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MAGAZINE





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KICKSTAND UP!

MAGAZINE

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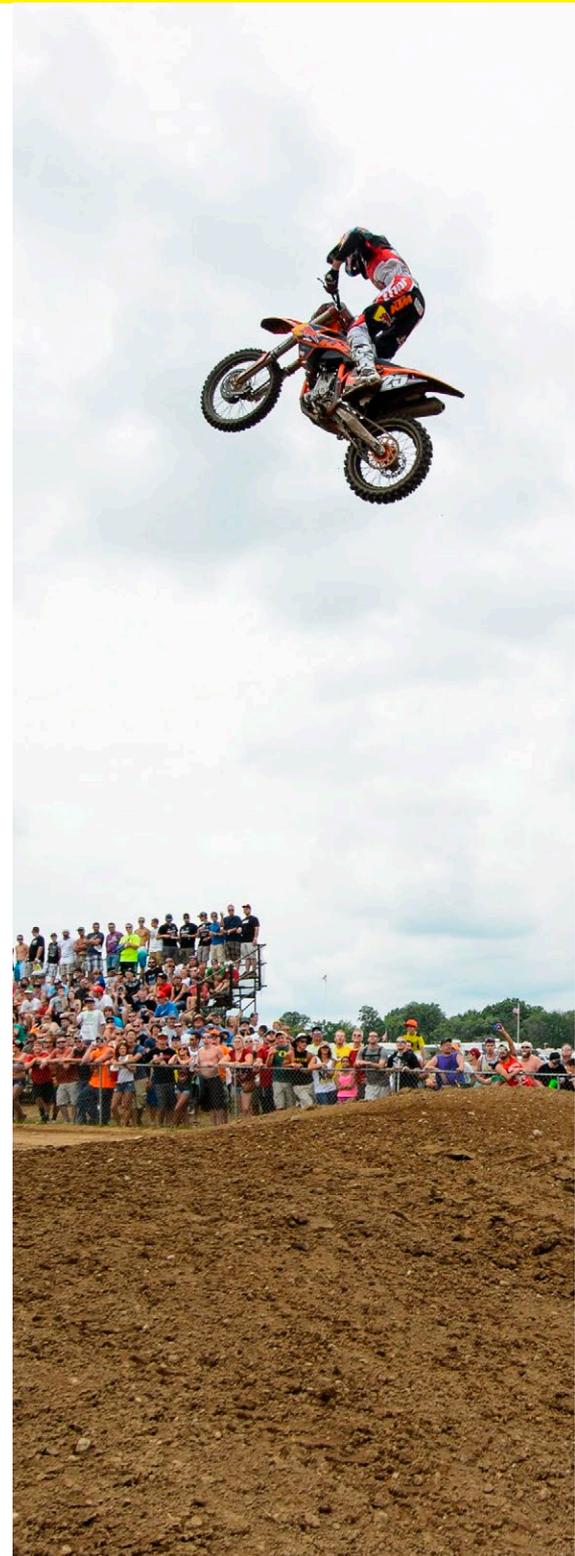
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FROM THE EDITOR

Greetings Readers,

I enjoyed seeing many old friends at the CMA's Blessing of the Bikes. There was a good turnout and the KSU staff was there in force. Jen and her husband Daryl attended as well as Frank Pate and Greg Cook. Check out page 70 to see a photo taken by Greg's KSU aerial drone.

This month is full of events and the warmer weather is bringing out more and more riders. Of course, as you can tell by our cover, May 2nd is the start of Nightfall which will continue every Friday night throughout the summer and fall.

On May 3rd the Freedom Riders host their annual Make A Wish Charity Ride and Poker Run (see ad pg. 54.) On May 4th you can attend Biker Sunday at the Awakening Church in Rossville, GA (pg. 66) The monthly Eton Cruise In starts on May 10th in Eton, GA. (ad pg 81)

May 17 brings a host of events. You have your choice between ABATE's "See Me, Save Me Ride" in Chatsworth, GA (pg.

76), the 5th Annual Thunder on Main in Pikeville, TN (pg 77) or the 5th Annual National Armed Forces Freedom Ride starting at Mountain Creek HD in Dalton (pg.72)

On May 18th, The Eleventh Avenue Baptist Church in Dalton, GA is holding their 3rd Annual Biker Sunday. You have a chance to win a new Harley on May 24th at the American Legion in Ellijay, GA. (pg. 86)

To wind the events up for the month there is the annual FACES Ride for Smiles on May 31st which is one of the largest events of the year. This year the event is hosted by the Facebook Riders (pg. 24) Please don't miss it!

I hope you are enjoying the Blast from the Past Legend Series that I penned for Road Rash Magazine many years ago. This month the Legend is a good friend of mine, Robert "Stroker" Partee. Robert operated Stroker Cycle from 2006 until January of this year when he had to close because of a serious illness. He is now recuperating. Robert was an advertiser in Road Rash and KickStand Up! Magazines and I miss going to visit him in his immaculate shop. I wish you Godspeed my friend.

Well, I guess that's it for this month. Ride safe and assume that all cagers are trying to kill you. Watch them all like a hawk and always have an escape plan in case they do something stupid.

Rock

rock@kickstandup.com

KSU VIEWING TIPS

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To have KSU display correctly (with two pages showing,) you will need to make a change in Adobe Reader's settings.

Windows or Mac OSX.

1. Launch Adobe Reader
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3. Go to the View menu
4. Select Page Display
5. Set to Two Page View

KSU should now display properly with two pages open.

On Your Smartphone:

Open your browser and type in kickstandup.com

Click the mag cover on our homepage.

On the iPhone you can click the box with the up arrow on the navigation bar at the bottom of the screen. Then click the Add to Home Screen button. This will add a KSU link to your home screen which acts like an app. To access the magazine in the future you only need to click your KSU screen icon, then click the current cover on our site to read the current issue.

Other smart phones have a similar option, or you can simply add us as a bookmark which will act in the same way.

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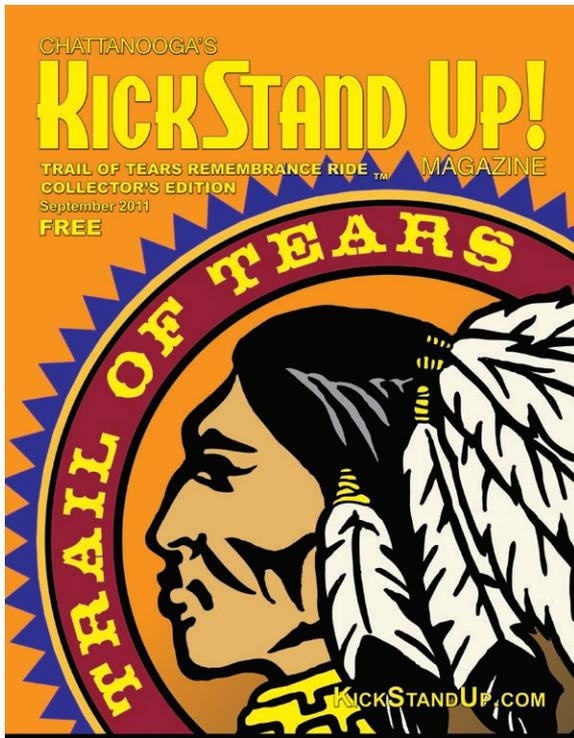
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KSU is proud of the fact that we were the first and only motorcycle magazine, whether local, regional, or national to publish an entire edition dedicated to the Trail of Tears Motorcycle Ride. We published our first edition in 2011 and another in 2012.

I was fortunate enough to interview my friend, Bill Cason for a few hours to get the facts for my article, The Real Story. It was fun to sit down with Bill, kick back, and just talk about the history of the ride and our memories of times past. - Ed

Click on the cover above to read the 2011 KSU Special Trail of Tears Collector's Edition. You can also click the cover to the right to read the 2012 Special Trail of Tears Collectors's Edition.

Riding to Remember





“THE END OF THE TRAIL” OF TEARS MOTORCYCLE RIDE

On behalf of the entire Board of Directors of the Trail of Tears Remembrance Motorcycle Ride, I want to announce that we are at the End of the Trail for our annual charity motorcycle ride. I would like to take this opportunity to thank everyone for 20 great years and your support of our organization as we remembered those ancestors forcibly removed from their homeland in the east to what is now present day Oklahoma.

Because of you, our riders and our sponsors, over the 20 years we have provided thousands of dollars in scholarship funds to needy Native American children, placed Historical Markers in many areas along the Trail and in Oklahoma, marked new trails, and made donations to other educational projects. We have fulfilled the goal's and mission of the organization and feel proud that we accomplished more than what could have been imagined when we first began this journey. It has been my honor to lead the ride every year.

I want to thank each and every board member, volunteer, sponsor and rider for helping us achieve these awesome acts on behalf of such a deserving people.

We still have some of the official memorabilia that we will make available on the TOT website until sold through.

Bill Cason, Ride Leader & Originator
Trail of Tears Motorcycle Ride

... IN ACTION

AWESOME
SLOW MOTION





CMA Blessing of the Bikes - Photos by Greg Cook



A Wing



and a Prayer

by Gary Boyd

Those of you who know me know that I love my GoldWing, but I just got back tonight from a ride on Honda's new Valkerie. Wow! This thing is a hot rod. It is arm straightening fast, and true. It seems to just track incredibly true. I poured the power onto through a corner as I would my Wing and I noticed the rear wheel sliding as I went around the corner. And yet it never felt out of control. I love the looks, the power and the handling of this motorcycle. This is a problem. I now need this bike.

Need. You heard me. It's a need. I would love to have this as my commuter bike. Get on and run around town and have fun kind of a bike. Get a lot of tickets kind of a bike.

Gary and this Valkerie. Peanut butter and jelly. Bagels and cream cheese. Abbot and Costello. Great partners. You get the picture? I would make this bike look good! Really? No. Not really. Unfortunately at this point in my life, I'm not making any bike look good. And I seriously doubt that any bike will even make me look good, but the bike is something special.

That's nice. My bank account is not something special. It is of the plain Jane variety. There will be no new bike because I already have a bike. A really good bike. And I am good with that. I like my bike. Sure, the cool kids will have this bike. But my bike is cool, too! Right?

My bike is awesome.
I'll keep telling my self that.
There's no bike like mine.
There's no bike like mine.
There's no bike like mine.

Sure hope I don't end up in Kansas.

Gary Boyd

gary@kickstandup.com

The other day I was on my motorcycle riding with another couple. We had stopped to eat breakfast and were killing time before we were to head out and meet some friends for a picnic. I saw a post on Facebook about two motorcycles that had crashed and that there was a fatality. We decided to ride over because we knew that some of our friends who would have been riding to that picnic lived in that vicinity and we wanted to make sure that they were ok.

As we saw the bike laying there we knew that our friends were not involved. But there was a young man lying in the parking lot, covered in a blue tarp. We didn't know him. Or his friends. But we felt the horror of that scene through to our soul.

On this bright, sunny Sunday morning, life changed. Children lost their father. Parents lost their son. Someone lost their friend. And now life goes on. There will be questions without answers. There will be nights without sleep. There will be days without purpose.

Life is so fragile. And we take it for granted. Think about it, you woke up this morning with a full day ahead of you. Did you even think, what if? Of course you didn't. Neither did I. We've got life to live and bills to pay. But what if?

What happens to you when you step into eternity? ARE YOU SURE? I am.

Based on my profession of faith in Jesus Christ, I am going to heaven. But I must stay strong in my faith. We must pay the most careful attention, therefore, to what we have heard, so that we do not drift away. (Hebrews 2:1 NIV). My faith is in the only One who can save me and I must hold strong to that faith and not drift away. Life does everything it can to cause you to drift away.

Lord, I pray today first for those who might be drifting away.

I pray that they will grab You and turn back to Your loving grace.

I pray that those who have never put their faith and trust in Jesus will think about where they are and that they will turn and accept Your Son, Jesus, as their Lord and Savior. I pray for the family of that young man. Lord, comfort them at this time. I pray for those on my list and for each one reading this prayer, You know the needs. In Jesus Name.

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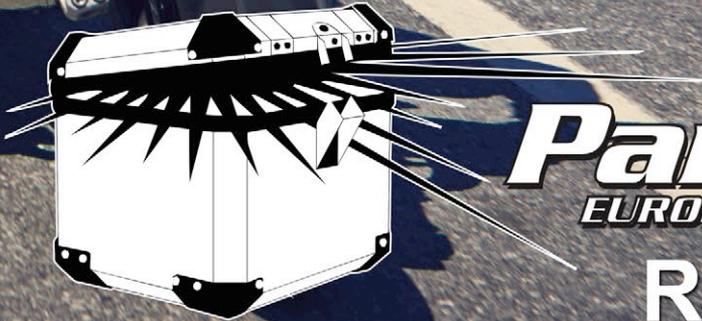


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... IN ACTION



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DIRECTIONS:

Route by: Rock, BooBoo, & Sandman

Start at Griffith Cycle on 4704 Dodds Ave.

Go R out of Griffith's lot
 Take 1st Left
 Go left @ first Yield sign
 Go right @ first stop sign
 Take 1st left
 Go left at 2nd stop sign
 Go left @ 1st stop light

Go left at stop sign
 Take 1st right.
 Go left at stop sign.
 Go left at next stop sign
 Go right at second stop light
 Pull over when you get to first stop sign. Investigate red wood sign.



RULES: Rider must ride their bike to find the hiding spot. Rider must have their p
 "C-note (a selfie will work.)" Photo should be emailed to rock@kickstandup.com.
 "C-note" for real folding money. Limit one win per year, per person. Sounds fun doe
 keep hunting if it's already been found. If you have problems you ca

CONTEST



The winner for April is Doug Underwood. He found it on 3/31, the first day the magazine was published. Doug donated his winnings to the Soddy Daisy Food Bank. Doug told us, "This is a great contest. Keep it up!!"

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photo taken at the hiding place, (with their bike in the picture) while holding the... Winner will be notified and met at an undisclosed location to exchange the fake... sn't it? We will post the winner immediately, HERE & on our Facebook, so you won't... n also post questions on our Facebook page for help or email Rock.

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SHINY SIDE UP

Evolution

We just completed our two week basic Police Motorcycle Operators course held here in Hamilton County, with several new Police Motorcycle Officers participating from the Hamilton County Sheriff's Office, East Ridge PD, Soddy Daisy PD, and Chattanooga's Police Department. I've been teaching Police Motorcycle training going back at least 10 years where I helped out under the great teachings of sensei Mark Kimsey and Steve "Smooth" Jones. I received my training over 15 years ago back when the Police Motorcycle Operator's course was a scant 1 week of H.E. double hockey sticks, and since then the course has expanded to two weeks, doubling the fun for both instructor and student.

When I started training in the late 90's, the big thing for the Harley Davidson at our departments was the advent of fuel injection. Yes, the Harley's had fuel injection for quite a while by then, but the bikes we trained on weren't always the newest models. The 'warm up rides' we conducted every morning were just that - something to warm up the coughing and sputtering carbureted 80 inch motors. Fast forward some years, and now none of our departments are in possession of anything that sucks fuel and air through a carburetor.

The latest class we had the pleasure of teaching included a delightful surprise from the

Milwaukee based scooter plant in the form of the 2014 Harley Davidson Police bike. Those that know me know I've had a love-hate relationship with all things capital H capital D. My current personally owned bike is a non-American BMW RT1150. I've always joked that when I get off my personal bike and jump on my work bike to go chase down a violator, I get reminded that all the throttle does is adjust the volume, and has little to do with velocity. Not so for the newest generation of American Workhorses. When you send the signal to go on this latest beast from the Davidson family, it responds with delightful acceleration. Maybe not Gixxer acceleration, but definitely a noticeable improvement. And with improved acceleration one requires improved braking, and this latest offering is not lacking in the stopping ability. Handling and other issues are improved as well, and suddenly I'm not bugging my boss to replace our fleet with German made Police bikes as much. Plus, as always, the Harley Police Models have always scored high on the looks department which goes a long way in the P.R. department.

The motorcycle isn't the only evolution I've seen in the last 15 years. Myself and Todd Cook from the HCSO have worked tirelessly to improve the training as well. The focus in years past in Police Motorcycle training has been slow speed cones and course work, forcing riders to do the unbelievable with a full size motorcycle by turning in tight spaces. When we were handed the reins as lead instructors some years ago, Todd and I re-wrote the curriculum even more than before. Mark Kimsey and Steve Jones changed the format from one week to two, adding more time for crash avoidance training and road rides.



The latest generation of Police Motorcycle training for us has moved the focus of only cone work to crash avoidance, pursuit riding, road riding, tactical training (shooting bullets and such around motorcycles), and, oh yeah - slow cone stuff. This year's class introduced three new exercises that focused on crash avoidance and pursuit riding training, on top of the other new crash avoidance and high speed training exercises we introduced two years before this one.

What is happening is an evolution. An evolution in motorcycles, where all brands are producing better bikes. And an evolution in training, from the Police Motorcycle training to some of the newer schools including Prorider. The only thing missing is an evolution of the rider. Over the years I have found myself improving as a rider, and wish to continue to evolve my riding skills. The only way to do that is through training. Make the effort to come out of the cave, drop the big wooden stick, and advance your skills as a rider. Look for advanced training through either the MSF, Proridermc.com, or other training avenues that improve your skills! That new bike of yours would love it if you could ride it to its fullest potential!

Joe Warren

Video clip from our Police Motorcycle School - (may not play on all mobile devices.)



.. IN ACTION

9:41







FRONT

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The first reader to send an email to lifestyle@kickstandup.com will win a KSU Lifestyle t-shirt. Just put LIFESTYLE as the subject. Make sure to include your size. Winners will be notified by email.



BACK



WARNING!

It seems that many times when I just don't have anything to write about, an idea just drops in my lap. Well, it didn't actually drop in my lap, it was more like I dropped in his lap with the help of his trusty radar gun. Yes, it has finally happened, I got my first ticket on my sport bike. To be candid, I am shocked it has taken three and a half years, but I have lucked out . . . until Sunday.

It was a beautiful day and BooBoo, Sandman, and I had decided to ride the Dragon and the Cherohala Parkway. That's a haul for two old guys and a middle ager on sport bikes, but we try to do this at least three times a year. Round trip, including stops for refreshments and lunch, it takes us about six and a half hours. I jumped on the interstate where Sandman was waiting for me on the on ramp at Ooltewah. BooBoo was meeting us in Athens at the Highway 30 exit. The trip to Athens was spirited, but uneventful (no cops.) We took 30 through Athens and then turned left on 39 to Englewood. We hung a left on 411 and after we crossed over the lake, took 72 towards US 129 (The Dragon.) All was well.



Chilhowee Lake was beautiful that time of the morning and we stopped to change out of some of our riding gear and enjoyed the scenery for a while. Then we saddled up and continued toward the Dragon. I was consciously

watching my speedometer to make sure and keep it at 55, which is what I assumed the speed limit would be on this major highway. WRONG! I guess I should have paying attention to the speed limit signs instead of what I thought. The speed limit is 40 the entire length of the lake I found out shortly.

I didn't see his Harley backed in, but I saw this person standing in the road waving us over. This person was "the Man", the police, a deputy sheriff, a Motor Officer, the po po. At the time I didn't realize that I was screwed because I "thought" I was doing the speed limit. (for once in my life.) One of my buds chirped "what's the problem, officer?" He politely replied "The problem is, your buddy (pointing at me) is getting a ticket." [So that's why they always want me up front . . . bait] I was counting the dollar signs in my head as Motor Officer Sargent Rodney Postel looked up smiling, "I'm giving you a warning." Now these are the words one wants to hear in a situation like this.

I have ridden for over 45 years, and I been stopped by law enforcement all across the country, and I can say without hesitation that Sgt. Postel was the nicest, most respectful, and congenial officer to ever pull me over (and not just because I got a warning.) He informed us that our violation was minor compared and only required a written warning. He said that "one guy was clocked at 120 going around a corner just up the road." I guess we were milk toast at less than half that speed. He was nice enough to chat with us for a while and then we were on our way. If you are reading this Officer Postel, thank you for your sense of humor and respect. By the way, we didn't go over the speed limit or cross the centerline once for the rest of our ride in Blount County. I'll be looking more closely for you in the future.

This stop couldn't help but make me think back to August of 2012 when I was pulled over in Colorado. The hilarious part of this came later that evening when I realized that I had the whole sordid mess captured on my GoPro camera that I was running pointing aft.

BooBoo and I had been traveling all day after leaving Guymon, OK

that morning. We had passed through Raton, NM on our way to our third night's stop in Alamosa, CO. We were about 30 miles from Alamosa and I was letting Hazel (my GoldWing) hunt.



BooBoo was on my tail as I passed car after car, after car. I was cruising about 90 as I approached & started passing a gray van (video @ 31sec). The camera picked up the seal on the



door, but I did not. I had to be running 100 as I blew his doors off then passed another car oblivious to my peril. BooBoo started to follow, picked up on the government license plate and pulled quickly back in line.

You will notice the van accelerating and gaining on me. Then, as I gobbled up the next car I left him in the dust again. He was probably wide open at 1:09 on the video when he turned on his lights. I knew I was going straight to jail. At 1:27 notice BooBoo pass our stopped vehicles looking straight ahead like he doesn't even know me. I threw myself on the officer's mercy and miraculously he gave me a verbal warning. He also told me that in Colorado I had to signal a pass which I had not done on him or the car in front. I met up with BooBoo in Alamosa at the motel and we both had a good laugh. After all, I wasn't in jail and the best part of our trip was yet to come.

Rock

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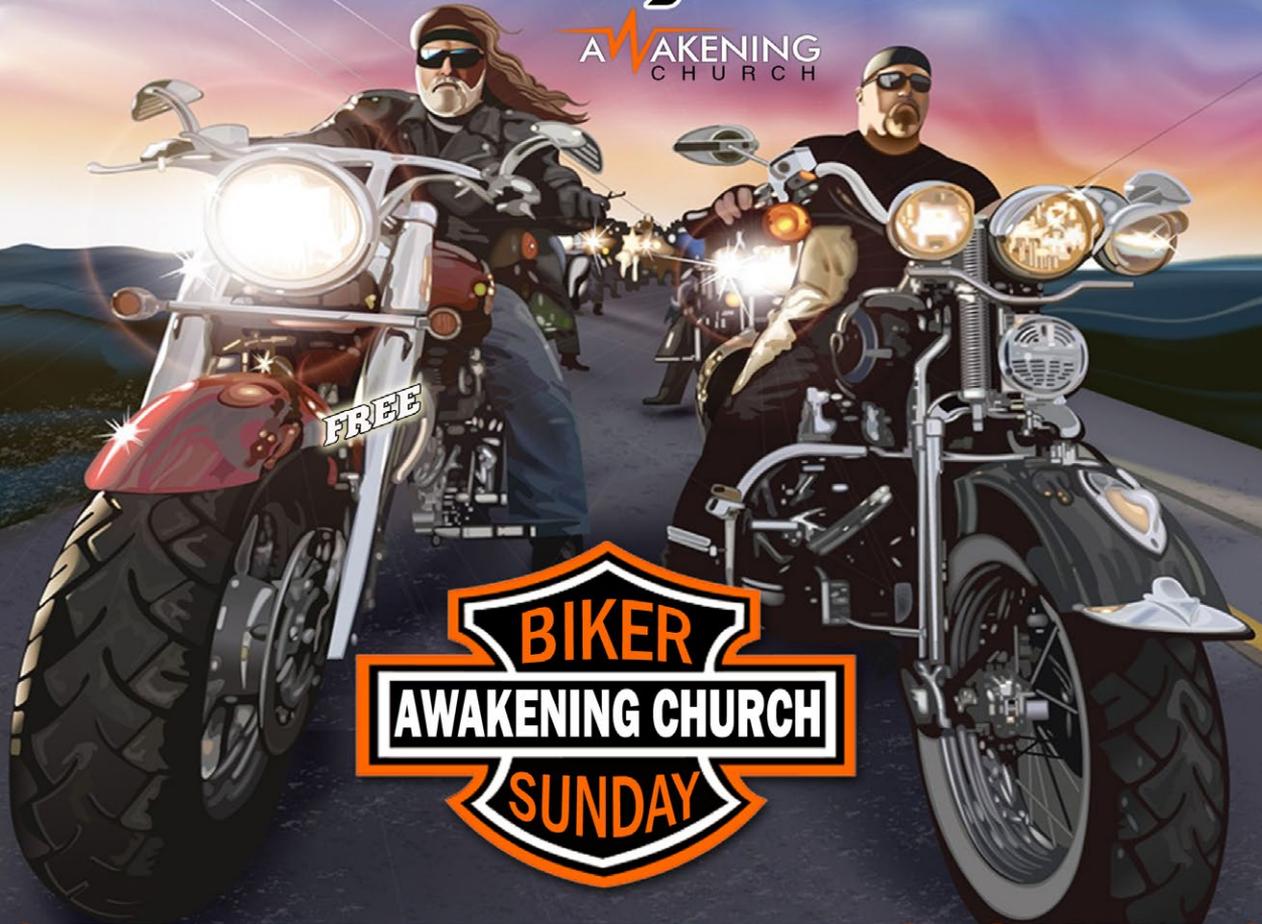


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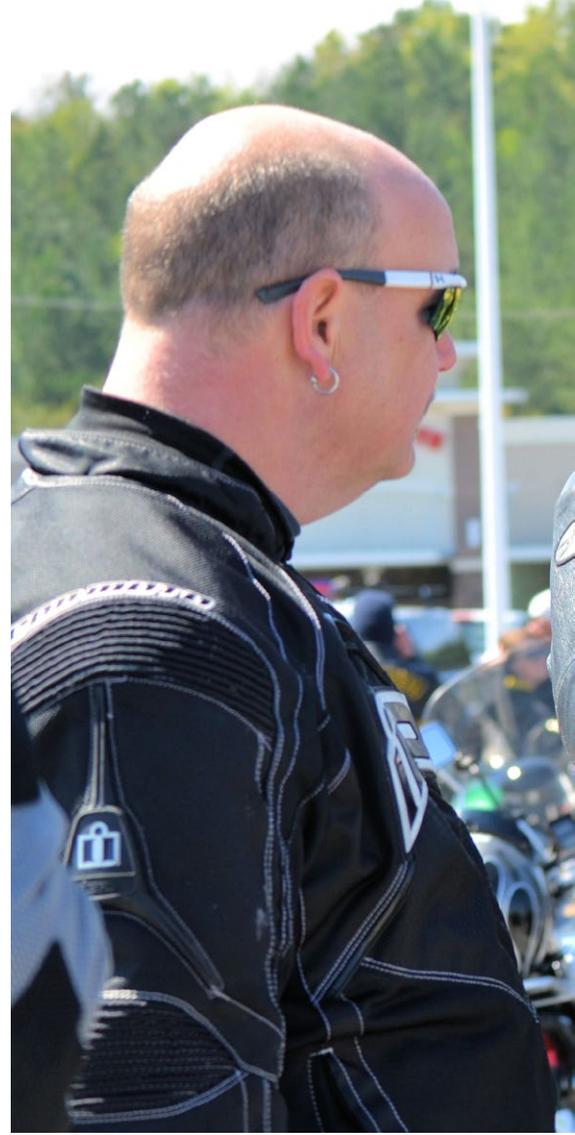


Kaiden Memorial Ride



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PICS**







As I was out enjoying the beautiful day that I know all of us were. I found myself traveling down Blue Springs road in, which is a road that I travel at least 3 times a week. And something caught my eye something that I had never seen before. I made a quick U-turn and turned into an unfamiliar driveway, and to my surprise I glazed upon not only one of the most unique custom bike but an absolute gorgeous piece of work. I parked and made my way around the house towards the garage and ran into the gentleman who was the owner of what latter I found out was a reverse trike.

I introduced myself and asked if he was the owner of the fine machine in the driveway. Roy Lynn was indeed that man. As well started to talk, I asked if it would be ok to take some photos well that began an hour long tour not only into the creation of this machine but the one that he is building for

his brother as well. Oh and if that wasn't enough Roy is building a custom spitfire that has a ford ranger engine in it.

As we talked Roy began to explain the trike creations process. But to build this machine Roy fabricated his on frame jig table, pipe bender and English wheel. Now the trike itself is made up of parts from various locations and sources but not the conventional ones you would think of. His parts came from eBay, tractor supply, Northern Tool and of course various friends.

The trike has a Honda 1.6 liter v-tech engine, a Honda Goldwing

1800 rear end it weighs in at a mere 1,608 lbs. and has been clocked at 90 mph with a trailer attached. I asked Roy what he had in the whole trike as far as cost, he estimated around 4,000.

As I was wrapping up our visit I asked him why he didn't build more of these, his response was priceless to me. Once I build something why build another, move on to something new that keeps things fresh. Oh did I mention that he built this in less than 6 months.

As I was leaving I started to think, this is one of the reason why I love to



ride and explore. You just never know what you will find. And something's are in your own back yard.

Greg "Lens" Cook

Roy's web site: royzplace.weebly.com

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From Tears To Gears

With the warmer weather comes the desire to ride. As I make my way from place to place, I am surrounded by those who stare in wonder at my quite peculiar, but strangely captivating bike I call "Bad Girl."

I have shaken many a hand, posed for photos, been videoed, and answered literally hundreds of questions. From "How fast have you been on that thing?" to "What's she got in her?" I have just about answered it all, but of all the questions I have been asked, my favorite, by far, is "What got you started riding?"

What got me started riding? Well, that would be a combination of many things. I think Jay Allen said it best in the movie "Why We Ride." Jay had this amazing explanation that literally brought tears to my eyes: "Some people have it inside, it's a seed, and it's never sprouted. But that seed sits, and if you ever put water on it, if you ever get on that bike, and you



roll that throttle, and you feel the sensation-- It's done. The seed is sprouted, and it doesn't go away, it doesn't die 'till the day you take

your last breath."

For me, I suppose the seed was always there. It took a rough childhood, the loss of my first daughter, and the end of a controlling first marriage that finally gave me the strength to transform into the person that I am, and who I was always meant to be. I took my first ride with my best friend, and now husband, Daryl. That ride help to sprout my hunger and determination to get my own bike, and finally experience one of the most amazing feelings that I could ever experience.

Who am I? I am a woman who is very passionate about life. I am a woman who won't settle for less than complete happiness, a woman who's not afraid to stand alone, and a woman that truly cares about her neighbor. After the birth of my first daughter, and seeing her live out her four and a half years on this planet never meeting a stranger, never giving up on her strong will to survive, and always encouraging others struggling with their own illnesses, I have, indeed, been schooled well in the area of being strong and determined. We should live our lives to the fullest-- because your next step, next kiss, or next breath could be your very last.

Riding means the world to me. It is my therapy and it is my medicine for everything that ails me. It's an adventure that changes with every route chosen, and connects me to life on such an extraordinary level. If I have a major decision to make, or if I have a horrible day to forget, riding can help. I don't have to talk to my bike. I don't have to worry about impressing her. My bike doesn't care if I have on makeup, if I'm having a bad hair

day, or if I have showered yet. I just have to hop on, fire her up, and go. On my bike, I feel there's nothing I can't do, and no problem I can't find a solution to. My problems seem so miniscule when I look at them from the seat of my bike-- from there I can do, or be anything.

I have a passion for life, and for riding. I want others that want to know what it's like to experience life as a rider, to have the opportunity to do so. Especially for women, it can give such a sense of strength and independence. I have a strong conviction when it comes to educating women about riding and any questions they may have about bikes. I love spending those precious moments with the little girls that come up to me and tell me they love my hot pink wheels, or my helmet. I encourage hands on for them and will sit them on my bike in a heartbeat. I make a point to take my 6 yr old daughter on short rides, and I want her to catch that "riding bug" and get her own bike one day. It's important to me that she know and experience life to the fullest, and I truly believe riding helps us all do just that.

Riding is empowering. It is amazing and exhilarating and connects you to so many wonderful people. It lets you experience life like you never knew you could. It helps to reveal just how big this world is, and how small we are in comparison. It can make friends for life and connects us to an entire family that we may have never known otherwise.

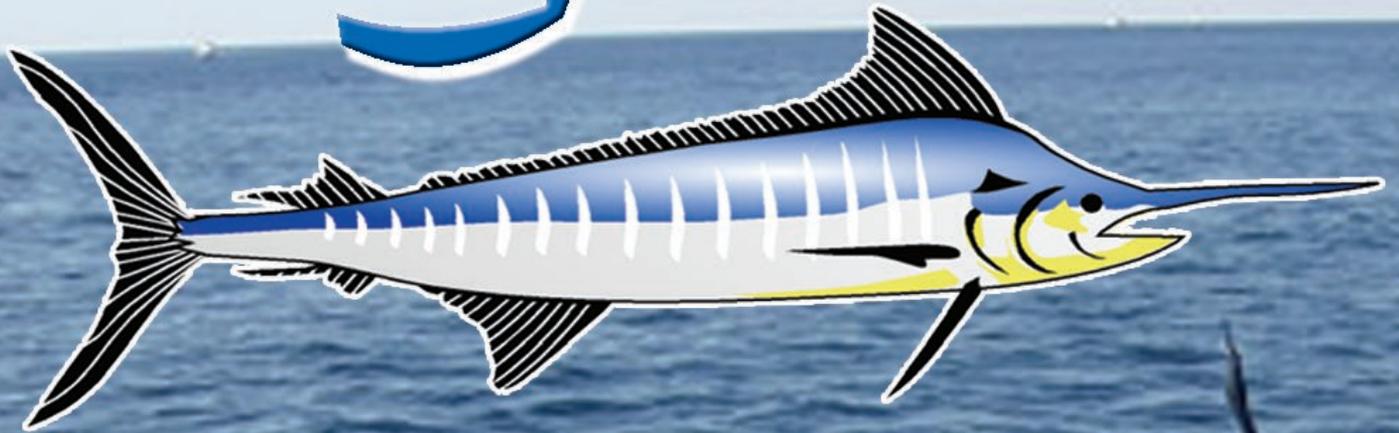
In closing, I leave you with the words of the very wise Ms. Donna Kretz Forstall: "Once you try it, if you like it, you'll never leave it."

Jen

jen@kickstandup.com

Video clip courtesy of Bryan H. Carroll and YouTube

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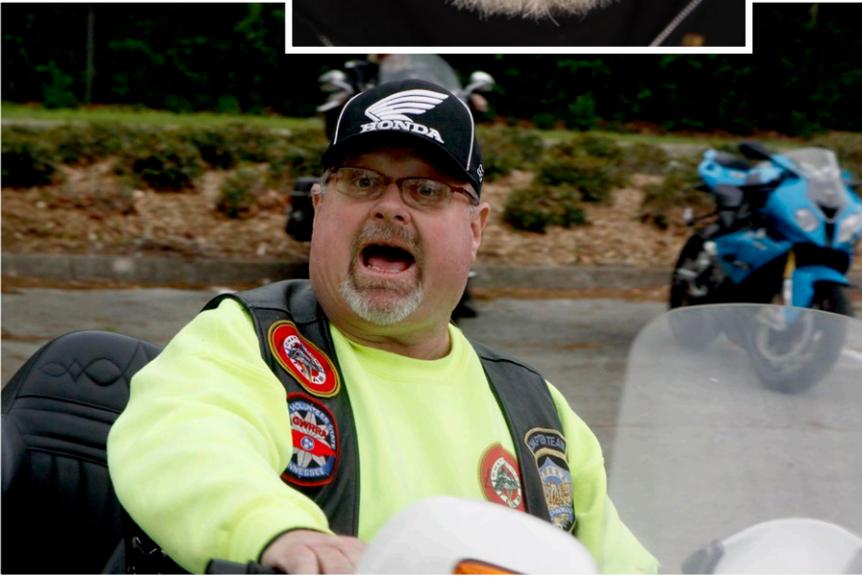
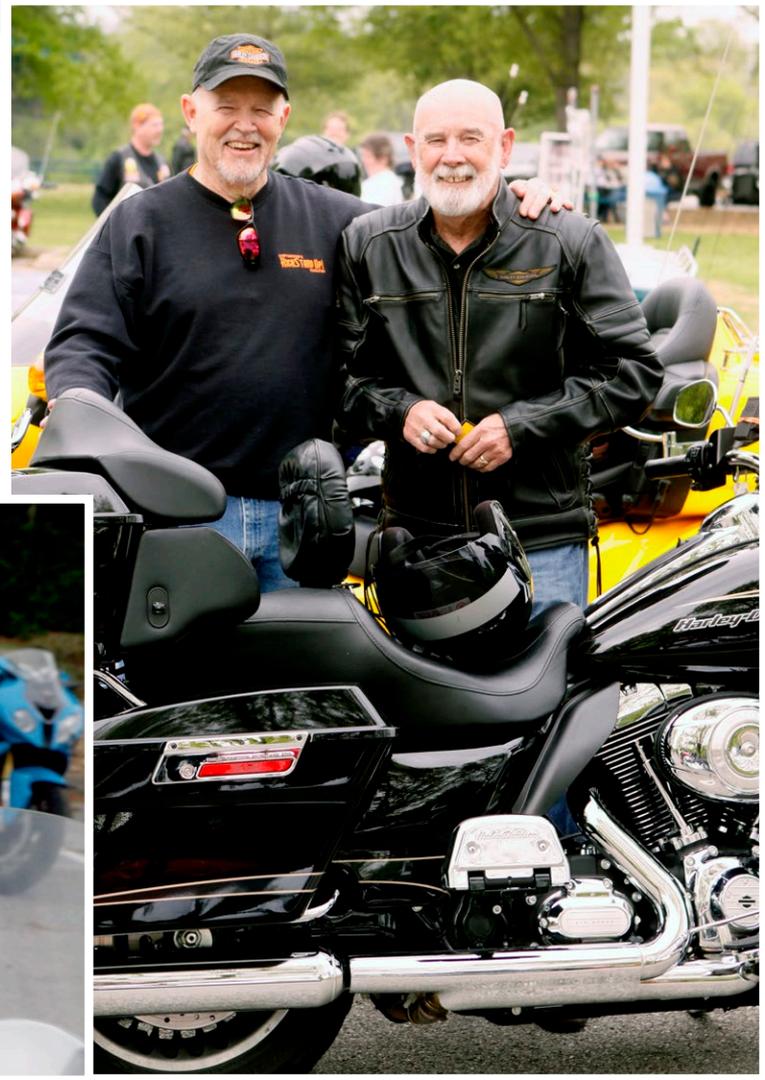
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CMA's Blessing of the Bikes



Photos by Greg Cook



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Lora's Peeps

Laura Erie is the Comptroller at Pandora's European Motorsports. Every week in the Pandora's newsletter she features one of her Peeps i.e. customers, employees, & friends. We will be featuring one or two of her Peeps every month.



the most interesting. Vance had come to Pandora's to have a fuel strip replaced on his 2009 GS. While he was waiting, Justin pulled around a freshly uncrated 2010 GSA Anniversary Edition and offered to let Vance take it out for a test ride. What Justin didn't consider was the fact that Tommy Arnold was in the shop that day. Being originally from Chattanooga, Tommy had all sorts of places to take Vance riding. Two hours and 80 miles later, they returned and Vance was hooked. What does this have to do with the name? Nothing, but I'm getting there.

Vance decided to trade in his GS and take home the GSA, even though Mari had just told him that morning not to trade, but if he did, to

That's right folks....my peep this week is none other than Vance Harrelson, El Presidente (I like to pretend I'm intelligent and bilingual sometimes. Did it work?) of the BMW Motorcycles Owners of Alabama, as well as a board member for the MOA. Vance was also Pandora's very first customer, purchasing a pair of gloves as a Christmas present for his wife of 21 "blissful" years, Mari, back in December 2009. We have no record of him ever actually paying for said gloves, but that's water under the bridge...

Vance has been the owner of Harrelson Modular Constructions since 1997, when he purchased the business from his dad. They build pre-fabricated modular wall systems, including custom equipment enclosures – heavy industrial stuff.

Vance and Mari have four kids, and five grandkids. (You can see Vance and Mari at this year's MOA Rally in Minnesota!) He's been riding motorcycles for 48 years. His first bike was a mini bike that he had to construct himself. His dad had told him that he couldn't have a motorbike (I mean...he was only 9-years-old!), but finally relented telling Vance that if he could make one, he could keep it. So, being more clever at 9 than I am at 43, he took a lawnmower motor and made his first bike. He's been an avid rider ever since. Vance is down to three bikes right now, all BMW's...a 450X named 'Dirty', a 650 Sertao named 'Dusty', and a GSA named 'Elizabeth'.

make sure it was on the two-toned RT. John Prann's daughter, Elizabeth, was at the shop that day. Vance decided that with Elizabeth in the picture, Mari might not pay much attention to the motorcycle. (They still seem happily married, so thankfully it all worked out!) On the ride home, Vance was trying to decide what to name his new bike. He had been apprehensive about buying a GSA because it's such a big bike. As his heart palpitated, he started thinking about Fred Sanford (I'm coming home, Elizabeth!) – and, since he'd just had his picture taken with another Elizabeth, the name was set.

Thanks for the chuckles, Vance!

Lora Erie

The naming of Elizabeth is probably

Zachery Bryant Funeral



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One of Our Own Legend Series

Robert "Stroker" Partee

by Rock



After 38 years in the service business, I had learned that customers want quality work at a fair price when it comes to repairing anything. It is a simple formula for success, which often is not as simple to deliver when you are attached to the corporate structure. You don't always have that direct control over quality service.



is the true reward for my business: The phone calls from customers with their satisfaction and the knowledge that I made someone's life better through my efforts.

I will start this article with the words of Robert himself that appeared in the Chattanooga Times Free Press on August 8, 2008. The article was entitled "I Love My Job."

"I love my job, because I am able to use my skills and talent to help people. After 38 years in the corporate world, I decided to retire and open a business, which truly fuels my passion for things mechanical and the personal satisfaction I gain from helping people.

I have a true passion for working on motorcycles and my God given talents and abilities have afforded me the opportunity to have a job I truly love. You have to love what you are doing in life to be good at it. If you are lucky enough to find a job where you can do that, you will never work another day because it isn't work if you love what you do.

There are many challenges in starting your own business today, especially in our present economic situation. But, if you find that one thing that you are really good at and passionate about, you can be successful beyond your wildest dreams. Don't let others tell you that you can't do it. Eliminate your doubts and fears. Hard work, being passionate about what you do, and treating your customers like you want to be treated will always pay off.

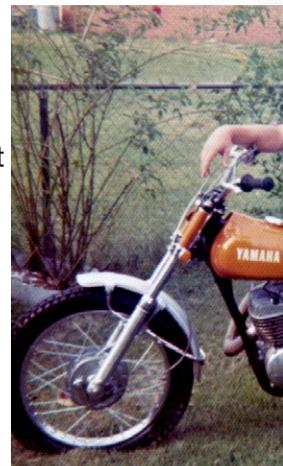
In July of 2006, I moved back to Chattanooga from Raleigh, North Carolina, where I was the district service manager for a major corporation. I had ridden and worked on motorcycles for 46 years as a hobby. So on July 5, 2006, I opened Stroker Cycle LLC in Harrison, Tennessee.

Since opening my business, it has grown to the point where I had to expand and build another shop in 2007. Word of mouth is the best advertising any small business can have and the old saying where "one satisfied customer will tell three and one dissatisfied customer will tell ten" is true. That is why I am so meticulous in my work and pay attention to details. I also repair a customer's motorcycle like I would want my own repaired. When a customer picks up their bike, I have full knowledge that the repairs have been completed to the best of my ability and it has certainly paid off. I receive many phone calls from my customers, complimenting my work and the way their bike performs and handles after it was picked up. This

My boss is a pretty good guy too; he is also the owner and chief mechanic – Robert "Stroker" Partee."

Well, Robert has told you a little about himself and his business philosophy. I will try and fill in the gaps and tell you a little more about him. Forgive me if I repeat something he's already touched on.

Robert "Stroker" Partee is the owner, operator of





Stroker Cycles. Robert is a one-man show. In his immaculate shop he services mainly Harley-Davidson motorcycles. He also will mount tires and do other basic maintenance on any brand. His "old school" shop is located on Thatch Road,

behind his house in the Harrison area. It is reminiscent of times past. He designed, built, and decorated the building to resemble the small motorcycles shops of the '50s and '60s long before they became boutiques. The shop is complete with two rocking chairs on the covered front porch. You can check out his unique building at www.strokerscycle.com. Stroker Cycles is his pride and joy and is a culmination of his 40-year love of motorcycles and understanding how they work. Robert is entirely self-taught, and a voracious reader. He reads every service manual or tech article he can get his hands on. His years of training in commercial heating and air conditioning, being deep in electronics, has helped Robert with the newer highly electronic motorcycles. Robert has a loyal clientele and his business grows every month based on his skills and honest business practices.

Robert was born Humbolt, Tennessee in 1948. He grew up on a farm where he learned early on how to get his hands dirty and fix things. When he was eight, their house burned and



the family lost everything. His dad loaded up the family and moved to Memphis in 1956. Although they were poor by most standards, his dad bought him a Honda 50 when he was 13 years old. At the time you only had to be 14 to get a driver's license for any cycle under five horsepower. Even though he was only 13, he drove it anywhere he wanted to go until he was able to obtain his license. The times were much different back then.

When Robert was 15, he bought a Triumph Tiger Club (200 cc) in a basket, literally. He read manuals and ended up rebuilding the engine and the entire bike. He later turned the Tiger Cub into a drag bike, which he raced at the Lakeland Drag Strip in Memphis. In 1967, he purchased a 650 Triumph Bonneville and chopped it. During this period, he met Bob Cobb (a legendary local mechanic) who was working at Taylor Harley-Davidson in Memphis.

Robert worked as a pickup man for a local laundry while going to the University of Memphis. One of his stops just happened to be Graceland, and one occasion he got to meet Elvis personally. The "King" even took Robert into his garage and showed him his collection of Harleys.

Robert was drafted in 1969 as the Vietnam War was waning and he was shipped off to Germany. His specialty was heavy artillery. Two years later he was back in Memphis. Since he didn't have enough money for a car and bike, he opted for the bike. He bought a 1970 Yamaha Enduro (street and trail). Of course he just couldn't keep his hands off it and before long he had bored the engine

and started racing motocross. During that time, Robert took a job with Sears as a commercial heating and air conditioning technician. He continued in Memphis riding dirt and trail bikes until he moved to Ooltewah in 1992 when Sears had promoted him to service manager. Sears moved him again in 2002 and Robert was off to Raleigh, North Carolina.



In Raleigh, Robert became acquainted with Ray Price the famous Harley drag bike racer. Ray Price invented the wheelie bar for motorcycles and held a record of 226 mph in 6.8 seconds. Don't try that at home. Robert got to travel to races with Ray and even got to watch some races from the timing tower.

In 2006, Robert retired from Sears and moved back to the Chattanooga area with his wife Nancy and started Stroker Cycle. In his spare time (when he's not fixing other people's motorcycles) he and Nancy ride their Harley-Davidsons. Robert is now living his dream, getting paid for working on motorcycles in his own shop. When you're out in the Birchwood



Pike area drop by, meet Robert, and do some rocking on the front porch. I know he'll be glad to meet you.

Rock

A Message from Robert - 4/7/14

"Unfortunately, I had to retire and close Stroker Cycle in January of 2014 due to health issues. I want to wish all my friends and former customers the very best. Sometimes life throws you a curve ball, you have to refuse to strike out. Keep on swinging and never give up. I plan on spending more time fishing, riding my Harley and time with my family. May God continue to bless you all. Keep it in the wind."

Robert "Stroker" Partee



.. *IN ACTION*





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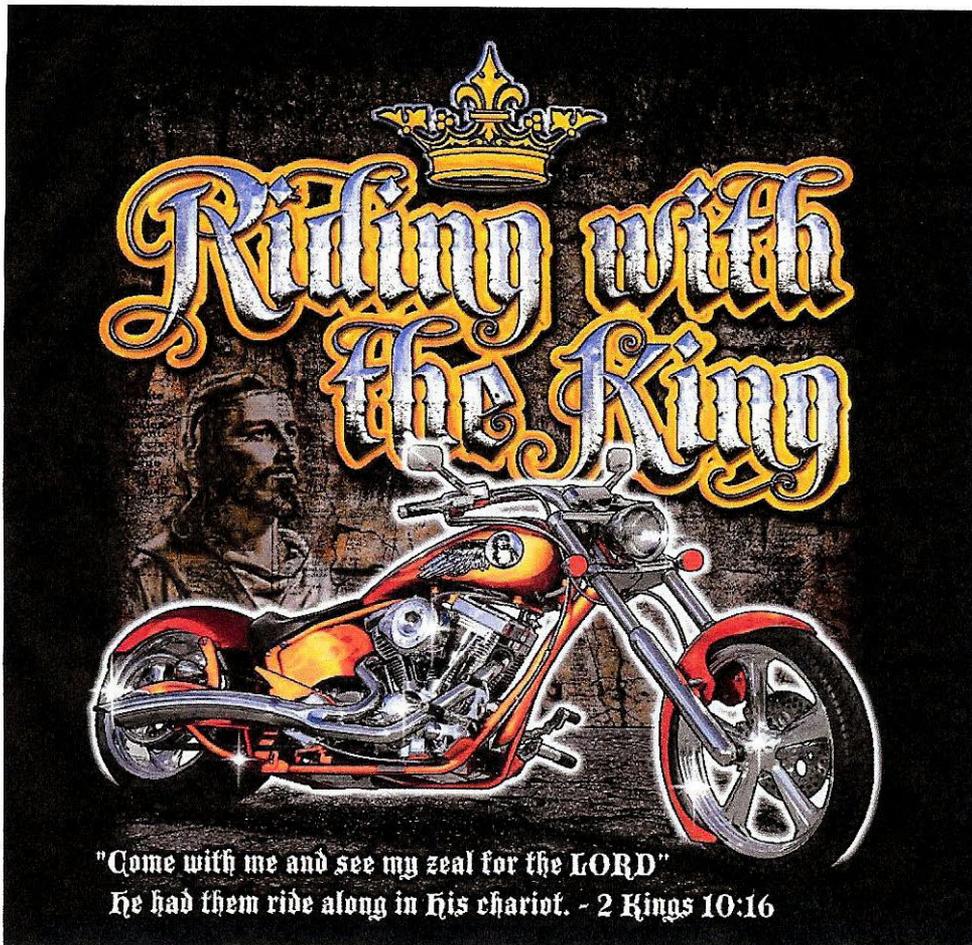
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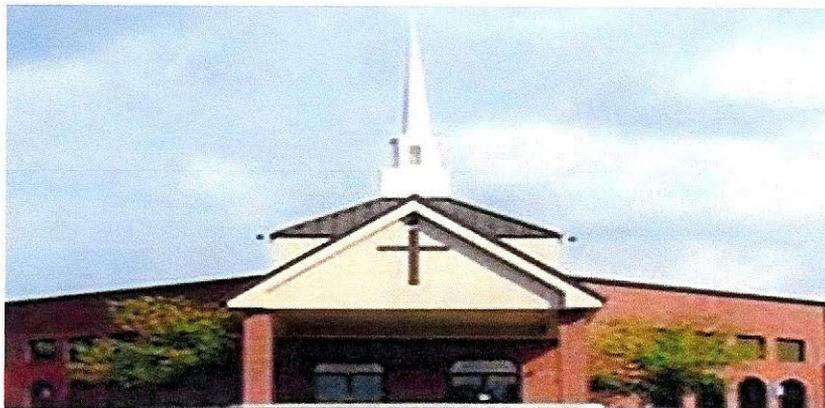
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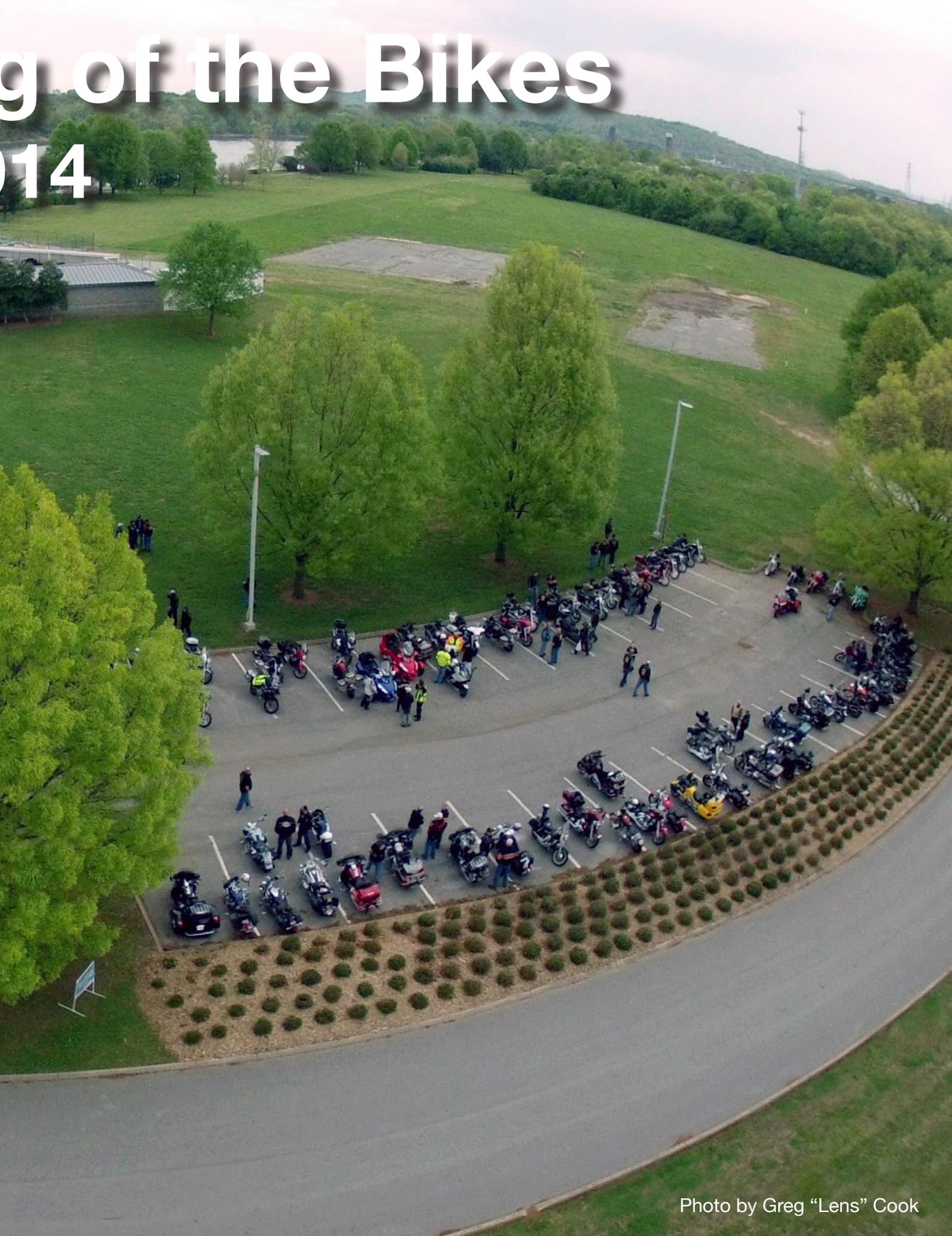


Photo by Greg "Lens" Cook

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7 SUPER CROSS

JEFF'S PREDICTION

Supercross is starting to wrap up as Villopoto leads the chase. It doesn't look like the others have much of a chance of catching up either.

The second place rider, James Stewart, recently moved into second place after a very bad finish from Dungey in St Louis and Houston. Combine that with 3 wins in a row from Stewart, and Stewart is the only other person that has a shot at stealing the championship this year (and that might change before this article gets published). The only thing is, it would take Villopoto crashing twice and not finishing. This leads me to think about what would have happened if Stewart had done better in Anaheim and Daytona. No doubt, this would have been a completely different season, especially if he could still pull off 3 wins in a row.

The same goes for Dungey. Dungey stayed strong all season, and looked to be a contender, but the 3 time champion just ran away from Dungey as he struggled to keep aggressive. I believe Dungey has another championship in him, but this year will not be it. He struggled to keep strong and had some really bad luck, particularly in Anaheim 3 where he went down and only won 1 point. He is still just 3 points behind Stewart and can win a respectable second. They call Dungey the king of consistency, but this year that title goes to Villopoto. He has had a nearly flawless season this year, never earning less than 15 points per race and an average of 21 points per race. Really, he had a perfect season and there isn't really much to say about his performance except that he IS the master right now and he will now enter the ranks as one of just 2 people to ever win 4 titles in a row.

I'm calling it and saying that Villopoto is already championed. All he has to do is finish the next two races. Even if he doesn't, James Stewart

would have to win BOTH to take the title. It's done. Finished. Villopoto is the man!

Jeff Griffith
jeff@kickstandup.com

THE RESULTS

AURORA, Ill. (April 28, 2014) – Just one week after Monster Energy Kawasaki's Ryan Villopoto became the second rider in Monster Energy AMA Supercross, an FIM World Championship, history to win four-consecutive titles, the 17-race season will come to its dramatic conclusion on Saturday night in Las Vegas. A capacity crowd is expected to cheer on the world's fastest riders inside Sam Boyd Stadium on one of the most anticipated nights of the year. The action from Las Vegas kicks off Saturday, LIVE on FOX Sports 1 at 10:00 p.m. ET

Last weekend Monster Energy Supercross ended a 23-year absence from the New York metro area by making its anticipated return to East Rutherford, N.J., and the inaugural race inside MetLife Stadium. On one of the biggest nights in the history of the sport, Villopoto dominated with his third straight wire-to-wire effort to not only claim his class leading sixth race of the season, but also secure his historic fourth-consecutive world championship.

"It's been an awesome day here at MetLife Stadium," said Villopoto, who also achieved the 40th win of his 450SX Class career. "We had a little bit of rain, but I couldn't believe how well the track held up. It feels great to lock in my fourth-consecutive championship. It's been a hard-fought season with a few ups and downs, but it was obviously my most consistent, so I'm glad to be able to close it out on top."

Villopoto's memorable night capped off an impressive 2014 championship campaign that was



arguably the most successful of his four-year reign. While Villopoto's win total this season is currently the lowest it's ever been over the last four years, he's been more consistent than ever before, boasting a 2.13 finishing average and a lowest result of sixth. With a three-race win streak in tow, he'll come into Las Vegas as the favorite and will look to cement his historic season with a dominant run through to the finish.

With the pressure of the championship now over, the entire 450SX Class field will also be in

ALLOPOTO S CHAMPIONSHIP



Photo Credit: Hoppenworld

search of a win to end their respective seasons on a high note. Spearheading that group are Red Bull KTM's Ryan Dungey, Team Yoshimura's James Stewart, and Red Bull KTM's Ken Roczen. The pair of former champions and star rookie has each won previously this season, but more importantly they are engaged in battle for the runner-up spot in the final championship standings. Stewart appeared to suffer a knee injury in East Rutherford, bowing out of competition during the Main Event. However, his status is uncertain as it is assumed he will be on the gate. Dungey didn't

have the result he was hoping for at MetLife, dropping positions en route to a sixth-place finish, while Roczen was only able to parlay the fastest lap in practice to a fifth-place effort

Based on their respective outings in East Rutherford, motivation will be high for these three riders to get back to the front of the field and battle for the win, or at least a spot on the podium. All three riders have won before in Las Vegas and will look to take advantage of that experience. Additionally, the Team Honda Muscle Milk duo of Justin

Barcia and Trey Canard have shown impressive speed in recent weeks and each will be looking to do all he can to break through for his first victory of 2014.

Even though the championship has been decided, the excitement in Las Vegas will be as big as ever thanks to one of the fastest and most thrilling tracks of the season. Las Vegas is known for producing memorable racing and with the motivation the biggest names in the sport are carrying into Sam Boyd Stadium, that trend is sure to continue.



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Marquez takes stunn

MotoGP World Champion Marc Marquez utterly dominated the Red Bull Grand Prix of the Americas race, taking victory by a four second margin from his Repsol Honda teammate Dani Pedrosa, with Andrea Dovizioso (Ducati Team) completing the podium.

A jump start ruined the race for Jorge Lorenzo (Movistar Yamaha MotoGP) and he finished 10th after

a ride through penalty. Lorenzo took the holeshot after a bizarre error from the former World Champion and he rode through pit lane at the end of the first lap, leaving Marquez clear at the front. Pedrosa tried to stay with Marquez, who was the only 'Factory' rider to run the hard rear tyre, but the youngster sped away to become the first rider to win

the first two races of the year from pole in the premier-class since Mick Doohan in 1995.

A first podium for Dovizioso as a Ducati Team rider was great news for the Italian factory, though there was some bad news for them too as Cal Crutchlow crashed out and injured his right hand, having earlier pitted due to tyre problems.

MOTOGP SCHEDULE

4 May	Spain	Jerez
18 May	France	Le Mans
1 Jun	Italy	Mugello
15 Jun	Catalonia	Circuit de Catalunya
28 Jun	Netherlands	TT Circuit
13 Jul	Germany	Sachsenring
10 Aug	Indianapolis	Indianapolis
17 Aug	Czech Republic	Brno
31 Aug	Great Britain	Silverstone
14 Sep	San Marino	Misano
28 Sep	Aragón	Ciudad del Motor de Aragon
12 Oct	Japan	Motegi
19 Oct	Australia	Phillip Island
26 Oct	Malaysia	Sepang
9 Nov	Valencia	Valencia

ing victory in Austin

Stefan Bradl (LCR Honda MotoGP) missed the podium by just under two seconds after winning a battle for fourth with Bradley Smith (Monster Yamaha Tech3), whilst Pol Espargaro (Monster Yamaha Tech3) was sixth.

whilst there were problems too for Valentino Rossi (Movistar Yamaha MotoGP) as he hunted the podium in the early stages and faded to eighth in the second half of the race.

Source: Motogp.com

Andrea Iannone (Pramac Racing) dropped back to seventh having been third in the early stages,



Sandman sez

April showers lead to what? May flowers! And that means Kickstand Up! I'm sure that hasn't passed unnoticed by the motorcycle clan. Finally an end to sitting in front of the TV and flipping channels. So we shuffle -- or run!

-- out to the garage and try to get the scoot cranked up. Not so fast, Flash... did you remember to leave a trickle charger running during winter? If not, step one has been defeated. The riding season has been postponed.

Drat! Either hook up the trickle or run to the store and purchase a battery.



Once the battery malfunction has been addressed, it's time to inspect the more important parts of the bike, such as tires for tread depth, cracking and air pressure. While checking rubber components, don't stop with tires: check all rubber parts for cracking and integrity. Do the clutch and brake fluids need changing? The list goes on and on: check the running lights, brake and directional lights. Check the chain for tension and lube it if necessary. Thankfully, there are "pre-flight" checklists available to make the post-winter preparations easier to remember.

Having taken care of the mechanical check up, it's time to address our personal riding skills. HUH?!? We naturally assume that our skills are automatically up-to-snuff. After all, once you learn to ride a bicycle you never forget that skill. True, but that's not the whole picture. If you have not ridden a bicycle for a few years, try it. Not the mountain bike with the fat tires; no, we need to try the 80psi-skinny-tired bike. Riding in a straight line is next to impossible as we over-correct repeatedly. We won't fall, and it will take a good solid day of riding before our previous straight-line skills return. Don't try to turn in a tight circle! It won't work! The same thing

happens to our motorcycle-riding skills. They need to be awakened and practiced before we get out on the road. It's all too easy to jump on the scoot and go out and have fun. That invariably will lead to a rude awakening! Rather, go to a remote parking lot and practice low-speed maneuvers. Try the low speed straight-line test. Eyes up, remember? Try some low speed figure eights. Practice an emergency stop from 15 or 20 mph without locking the rear brake. If you have ABS, so much the better, but what does it feel like when the ABS system is trying to work? Sometimes it feels quite strange. The time to find that out is not during an emergency stop!

But that's the way it happens. If you have not prepared yourself for emergency moments, when you have a nanosecond to make a life-saving move, you just may not survive. It is paramount that you have practiced evasive tactics, if only to evade the idiot in the SUV on the telephone changing lanes without looking

it's just cause-and-effect. Whatever. It works. But one needs to be careful the first ride of the season, for one's riding skills are simply not up to snuff after several months of dormancy.

It really boils down to an overall assumption while riding. At the forefront should be the assumption that everyone is out to get you. Or at least that they WILL NOT see you. Deliberate or not, it matters not. The consequence is the same. You are going to be forced to rely upon your avoidance skills. And one hopes you have many skills upon which to draw. Randomly. Which to use? No time to think...do it NOW and don't hesitate! But that won't happen without practice and confidence which comes from muscle memory, which is actually faster than mental assessment of the situation and choosing a (hopefully) appropriate action. Awareness of where we are in our surroundings and having planned an escape route before getting into a situation can provide life-saving milliseconds to make a move. So, in the spirit of enjoyment, go forth and be safe, for nothing will cast a shadow on the day more than a shunt. And we on a scoot will lose.

Every time.

Pulling into the driveway and arriving home is the best part of the day. Actually, shutting the bike off and remembering to put the KICKSTAND DOWN is the best part of the day, for it is all too easy to forget that meaningless movement sometimes! I



and trying to run you off the road. What do you do? Brake? Go to the shoulder? Accelerate? Honk that meep-meep horn? I don't have an answer. Each of the above is potentially viable, except for the horn. All scoots should have an aftermarket 120+ db horn installed. Blasting one of these somehow creates brown spots in the undies of the offending cager. Kinda magical, really. Or maybe

do not speak from experience, of course...it just strikes me that forgetting to engage the kickstand is possible after a day of successful riding. It could happen...

RIDE ON!!

Sandy

sandy@kickstandup.com

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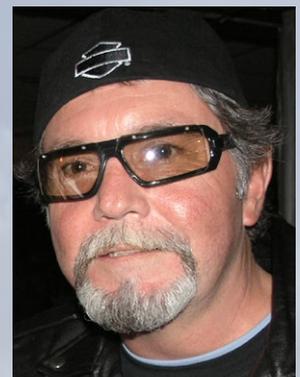
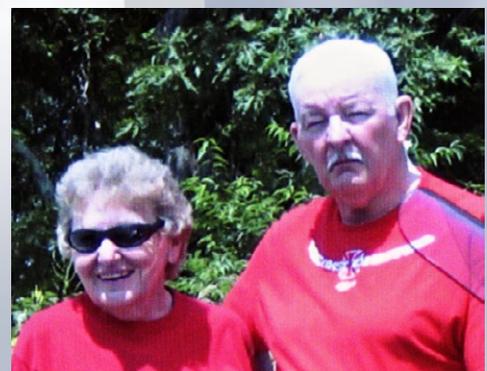
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Gone But Not Forgotten

This page is available for readers to send in photos and comments of rider friends and family that are no longer with us. Please send your info to rock@kickstandup.com.



... IN ACTION



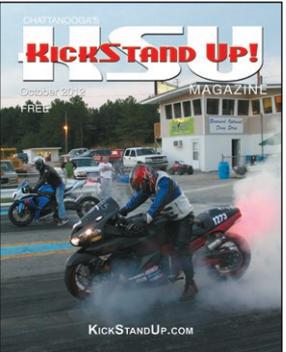
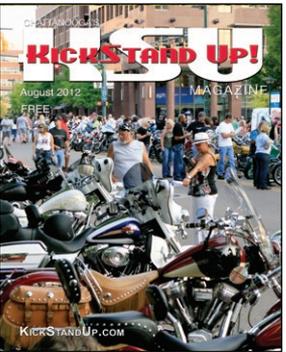
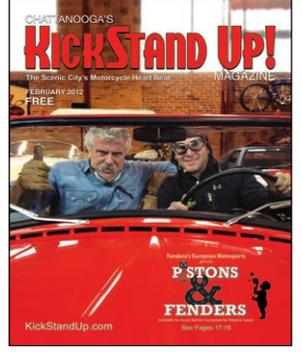
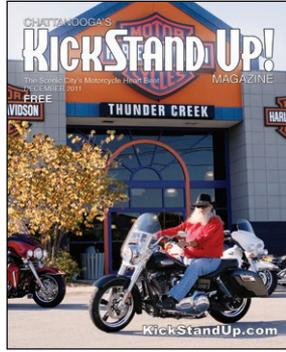
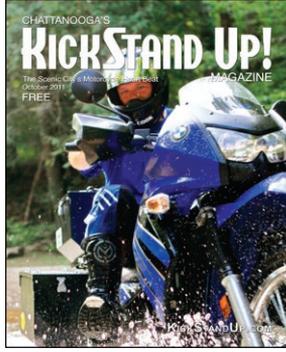
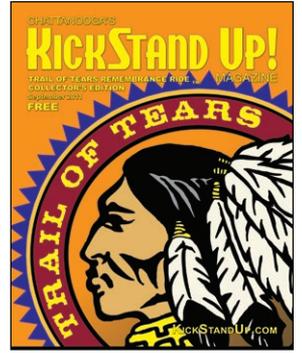
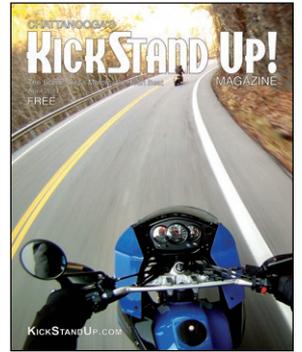


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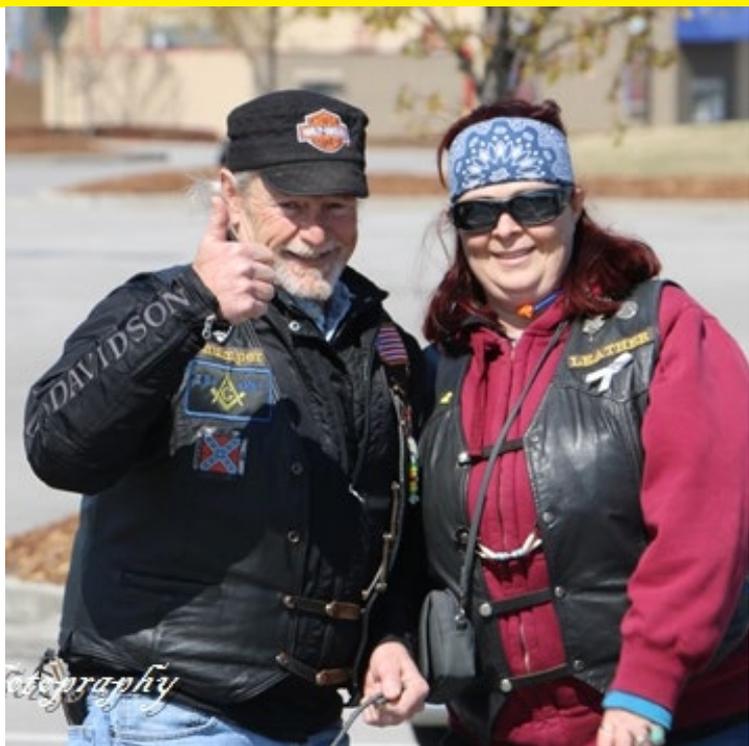
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