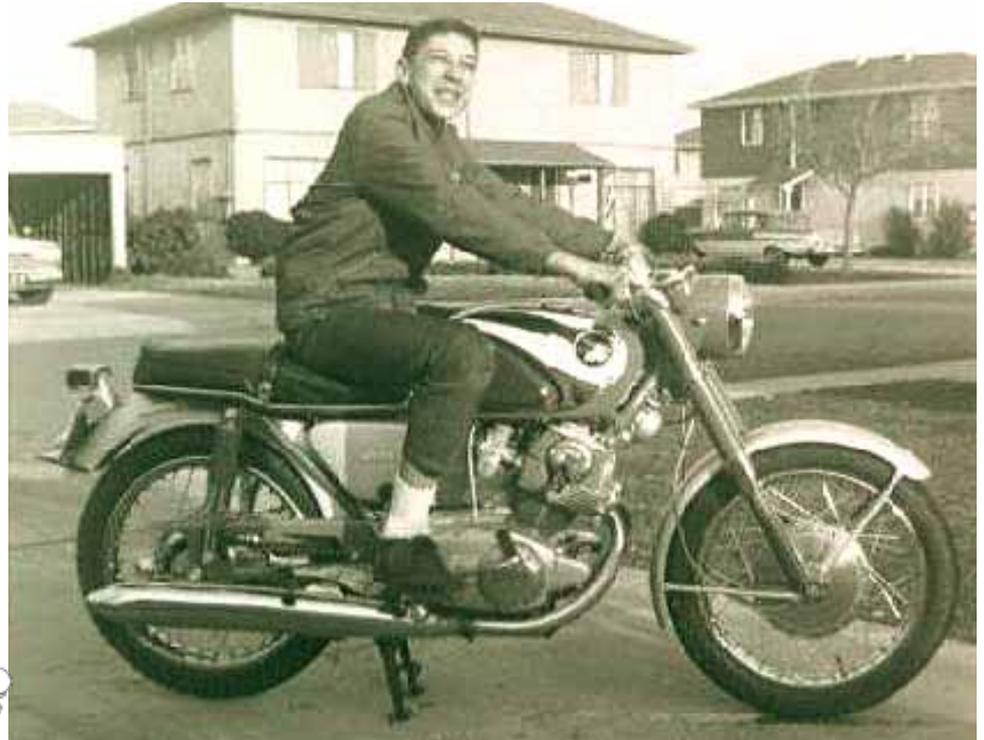


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We asked for it and we got it! Keep them coming! If you have some cool motorcycle photos of you or your family from days gone by send us an email at kim@kickstandup.com along with a copy of the photo, or drop by Quick Tees and have Ronnie scan it. You never know...your shot may end up here!



Charlie (Chuckamoo) Welch pictured here on a 1963 CB 77 Honda SuperHawk in 1964. Funny thing about this picture is it was taken by my cousin Tony Bartoni and he told me that if I could start the bike I could ride it. I was gone for four days. This was before I joined the Marines and went to Vietnam. Back then I had dreams of racing the Isle of Man. A few years after the service I got an RD-350 and did some club racing.

Merry Christmas!!




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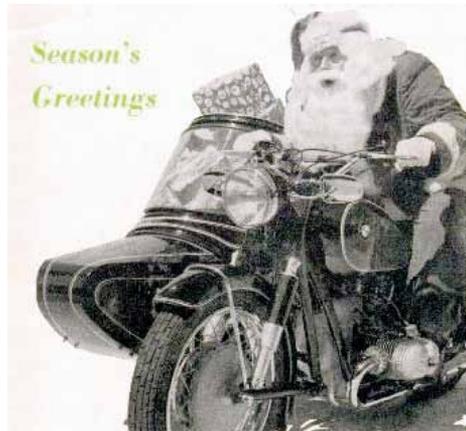
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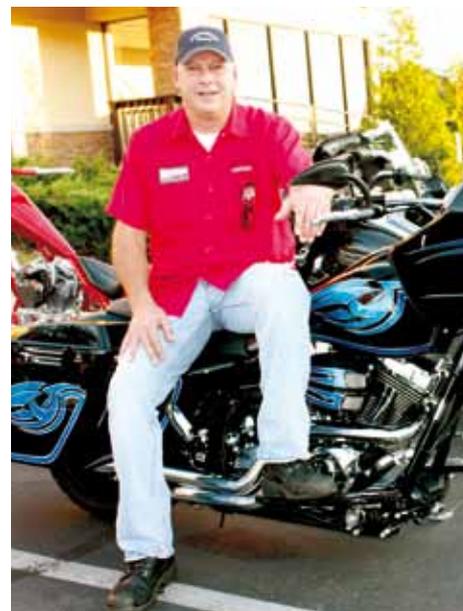
PANDORA'S TO OFFER PICTURES WITH SANTA CLAUS!

On December 17th we are opening up our doors and setting up a Santa picture area...complete with a winter scene backdrop. We will have Santa's sleigh (GS Adventure) being pulled by six sportbikes. We are urging all parents with children to feel free and stop in for pictures with Santa (Stu in a Santa Suit....XL). We will also have hot apple cider on hand..... this is a good opportunity to stop in with your family (sometimes it is not easy to convince the better half to come shopping at a motorcycle shop). You can have some pictures taken with your little ones, eat some good food, laugh a bit, and peruse our holiday gift offering!

Justin Prann
Pandora's European Motorsports



GWRRRA TN Assistant Director Ron Jane visited Chapter V (Chattanooga) to swear in Gary Boyd as the new Chapter Director. Gary replaces David and Marie McGill who served 3 years as Assistant Chapter Director and the last 4 years as the Chapter Director. David and Marie are now District Trainers. Mrs. Claus made a surprise appearance...



Chris White owner of Underground Customs, is taking his business to another level and opening a new shop on Ashland Terrace [next to the Rusty Duck]. Chris has been building custom choppers and baggers for years in his Big Ridge home and has been dreaming of this move for a long time. Underground Customs will offer a full range of services from oil changes to customization, as well as riding gear and other motorcycle related products. Keep your eyes open for Underground Customs in our 2012 issues!

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ALLY'S HOLIDAY BOURBON BALLS

One of the great things about my wife Ally is that she loves to cook almost as much as I do. Another great thing is that she loves easy recipes. One of our family favorites is Ally's Bourbon Balls.

My mom, brothers and friends eagerly await the delivery of Ally's bourbon laced treats every year. The great thing about her recipe is that it is easy and can be adjusted as needed. If you don't like bourbon, then try rum. If you don't like pecans, try walnuts or your favorite chopped nut.

The trick to the recipe is letting them rest in the fridge for at least a half hour to set. We've also found that if you are making these bad boys a day or two early, then the flavors really POP by the time you eat them. One last suggestion... you can even cover them in the same chocolate coating that you use with pretzels and Ritz style crackers.

Enjoy Ally's recipe, and Happy Holidays and Happy New Year to all of our friends. Ride safe into the New Year!

Ally's Holiday Bourbon Balls

1 cup vanilla wafer crumbs
 1 cup chopped pecans
 1 cup confectioners' sugar
 2 teaspoons unsweetened cocoa powder
 1/4 cup bourbon
 1 1/2 teaspoons light corn syrup
 1/3 cup confectioners' sugar for decoration

Make sure the vanilla wafer crumbs are fine crushed. Combine the wafer crumbs, chopped pecans, one cup of confectioners' sugar and the cocoa. In a bowl, blend the bourbon and the corn syrup together. Add the crumb mixture and mix well. Shape into 1 inch balls and roll in confectioners' sugar. Refrigerate to set.

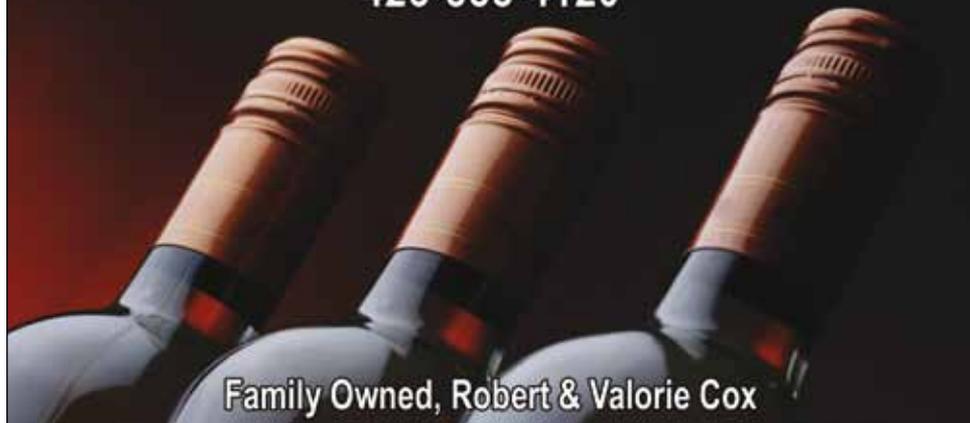
Kent Whitaker is a Cookbook author and culinary writer with eight books. He is also member of, and, an AUXCHEF trainer for the United States Coast Guard Aux. He and his wife Ally consider themselves as recreational riders and live in East Tennessee. Kent's books are available at any book store or online at www.thedeckchef.com or on twitter at www.twitter.com/thekentwhitaker

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Hello From Chattanooga

My brother, Rick "Nubbs" Harris - native Chattanooga, transplant to Athens, TX - grew up riding motorcycles all over the East Brainerd area. Rick was in an accident in May and seven surgeries later, he's recovering from a crushed tibia bone but hopes to be walking and riding again in spring. Every fall I go visit and we ride. This year we didn't, but give him time and we will again. Get well soon Nubbs! ~ Regina Burks

Editor's note: Regina contacted me on facebook and told me what had happen to Rick and that she'd been sending him KickStand Up! Magazine every chance she got. She said he enjoyed looking at them even though he lives in Texas, because he grew up in Chattanooga. Here's to future rides once your healed Rick! Peace from Chattanooga, TN! We'll make sure you stay KickStand Up! informed. - KT

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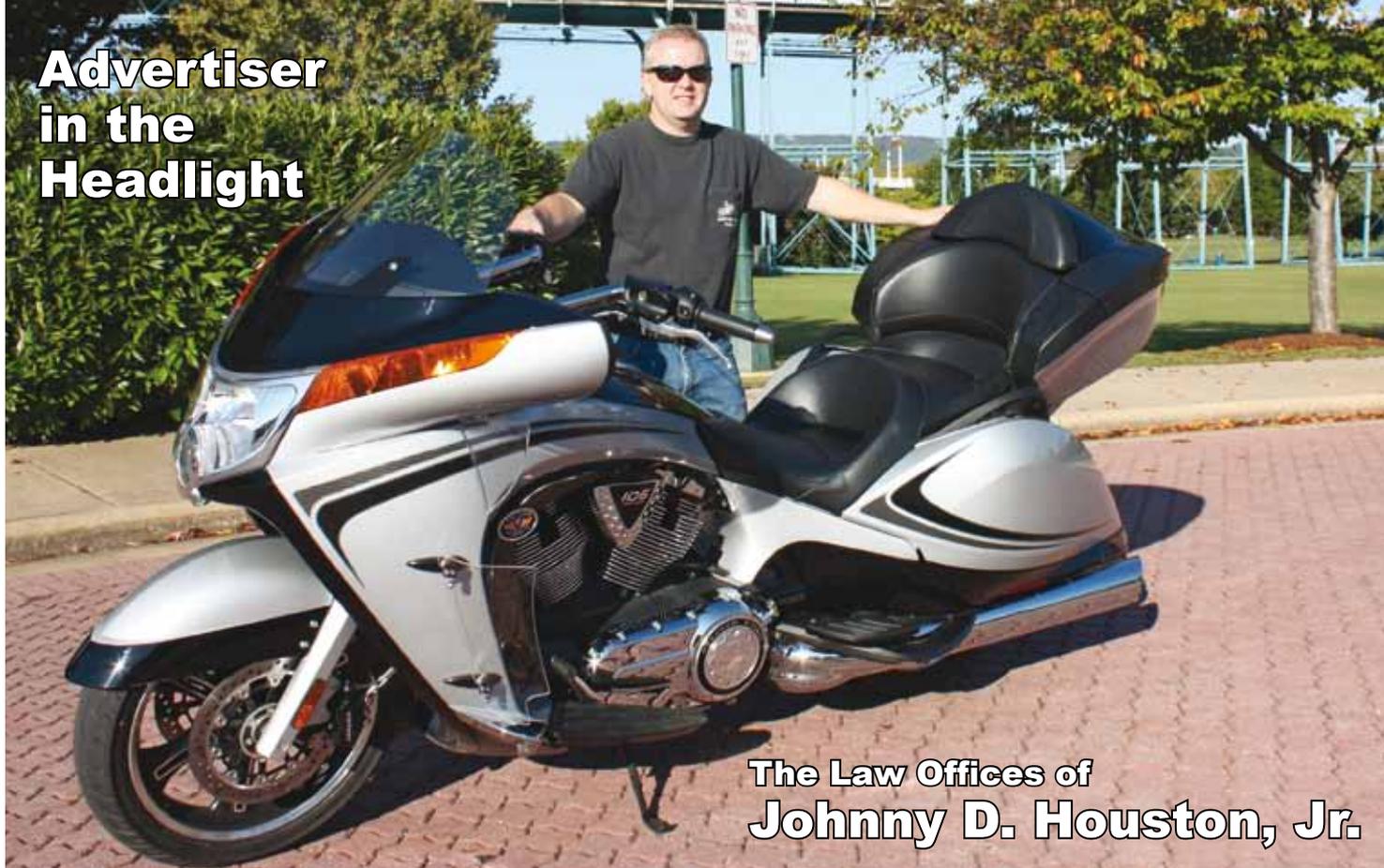
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Advertiser in the Headlight



The Law Offices of Johnny D. Houston, Jr.

I've known Johnny Houston for awhile now, since the Road Rash Magazine days, and I've always liked him. He's easygoing, honest, and direct, without being one bit stuffy. After I interviewed Johnny for Advertiser in the Headlight, I went back to look at what I wrote in the March 2003 RRM Bikers in Business piece featuring Johnny D. Houston, Jr. Some things have changed since then: his law practice is thriving and he has had a number of cases that have been in the news; his three kids have grown into young adults; he's on a bigger motorcycle, a 2011 Victory Vision [although he still has his favorite sport and sport touring bikes too.]; and he's the judge in Red Bank, TN. Quite a few things have changed, but his sharp skill in the courtroom hasn't.

Johnny grew up in Millington, TN., "the most redneck town in Tennessee," he says. When I asked if he had always wanted to be an attorney he chuckled and replied, **"Actually I wanted to be a professional wrestler, which was a high aspiration in my family, especially to my father. My mother, on the other hand, wasn't too thrilled."** He married his high school sweetheart, Laura, now a public school teacher, during his last year of college and decided it was time to buckle down and make a living. Johnny went to school at UT Knoxville and law school in Memphis, because, "I didn't want a nine-to-five job. I wanted to be my own boss." He and his family moved to Chattanooga in 1989, and Johnny is his own boss with a busy

practice and busy family.

When asked what made him different from other lawyers he replied, "I genuinely like my clients and they like me. I'm laid back. I am basically blue collar, having grown up with blue collar people, so clients feel more comfortable around me." However, despite being easy-going, **"I surprise people when I crank it up a notch in court. I can actually become quite intense and really thrive under pressure."** A couple of years ago, Johnny won the case where a local fireman was charged with kidnapping and murdering a 15 year-old. He was told that "was the first not-guilty in a murder case that THE District Attorney has ever had."

What type of law do you like to practice the most? "Criminal law is more fun, it's not as structured and you have to think on your feet...it's not a big paper chase. However, I enjoy the personal injury practice as well."

And then there is the Honorable Judge Johnny D. Houston, Jr. Yep, you'll see Judge Johnny Houston every Monday in the court of Red Bank, TN. He's been the Red Bank judge since 2006 when he beat the incumbent candidate, a feat that almost never happens in Hamilton County. Johnny says, **"Being a judge gives me the opportunity to help those who deserve help and punish those who need to be punished, and there are plenty of both."**

Johnny stays busy but, he always finds

time to ride! Johnny says, "I like the spur of the moment road trip." He's ridden to Nova Scotia, about 4,000 miles on his 2003 Yamaha FJR 1300 and also tackled the mountains of Colorado on the same bike. When asked what his next destination will be, he replies a little longingly, "Oregon and Washington."

Johnny's been riding bikes since he was a kid. He started out big - the first bike he spent much time on was his father's Kawasaki KZ 900 which he says, "was really fast in its day." The first bike he ever purchased (at age 18) was a '79 Kawasaki KZ400. His present bikes are a Yamaha FJR1300 (sport touring), Yamaha FZ6 (naked sport bike) and his brand new Victory Vision. He enjoys riding the FJR and the Vision on long solo trips, but says the Vision is "best for two-up riding, a real Cadillac." Though he realizes he can't ride all three motorcycles, he just can't bear to part with any of them.

Hopefully you'll meet Johnny as a fellow rider on a local ride or maybe even a long-distance one. However, if you do find yourself involved in an accident or have some criminal trouble, call him at **The Law Offices of Johnny D. Houston, Jr. at 423-267-6715**, and check out his ad on page 2.

Kim Teems
kim@kickstandup.com

Santa's Wish List

The StandStick



Everyone who rides off-road remembers a time when jumping a dirt bike was intimidating. I still get intimidated when I hit a new jump. It can be difficult to be

comfortable in the air. People have come up with a number of different ways to learn the "neutral position" and get comfortable with it. You are told to sit on the bike on the stand and rock back and forth or start with the small jumps. The problem with these solutions is, the stand only gets the bike a few inches off of the ground, not allowing for much movement, and simply starting jumping smaller jumps and building up can be dangerous.

Solution: The Standstick. The Standstick allows a rider to move the

bike by leaning forward and swinging his/her hips. The object is to get your muscles trained to balance the bike in the neutral position for as long as possible. It seems easy enough, but once I got on it, it wasn't easy. It may just be that I haven't ridden in a while due to a broken collar bone, but my muscles were not as accustomed to that motion as they should have been.

One great thing is that you can start the bike on the Standstick and it can train you to rev the bike to bring the rear wheel down or hit the rear brake to bring it back up. Seems simple enough, but it hurts if you stall the bike in the process, so this will help train you to do this without stalling the bike. If you have spent much time at the motocross track, you know what panic rev is as well. This is a useful tool in teaching that panic rev can help prevent a hard crash if the front wheel drops too far.

The Standstick is pretty versatile and fits on just about any off-road bike. There is a piece that mounts to the bottom of the



Dustin Sims

frame. You can put the other piece on your bike stand, or even attach it to a hydraulic lift to get the feel of different heights, which translates to ranges of motion when practicing on the Standstick.

The Standstick is affordable, easy to install, and a great investment for any serious rider. Available at StandStick.com

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In The Headlight

Tyler

Tyler Beene is 16 years old from Chickamauga, GA. He is a sophomore at Gordon Lee High School, and he started riding at four years old on a CRF70. When he was 13 years old he put his love of riding into racing motocross. He started riding at Chattanooga Motocross where he rapidly became one of the faster kids in his class. In 2011, he raced in his first National at the Spring Classic at Millcreek MX in Pell City, Alabama.



He currently rides a Suzuki RM 125 in "C" class. He plans on doing his area and regional qualifiers for Loretta Lynn's Amateur National Motocross Championship in Schoolboy 1 and "B" class in the spring of 2012.

His favorite track to ride at is Fast Farms MX in Altamont, TN and AMP in Heflin, AL. When he isn't training for motocross, he wrestles for the Gordon Lee High School wrestling team.

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Gregory Cook



Gregory Cook

Davidson, Dalton, GA - www.TheCreekHD.com [See back cover]

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Santa's Wish List

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Gregory Cook

Mountain Creek Harley-Davidson New General Manager Craig Collins

I recently had the pleasure of meeting the new General Manager at Mountain Creek Harley-Davidson. Craig Collins has only been on board a few months and is already implementing changes you will love. Dynamic, forward thinking, energetic, results driven and full of vision, it's easy to get excited listening to Craig share his ideas. **"I want to make Mountain Creek H-D a destination, not just a place to buy or service your bike.** We've completed our remodel of our stage and will soon complete a remodel of the decor inside the store. We are concentrating our focus on our customers, not only in creating a fun, welcoming environment, but more importantly, in working with them from every angle to let them know we appreciate and want their business."

Craig has spent the past several years getting seasoned to create and lead the ultimate motorcyclist's dream store. He spent time working in sales in the automotive industry; as a partner in a local motorcycle shop; at Boswell's H-D and at Cool Springs H-D. He worked at Thunder Creek H-D and most recently was the sales manager at Pandora's European Sports. "These years of working in different positions gave me a much better understanding about running a motorcycle business. I gained respect for the skills and knowledge needed. It grounded me. Here at Mountain Creek, I have tremendous support and all the tools needed to make this the number one Harley-Davidson dealership and that's what I hope to do. We at Mountain Creek take great pride in our Dealership. We will continue to grow and invite everyone to come and take part of our growth. We want our customers to make this their dealership."

Watch for upcoming events at Mountain Creek H-D, there are many planned. **"Soon we will be having a VIP event for our top 500 customers, and in December we will be giving away a flat screen television with the purchase of each motorcycle."** In the Spring, the new stage will create an opportunity for more music and concerts. The recent Battle of the Bands event was just the beginning.

Craig made a few staff changes at Mountain Creek, bringing in Bryan Allen as the new Sales Manager and Wayne Sturnell to head up Ebay and Internet sales. "Our service department already ranks in the top 90% and Marty does a great job running that department. We will continue to offer our great service but want your positive experience to start when you walk in the door. We want you to know our relationship with you is our top priority."

"We have updated our website, software and equipment and will be doing business in a more modernized way. I want to personally invite everyone to come down to Dalton and say hello. And watch our Mountain Creek website www.mountaincreekharley.com to see what's coming up next."

If Craig's enthusiasm is any indication of what is to come, I can't wait for my next visit to Mountain Creek Harley-Davidson. I hope to see you there! Mountain Creek H-D is located just off I-75 at Exit 333 in Dalton, GA

Kathy Kile
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Kris Turner Update WERA Grand National Finals at historic Road Atlanta

The last race of the year for me was the prestigious WERA Grand National Finals at historic Road Atlanta. The weekend was really a success for me. Garrett Gerloff and Jake Lewis are both rolling with a good pace right now making it hard. I qualified 4th on a bike short on power compared to the competition. We made up for that Saturday after a few changes and winning a National Championship in the C Superbike Expert class.

Winning on Saturday meant a lot to me, but the fact that it was cut short with a red flag makes me wonder how much Garrett had on his B bike after crashing his A bike in another race. I wish it would have gone to the end because even if he beat me I would have been happy with leading a few laps. But if I had beat him after a full race, it would have meant even more. He seems to be the up and coming young gun to beat. But we're going to take that National Championship title and the three other podiums I got (2nd in Sat. C Superstock, 3rd in Sun. C Superstock and 2nd in Sun. C Superbike) into next year with momentum.

I'm not sure what the plans are going to be next year other than no matter what, we will be going to the races and giving it our best. I hope to have a little more backing so we can make all the races and hopefully get a few podiums and maybe a win or two.

I know Garrett will be a handful along with a group of other fast riders. I'm not sure what class Jake will be in but if he is in Sportbike, I'm sure he will be up front to dice it up as well. I really look forward to next season. I'm working hard and am confident and determined to be up front. Hold 'er wide!!

Kris Turner



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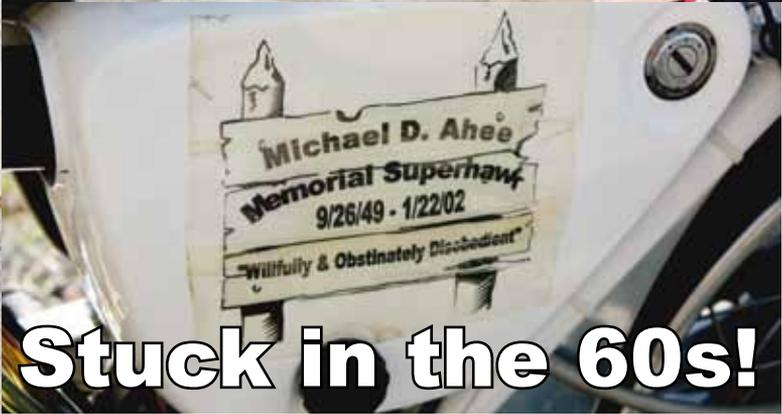
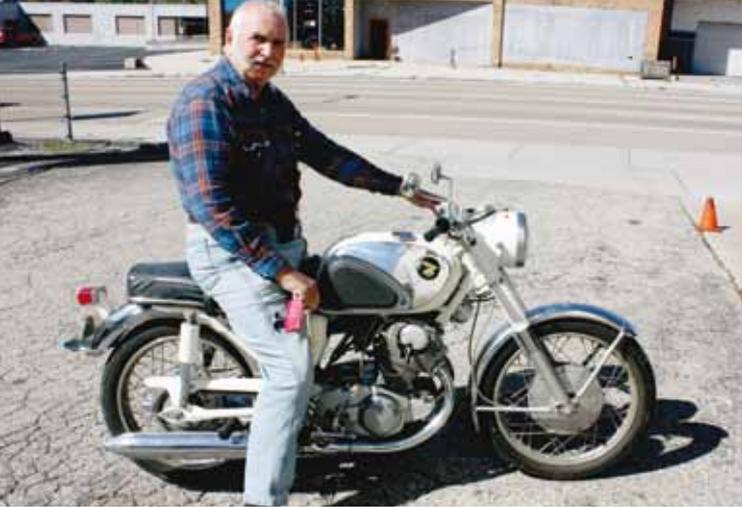
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Hugh Teems, Kim Teems



Last month Dad [Hey-U] and I decided to check out Ron Cowan's Stuck in the 60s Small Bike Rally, in Harriman, TN. Ron is a collector of old bikes and specializes in Ward motorcycles. It was a beautiful day for a ride, so Ron put me on one of his most prized bikes, a 67 Honda 305 Superhawk. This bike had a history; Ron's best friend, Michael D. Ahee. Ron and Michael met in eighth grade in 1963. They both had a big passion for motorcycles and promised each other their bike collection should be one of them die. When Michael passed in 2001, Ron received his collection and took a special liking to this Superhawk, which he uses to memorialize his lost friend. So I hopped on his special issue Superhawk and rode through some beautiful scenery and even went by the TVA plant where there were miles of rail road cars filled with coal. The bike handled amazingly well and was so fun to ride, although it did take me a mile or so to uncramp. All I had to do was think about where I wanted to go and the bike went. Wow – great ride. Once back we checked out some of his other vintage bikes then headed back towards Chattanooga - via the scenic route of course. Thanks for the great ride Ron!

Kim Teems
kim@kickstandup.com

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Trailer it Out West

Courtesy of Sterling Lund



In August of 2011, I left my home in Tennessee riding my motorcycle and pulling a pop-up camper. A day later in Gary, Indiana I met up with my sister and brother-in-law who are from Florida. We traveled through Indiana, Iowa and Nebraska.

Next, we headed to the Black Hills of South Dakota and camped in Custer State Park for a couple of days. The first day we visited the 71st Annual Motorcycle Rally in Sturgis and saw hundreds of motorcycles and people from all over the USA and Canada.

We also got to see the Full Throttle Saloon where a TV program is filmed. On the way back to the campground we rode by Mount Rushmore National Memorial. It was quite amazing to see in real life! The next day we rode the scenic route through Custer State Park and saw prairie dogs, elk, mountain goats and hundreds of buffalo. We also visited a unique rock formation called the Needles Eye.

We traveled to North Dakota through the Roosevelt National Park and then went West on Route 2 through Montana until we came to Glacier Falls. We rode to Logan's Pass and got to see snow in August. We also rode into Canada to Waterton Lakes National Park and stopped at Cameron Lake. The lake has an awesome view.

Our next big stop would be Yellowstone National Park in Wyoming. We camped at a privately owned campground at the West entrance to Yellowstone. We rode the lower loop the first day and witnessed Old Faithful. The next day we rode the upper loop and stopped at the Boiling River. The water coming

off the top of the mountain is freezing cold but the water coming out the side of the mountain is boiling hot! You can get in the water and sit or float the river but beware, you will be either hot or cold...quite the experience! We also spotted a grizzly bear on our way out of Yellowstone. We then rode south through the Grand Teton National Park. We took 89W into Idaho and 30E into Utah around Bear Lake.

Colorado would be our next stop. There we visited Rocky Mountain National Park. The most interesting thing we witnessed was the weather. In a 3-4 hour time period the weather changed from 85° F and sunny to 40° F and raining.

From Colorado we traveled through Kansas, Missouri, Illinois, Kentucky and back to Tennessee.

I traveled a total of 5400 miles in 21 days and got to visit 15 states and Canada.

**Sterling Lund
Sheba and Randy Scott**

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Western Virginia – Dual Sport Destination

For years I've loved riding in western Virginia in areas around Bristol, Abingdon, Marion and Wytheville. In the past, all of the rides I've done have been on street bikes and have been as exhilarating, beautiful and challenging as any rides in the country. The mountains and ridges in the southern Appalachians run from the southwest to the northeast, just as the ridges around Chattanooga do, except that these are higher; usually ranging from 2,500 to 4,000 feet instead of the 1,000 to 2,000 feet around Chattanooga. If you want a relaxing, scenic, pastoral ride, find roads that follow the valleys. If you want a tight, twisty challenging ride, then look at roads that cross over the ridges...the choice is yours. Particularly notable paved twisty roads are:

- US Highway 421 between Bristol, VA and Boone, NC
- VA State Highway 80 between Interstate Highway 81 and the VA/KY state line
- VA State Highway 91 between Saltville, VA and Tazewell, VA
- Spectacular VA State Highway 16 between Marion, VA and Tazewell, VA

If a relaxing, scenic ride is what you want, then County Road 700 just north of Bristol will take you through Rich Valley from Lime Hill to Saltville. Continuing east through Saltville, pick up VA State Highway 42 and continue to US Highway 52. A shorter scenic ride would be TN Highway 91 from

Shady Valley, TN to Elizabethton, TN.

Earlier this summer my buddy, Ric Miller from Washington, DC and I met in Bristol for a couple of days of good street riding and did all the fine paved roads to Boone, NC and Tazewell, VA. It was great, but each day we ran out of pavement just when things were getting interesting. One of us said, "Why don't we come back up here and bring a couple of dual sports so we can ride all the good stuff?" Fast forward a couple of months and we're riding south from Bristol, crossing the south fork of the Holston River and hitting Flatwoods Road – the twisty, gravel Forest Service Road 87 that runs along the north edge of Holston Mountain toward Elizabethton, TN. At Elizabethton, we ate lunch at a meat and three downtown and 10 miles later we're riding on the south shore of Watauga Lake looking for Little Stony Road that runs through 30 miles of Cherokee National Forest, crosses the Appalachian Trail, and ends near Roane Mountain – the turnaround point for that Friday's ride.

Since there was a forecast for rain later in the afternoon, we took paved roads back to Watauga Lake, headed northeast on Highway 67 and found unpaved Cross Mountain Road to take us north over the Iron Mountains and down into Shady Valley. From there, we could see a large storm moving northeast between us and Bristol. Thinking that we could outrun it, we rode up Highway 133 and then took McQueen Gap Road (Forest Service Road 69) north over Holston Mountain and crossed the Appalachian Trail again just in time to get hit with hard rain at the 3000 foot crest. Fortunately we were in rain gear and crept down the flooding switchbacks, crossed South Holston Lake and rode back into Bristol with plenty of time left to clean up and go get some steaks at KP Duty, a good restaurant in downtown Bristol.

Saturday morning was misty, cool and foggy from the rain that had come through the day before. The day's weather forecast was good, but we waited until 10:00 to start and headed east on County Road 700 that runs through Rich Valley heading toward Burke's Garden. Anyone who's ever been to Burke's Garden will never forget it. Back in the 1800's, the Vanderbilt family tried to buy it to build the Biltmore Estate there, but the land owners would not sell their property. They wanted to be left alone and enjoy living in the isolated rural farming paradise they'd found

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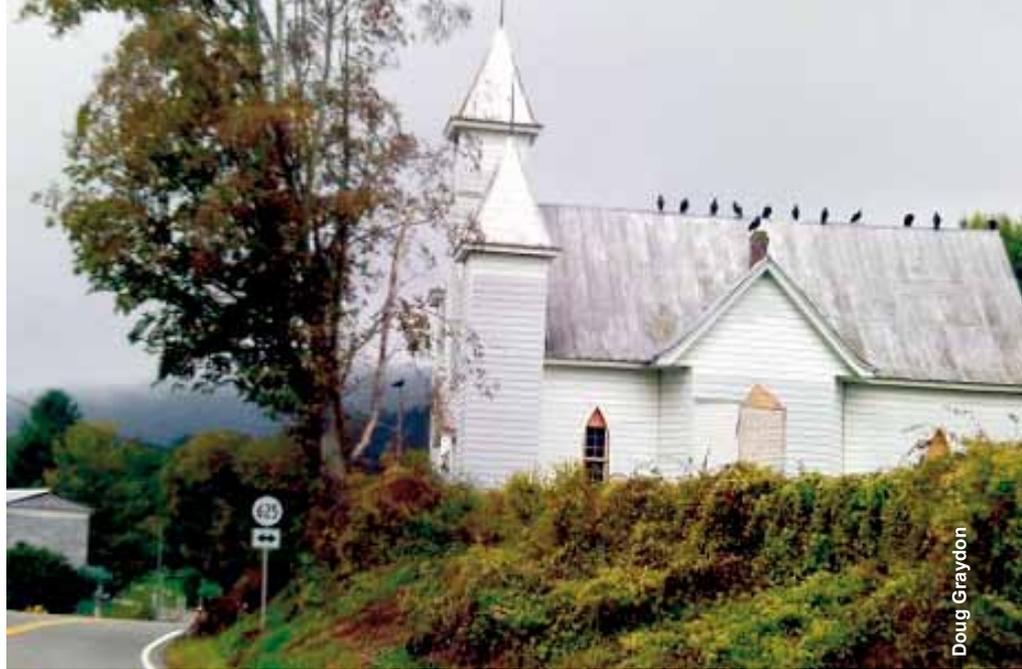
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situated in a 9 X 5 mile depression on top of Clinch Mountain with only one tortuous paved road leading into it.

County Road 700 ends at Saltville, and we continued riding east on State Highway 42, crossed the Appalachian Trail and rode through Ceres before coming to the Forest Service Road that would get us to Burke's Garden from the south. I'm generally not one who pays much attention to omens, but anything that I see that appears significantly out of the ordinary raises my awareness and puts my senses on high alert. Right next to the road in this old farming community was an abandoned church with an ornate steeple probably built in the mid to late 1800's. Perched along the top of the roof were ten black vultures ominously watching us. We stopped, they claimed their turf, and we left! It felt like something out of a Stephen King novel or an Alfred Hitchcock movie. Oh well...

We found the Forest Service Road 623 that took us up over the crests of two ridges, crossing the Appalachian Trail again and overlooking our destination – this hidden gem in the middle of Appalachia. As we rode down into Burke's Garden, we realized that something had changed – there was traffic on the usually quiet roads; there were rows of cars parked and throngs of people milling about. My first thought was, "OH NO!!! This looks like a big auction." It wasn't. Thank goodness, it was a fall festival with arts and crafts, cotton candy, face painting



Doug Graydon

and inflatables. We grabbed a couple of sandwiches, gassed up and looked for Forest Service Road 666 to take us out of Burke's Garden to the unimproved Forest Service Road along the spine of Round Mountain and back to paved roads. The Forest Service Road off of Round Mountain was fairly steep, but not really difficult, and we'd both ridden lots of stuff that was much more challenging. It started to get foggy as we descended, making visibility a problem and fogging our goggles. Ric was riding behind me, and I didn't see his headlight anymore. When I stopped and cut off my engine, it was completely quiet. Backtracking a quarter of a mile, I saw the bike on its side. Ric was OK, just bruised, but the tail section with

the lights and license plate was torn loose. The bike started OK, we bungeed the tail section back on, got off the mountain, and headed back to Bristol on paved roads.

After cleaning up and getting a good meal, we spent an hour sitting on the picnic table behind the motel, enjoying a glass of whiskey and a good cigar, but mostly appreciating how very fortunate we both were to be able to spend the weekend riding in one of the most phenomenal areas of our country.

Doug Graydon

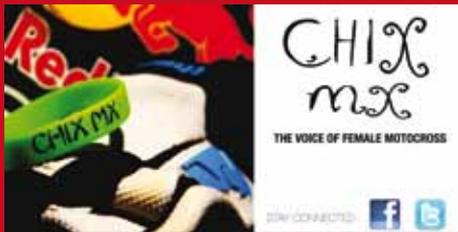
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Chix MX Update

Since we formed Chix MX in the early spring of this year, we have grown faster than I had anticipated.... and I am profoundly excited about this. Our organization for amateur female motocross riders has fulfilled a much needed role for young girls making their way in a predominately male sport. We are giving them a voice, an organization to call their own, and hopefully a voice in the industry.

This past month we put together a Chix MX team. It consists of ten girls ranging in age from 9 to 23 and from different areas of the country. We are getting sponsor support from several companies and hoping to add to that in the next few weeks.

The Chix MX team will give these female riders an identity that they may not have had, and it will also hook them up with sponsors that they may also not have had a chance to form a relationship with beforehand. We are hoping that the progression of sponsors will continue and will open the door to female riders in the motocross industry. We have started small but are getting stronger and bigger.

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Natural and organic care for women who ride; A woman's journey to skin care that isn't toxic.

"A six foot two house plant, with long blonde hair and bright red toenails." Yeah, that was where Taj McNamara was headed in 2009, after a series of personal and physical challenges brought this tall, blue-eyed mother of two to her knees. She laughs now about that, but two years ago she wasn't laughing at all.

An unknown and dormant medical condition had brought her to a standstill. "I was a different person, and it wasn't a good version of me. It was quite possibly the worst parts of me, taking center stage, all the time."

She found herself starting over alone, still fighting her condition, "With everything that I was facing, and facing my husband giving up, there was no logical explanation for the myriad of symptoms....I was suicidal for a while there--- and so I shut everyone and everything in my life, out."

The first thing she did; a purge. She changed every product and component of her personal care routine. Everything. **"Think about all the things you use, every day. Soap, shampoo, toothpaste, lotions, creams, cleansers, laundry soaps, anything that would come in contact with your skin."**

Then she started going to the gym again. This unlikely place is where Ms Moto became a concept, and later a reality, with Taj finally feeling up to a regular workout, and joining a Crossfit group at her local gym.

"Starting Ms Moto was a bit of an accident, it was something I was doing for myself....that turned out to have bigger implications and options for other women with my condition....and when I started learning to ride a borrowed KTM.....I already had the basis for what I was doing with Crossfit, and the kit migrated between activities with me."

"I wanted to ride so badly, and I was almost to the point of suffering the symptoms to do it, but I knew, I had to get my body back before I could do anything else, try anything else. I had to understand what my body was trying to say to me, first."

Santa's Wish List

With both the activity and the gear, she was facing a second set of challenges, and her research and education for what she could use for her personal care, became an even bigger facet of her routine. "I was adding a second and third facet to what I was asking of myself- I was putting on gear and clothes, riding in dirt, sun and wind."

She runs her fingers along her jaw line and above her eyes, "My gear rubs against my face here, and unlike a guy, I don't have tougher skin or facial hair to protect me, what skin I have on the track on Saturday is the same skin I have when I go out for work on Monday or for a night on the town a couple days later- my skin isn't something I can change like my clothes."

Why Moto girls? She laughs and makes a pair of goggles out of her hands, framing her eyes with her fingers. "Ever notice how at the track, you can tell the girls who are riding, no matter what color their gear, you look thru those goggles and most times---- there's a gorgeous pair of made-up eyes behind them?" She smiles wide, **"Moto girls may be tough, but we know we're pretty underneath all that tough."**

Taj is the first to admit that women who ride are a different breed, and a strong one at that. "This KTM I've been practicing/ learning on, is challenging me in every way, and it is growing on me, I'm building up. I had to Crossfit for three months before I could run. I hadn't run in 18 years. Now I run. I love it."

The kits are simple, basic and no-frills. The products are natural and without preservatives or chemical additives. Made in small batches, and packaged by Taj herself.

"I had to find out what I needed to do to take care of myself, and then do it. I wish I had gotten more support from others in that time, but I suppose I had to do this for myself, and by myself, because no one could do it for me."

You can see where she got the inspiration for her logo, the blue eyes that gaze strongly, defiantly from her products, mirror her own blue eyes, fixed on whatever holds her focus at the moment.

"I am strong now, and that has made all the difference." **You can find Ms Moto makeup at www.msmoto.co/**

Darlene Jacks
chixmx@hotmail.com

A Moto Chick's Wish List:

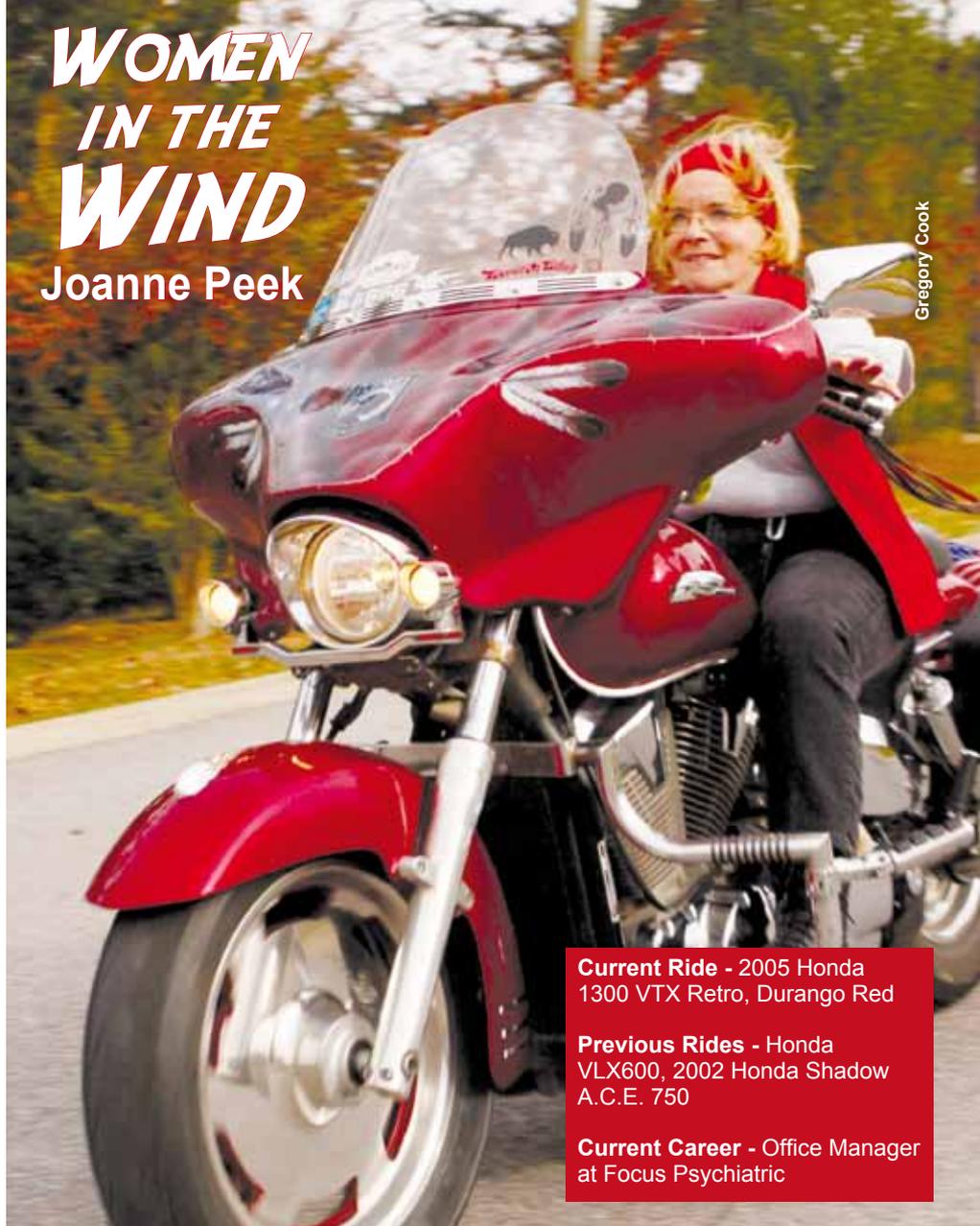
- Nike Sports Bra
- Girl Riding Gear
- Leatt Ashley Fiolek Cover Set!



WOMEN IN THE WIND

Joanne Peek

Gregory Cook



KSU: How did you get started riding?

Joanne: I rode on back with my first husband, Steve. When he passed away suddenly, I stayed in close community with the HOG, CMA and other motorcycle family. I knew I wanted to ride again and sometimes rode on back with friends. I met Charlie Peek through mutual friends. I rode on back with him but meanwhile, bought a Honda VLX600 with plans to learn to ride. At age 53, I took the MSF class and aced the written test but nearly flunked the riding portion. I lacked confidence and needed more practice. With Charlie's support, I rode the same loop day after day for months, until I became comfortable, competent and deeply in love with piloting my own bike. The sense of accomplishment was amazing.

KSU: Any advice to other women who want to ride but have concerns?

Joanne: Take the MSF rider's safety course, practice riding for a year and then take the advanced course. Ride only when and where comfortable. Ride your own ride, which means don't succumb to peer pressure or try to ride like anyone other than yourself.

KSU: Any lessons learned you would share with other riders?

Joanne: Stay focused on the road ahead. Don't push red lights. Be aware of your surroundings and always be looking for your way out or through trouble.

KSU: What do you like most about riding your own?

Joanne: Having the wind in my face. The solitude. Not looking at the back of the helmet in front of me! I control where I go and what I see.

Current Ride - 2005 Honda 1300 VTX Retro, Durango Red

Previous Rides - Honda VLX600, 2002 Honda Shadow A.C.E. 750

Current Career - Office Manager at Focus Psychiatric

KSU: Do you still ride on back with Charlie sometimes?

Joanne: Occasionally, if it is really cold out or I anticipate having a few drinks.

KSU: Best memory on the bike?

Joanne: Charlie and I got married on our bikes! All our friends were there. It was a great day.

KSU: Ever gone down?

Joanne: Twice. No serious injuries. I used the skills I learned in MSF class to help protect myself.

KSU: What made you get back on the bike?

Joanne: I love being an independent, strong woman and doing things on my own. Like any bad experience, you have to desensitize yourself from the fear, so I did it right away. Of course, everyone should make their own decision about this.

KSU: What's your favorite riding product?

Joanne: I find that ski clothing works better to keep you warm in winter. I love my neoprene chaps. And I couldn't do without Urad Leather Cream or ride without my Schampa head wraps/bands.

KSU: Do you have a "Claim to Fame?"

Joanne: I helped start the local chapter of Women On Wheels riding group in 2001. I served as Chapter Director from 2004-2009. Currently I serve as State Ambassador since 2009. (See article about WOW on page 9 of this edition.)

KSU: Do you have a favorite quote about riding?

Joanne: A coworker gave me a pillow embroidered with the saying "You never see a motorcycle parked outside a Psychiatrists Office." She suggested I add "Unless it's mine."

Kathy Kile
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The 1971 BSA Lightning 650. BSA or The Birmingham Small Arms Company Limited was at it's height the largest producer of motorcycles in the world. They produced both the BSA brands of motorcycle as well as the Triumph brand. The 650 Lightning had a top speed of 108 MPH. Built for reliability and rideability, the Lightning was a popular model for commuters. The James Bond film "Thunderball" featured a fully faired BSA Lightning outfitted with missiles and ridden by Bond Girl Fiona Volpe. The BSA was affectionately known by it's nickname The Beezer and renown in circles of both track and cafe racing. BSA's final production year was 1972 making these classic collectors increasingly rare today. The 1971 Lightning pictured here has been nicely restored and updated with twin Mikuni carburetors for increased performance and reliability. If you would like a close up view of this classy classic just drop in sometime at American Motorcycles of Chattanooga 3208 Rossville Blvd. and check it out for yourself!

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Jennifer Nichols, Julianne Joel

HAUNTED DAVIDSON

Many Chattanoogaans recognize 5 year old William Joel from this year's Nightfall. He's the cute little kid in the wheelchair with the chrome smile that's as unstoppable as he is. Well, after a full summer of being surrounded by bikers and their beautiful machines, I decided that the perfect Halloween costume for my now renowned son and his light-up wheels would be, what else? A custom miniature trike! And just the mere mention of this concept to William's best CMA buddies, Eddie Thorne and Gary Scruggs, was all it

took for the two big "little boys" to get the project started.

Gary is a seasoned metal fabricator. Both he and Eddie are life-long motorcycle enthusiasts and they first shared their ideas, then formed a design, and then started to build! They fished out an old kid's bike frame from a dumpster and after measuring where the front wheel would have to fit onto the tiny wheelchair, they cut and welded the frame accordingly. Then the guys painted the adapted bicycle frame to match the blue on the wheelchair.

Plexiglass was cut, painted and attached to fit inside of the frames tubes and "Haunted Davidson" lettering was delicately placed as pictured. Final touches included: handle bar grips, rear view mirrors, a plexiglass windshield, and battery-operated lit plastic skulls used as head lights. It is noteworthy that the front end this "costume" is easily detachable and the wheelchair is not compromised at all.

So on October 31, 2011, the Joels and the Thornes embarked to Bayside Baptist's annual Trunk or Treat with the "Haunted Davidson" in tow. William, without coaching, immediately went into a Marlon Brando "Wild One" persona and the show was on! Papa Eddie proudly pushed his 3-wheeled creation and "Mini Me" through the Trick or Treating masses, and I walked behind them to better see and hear the on-lookers reactions: "Look at that!" and "WOW - That is the COOLEST!"

Thanks to Uncle Gary and Papa Eddie and of course, the cutest, coolest little operator with the chrome smile, William Joel aka "Biker Will."

Julianne Joel
aka "William's Biker Mama"



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Going Back In Time

Santa Dearest

Dear Santa, I have been very, very good this year and I have only one thing that you need to get me. After years of neglecting me I am copying this letter to my attorney in case you do not come through. Again, I do hate to take this drastic action but enough is enough. After watching "Occupy Wall Street" protesters this year, I am convinced that 1% of the population are riding motorcycles that are rightfully mine. Since the government is moving so slowly in taking away motorcycles from the rich and giving them to the poor, I feel it is high time that you start making things right. After all, Santa, do you want to lose your non for profit 501 status? I didn't think so.

I want a new bike. After deliberating all year I have nailed it down to just one model. Oh sure, I was intrigued earlier by the BMW1000RR. My friend got a BMW K1300S and quite frankly I wanted to beat him badly. But the truth is I don't fit. I know, I know, I could lose weight. But I would have to eat right, {no ice cream}, and exercise. Really, Santa, do you really want to talk to me about being overweight? Yeah, I didn't think so. Plus the type of exercise program that I need would take all of my time and then I wouldn't have any left to actually ride. So let's be real, that ain't happening.

So the little sport bike is out but how about the new Honda Interceptor? That is a wonderful bike with loads of speed and great handling. All of the reviewers said it was great and very comfortable. The reviewers must all be anorexic freaks of nature who have to run around in the shower to get wet. This, again, is an amazing motorcycle that would give me a real chance at beating my friend on his Beemer. But that bike fits me like a pink tutu. Enough said.

So I thought about off road adventure bikes. The kind of roads where you can go all over the country in any weather and any terrain and truly heed the call of the wild. I hate the wild. I hate being off road anymore. I prefer civilization. Blacktop roads winding through the country get my heart racing. And my bike. Besides, the Gold Wing is an off road bikes in the right hands. I've seen lots of them go off road. And the problem is that when you go off road, some fool wants to then go hiking for a couple of miles in the woods. There are no ice cream parlors deep in the woods. No one brings a spare tub of ice cream to share-no they bring stinking granola bars. Yes, that's right, granola bars. Who wants a granola bar? So as good as the dual-purpose motorcycles are, you may as well give them to someone who will actually use them. Give them to tree huggers so they can get close to the trees.

That leaves me with touring motorcycles. Years ago I loved to race motorcycles. I wanted the fastest thing on the street and to ride it as hard as I could. I worked in a Honda shop as a parts manager. Never put a person with ADD in charge of parts. I was a complete disaster. Oh to be sure, I sold a lot of parts, it's just that I ordered a lot more. So many numbers. So little time. Who knew that one small number would change 20 gaskets for a CR250 into 20 frames for a CB750-4. Oops. Anyway to make extra money to pay for those 20 frames, I worked at night building the new motorcycles out of the crates.

One day back in the early 80's, I had just finished building the then, brand new Honda VFR 750 Interceptor. This was in 1983 the ultimate in sport bikes. A fellow racer and bike builder had just put together a Honda Gold Wing Aspencade. We had a rule back then that if the temperature was higher than your age you had to test ride the bikes. That's a good rule to follow now that I am in my fifties, but in my early twenties, that was just cold. So we set out on the test beating. Brand new motorcycles being ridden like get away vehicles.

I had the Interceptor so I knew that I could blow the Old Wing away. We went out and hit the street and that Gold Wing just blew the doors off of the Interceptor. Sure my friend on the Wing speed shifted to get past me but it did get past me. I was impressed. As much as I loved the handling and agility of the sport bikes, especially that Interceptor, I was intrigued by the Gold Wing.

I still am. I love riding without eating bugs. I love having music to listen to. I love having bags to carry stuff like rain suits, and heated suits and extra clothes. I love being comfortable while I ride. I love the old man bike that is the Honda Gold Wing. Because deep inside of that bike is a race bike. It is fast enough to act as my pace-maker. And for an extremely large touring machine, it is extremely flickable. Great word, flickable. Spell check flags it every time. But I am telling you that my 2002, 800 pound touring bike is absolutely flickable. Ask anyone who owns one. Or better yet, follow one through the curves.

So I am a touring guy. Hey that's me. Why pretend to be something that you're not. And so, my dear Santa, I need a new touring bike. And it's either the Harley-Davidson Ultra Classic, or the BMW K1600 GTL, or the Gold Wing. The new BMW is dynamite. It has more horse power. It handles better. It has a really neat headlight that actually turns when you are in a curve illuminating the road where you are going. The new BMW is a wonderful touring motorcycle that does everything, well except one thing. It doesn't fit me. I know that the fault is mine, but Santa Baby, it just doesn't fit me.

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with great fit and finish and all of the bells and whistles that make a great touring machine. I just love this motorcycle. I love the success story that is Harley-Davidson. They build great bikes and have a great following but there is one little problem. They're just not fast enough. Oh I know, we can make it go faster, but that requires time and effort and money. I just don't have a lot of time and effort and money and not even the great Santa Claus can give me any more of those .

So, Santa, a new Wing is on my list. Just like in 1963 when I wanted the blue Schwinn Traveler 3-speed with the baskets on the rear fender, which you did deliver. [My father tried to take credit for that, by the way.] So this year I want the 2012 blue Honda GL1200. I know that Honda didn't do a lot to improve it over what I have now, but they really didn't need to. You see, what I have now is just fine thank you very much. After 165,000 miles, it still is the best motorcycle that I have ever owned. So I really don't need a bike for Christmas. But I do have a Christmas wish. More of a prayer.

My prayer this Christmas is that everyone would look into the reason for Christmas. Investigate the claims of Jesus Christ. You can change your life, you can know true peace and love right here, right now, and you can change where you will spend eternity. Merry Christmas.

Gary Boyd
gary@kickstandup.com

This, again, is an amazing motorcycle that would give me a real chance at beating my friend on his Beemer. But that bike fits me like a pink tutu. Enough said.

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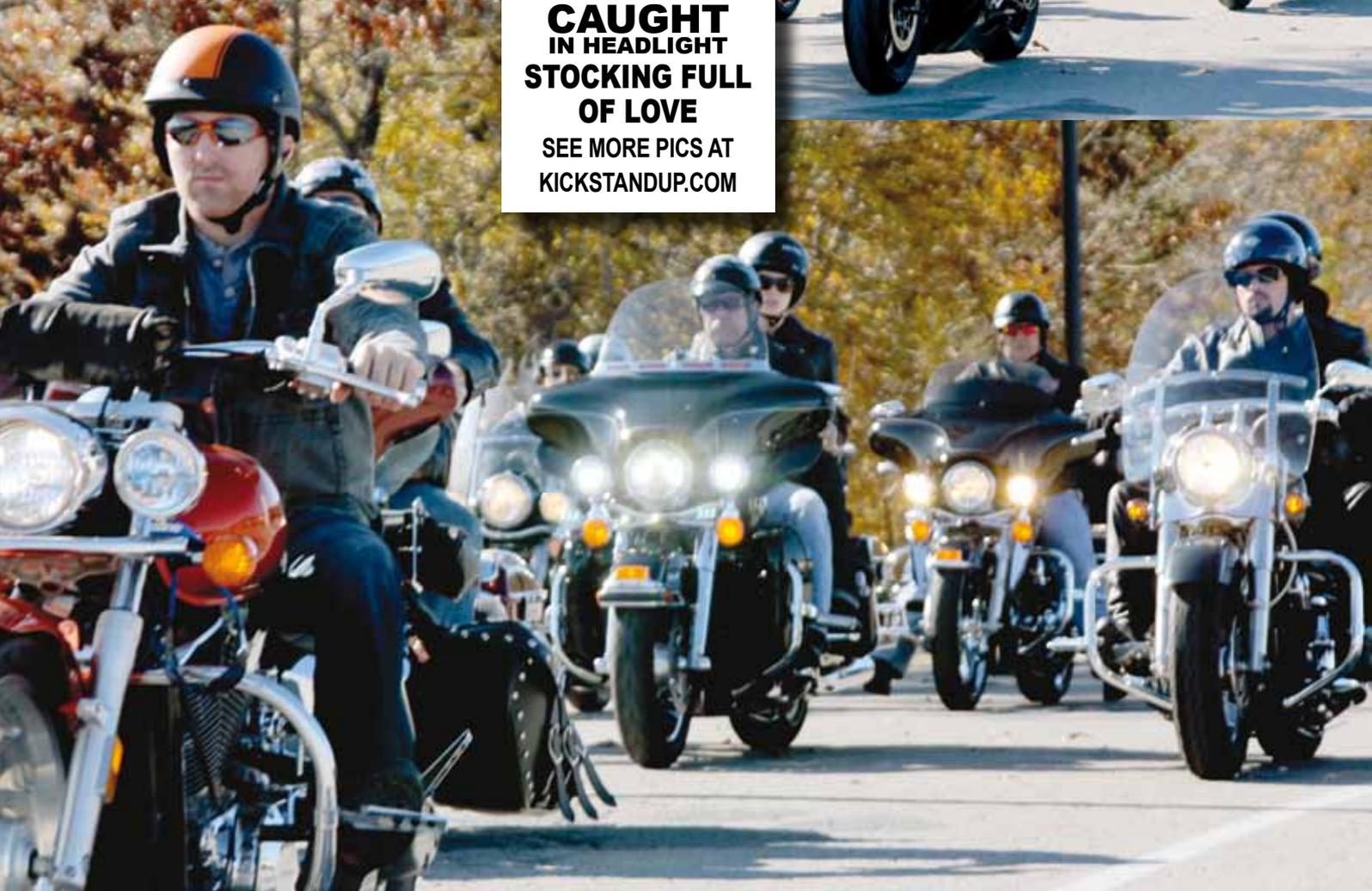




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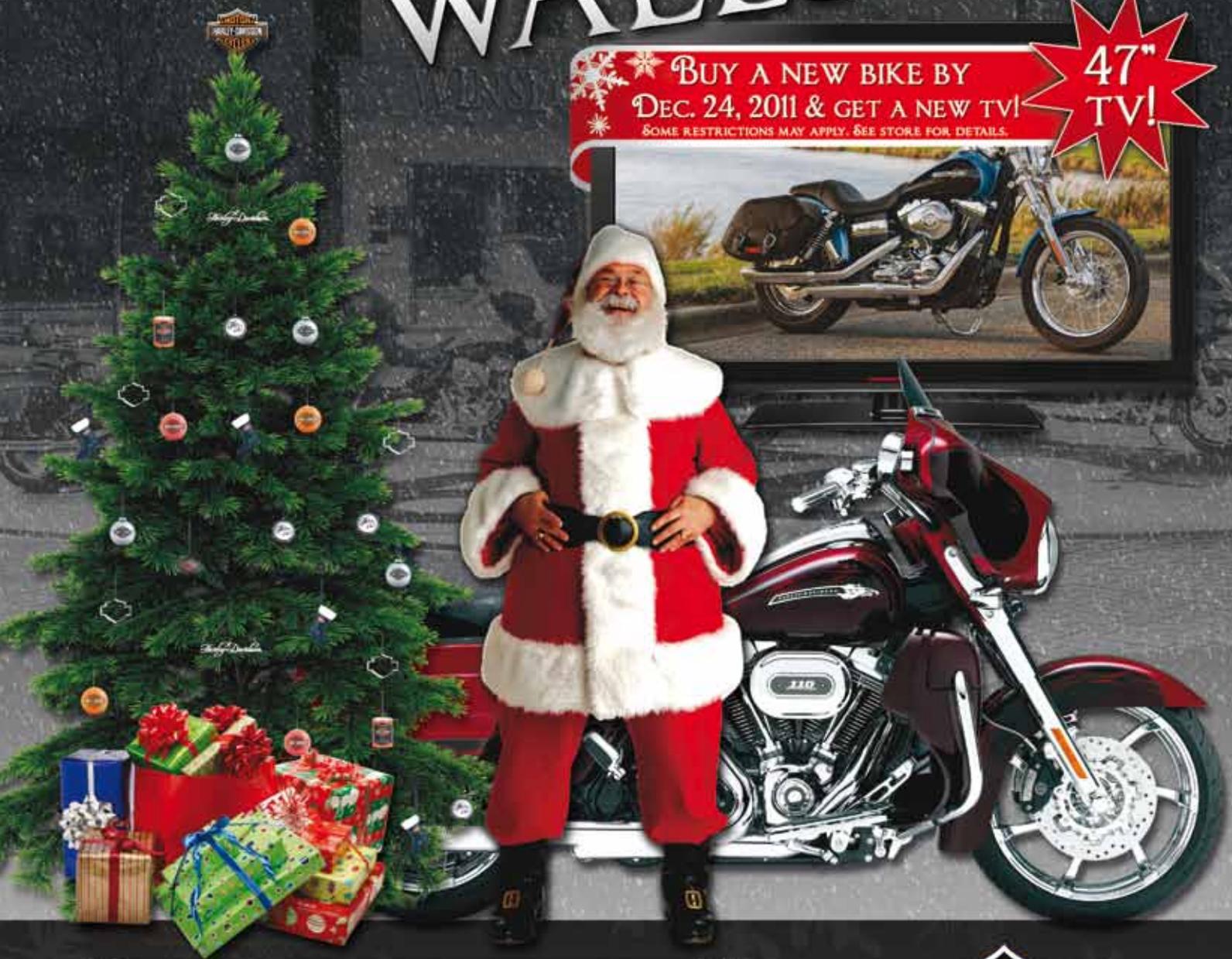


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