

VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

MAGAZINE™



APPALACHIAN BACKROADS

High Knob Tower
Wise County
Norton VA

FREE

APRIL 2026
www.virginiarider.com

APPALACHIAN BACKROADS

GREAT PLACES TO RIDE

THE CORKSCREW



Enjoy a visit to MountainRose Vineyard outside of Wise. Corkscrew-like curves take you to stunning overlooks at Breaks Interstate Park. The Guest River Gorge offers hiking along the Guest River, through cliffs of stone carved by the river, with ample wildlife.

Approximately 123 miles

Centrally located and easy to reach, the Heart of Appalachia invites you to Appalachian Backroads/ABR for your ride/drive. Plan a three-day getaway to one of Virginia's most scenic regions—known as the *Best of Virginia's West*.

Appalachian Backroads lies within the eight-locality region known as the **Heart of Appalachia**, offering more than **1,400 miles of twisting curves, scenic mountain highways, and excellent road conditions**, along with occasional **off-road dual-sport routes** for those looking to add a little adventure to their ride. Combine the two, and you have the perfect trip.

Any misconceptions about lodging in our remote region can quickly be set aside. Throughout the region, you'll find a wide variety of accommodations, including **Airbnb properties, hotels, state park lodging, and private campgrounds**. Whether your preference is rustic camping or a comfortable boutique stay, there's an option to fit every traveler's style.

In each town along the way, visitors will discover **local restaurants, cafés, and beverage stops** ready to welcome you before, during, and after your ride.

One highlight is **Tazewell, Virginia**, home of the famous *Back of the Dragon*. Be sure to

visit the **Back of the Dragon Visitor Center** while you're there. And that's just one of the incredible rides available—**Appalachian Backroads features 14 curated routes** winding throughout the region.

From Tazewell, riders often continue on to **St. Paul, Virginia**, a centrally located hub that provides easy access to several Appalachian Backroads routes and offers great lodging and dining options.



Shown in this photo is *The Corkscrew*, located near the spectacular **Breaks Interstate Park**, often called the *Grand Canyon of the South*. The area is also home to **Virginia's only wild elk herd**, which roams freely in the surrounding mountains.

While visiting, be sure to drive the **Coalfields Expressway**, which connects areas near Breaks Interstate Park and offers a **beautiful sunset ride and a safe opportunity to view elk** along the way.

1. Start in Wise Bus. 23
2. R on 646 to UVA Wise
3. R on 706 Tacoma Mountain
4. L on Alt 58 to Coeburn
5. L Exit 1 Front Street
6. L on 72
7. L on 646
8. R on 644 MountainRose Vineyard on the left
9. R on 640
10. L on 645
11. Stay L 636 Birchfield Rd
12. R on us.3
13. R on 23N toward KY
14. R on 630 stay right
15. L on 631
16. L on 611
17. L on 80 toward Breaks Interstate Park
18. Take 80 to Elkhorn City
19. L on 197 Elkhorn Creek Rd
20. L on 805 to Jenkins
21. L on 23 to Pound
22. 23 S to Wise



Appalachian Backroads combines **hundreds of curves, mountain scenery, live music, boutique lodging, and welcoming small towns**—all waiting for your motorcycle, sports car, or scenic drive.

For trip planning and route information, visit: appalachianbackroads.com or heartofappalachia.com

“Best of Virginia's West.” Come discover why **Appalachian Backroads** truly is the **Best of Virginia's West**.



from the editor's desk

Welcome friends! Spring has sprung & the riding season is getting into full swing! It's been so nice to have the daytime temperatures levelling out more, beginning the day in the 50s & warming into the 70s & even 80s, not to mention the sunsets after 7:30 pm. It's so perfect for riding your bike to work or getting out for a nice cruise on the weekends. We hope you are taking every opportunity you can to get out & enjoy some wind therapy. It really does clear your mind & feeds the soul.

The start of the riding season means that it's also the start of event season! Be sure to visit our Events page for all the exciting rides, poker runs & other charity events to participate in throughout Virginia and West Virginia. Just click on the links to visit each event's information page on Facebook or their website. If you have an event that's not listed yet, please email us at virginiaridermagazine@yahoo.com with the event info & page link so we can get it added. We are always updating & adding new events, so it's good to visit often for the latest information.

As many of you know, Virginia Rider has always been free to our readers since we started back in 2019. This magazine is made possible by our staff & the support of some very special businesses who truly care about our riding communities...they are the advertisers who place ads within our magazine. They are here with us for YOU, so we encourage you to go visit them and hopefully make their place a favorite destination in your riding adventures. You'll always be welcome with open arms at any of the places in our magazine that you see our Virginia Rider Destination stamp of approval.

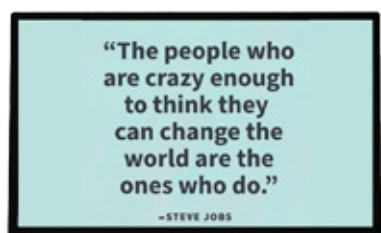
Speaking of Destinations... We'd like to send a big THANK YOU for your continued support & WELCOME BACK to our amazing supporters from the Heart of Appalachia, home of the Appalachian Backroads in St. Paul, VA; Lee's Garage in Chase City, VA; the Fox Mountain Inn in Max Meadows, VA; Blue Grass Mercantile in Blue Grass, VA; & the Curly Maple in Monterey, VA. And joining us this riding season, we'd like to send a big, warm WELCOME & THANK YOU to our newest supporters from the County of Wytheville, VA, home of the Claw of the Dragon; Dragon Riders Retreat in Barren Springs, VA; & the 5 & DimeVA road trip in Hopewell/Prince George, VA. Whether you're going out to ride, stay, or play, we've got the best rider-friendly places for you to visit, with much more to come!

Have an amazing start to your ride season.

Stay safe out on the roads & ALLways watch for motorcycles!

See you next month,

Kelly



IN THIS ISSUE



GREAT PLACES TO RIDE Centrally located and easy to reach, the Heart of Appalachia invites you to Appalachian Backroads/ABR for your ride/drive. The Corkscrew is located near the spectacular Breaks Interstate Park, often called the Grand Canyon of the South.



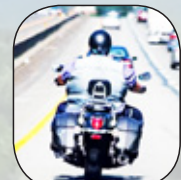
RUFF RIDERS Palslee May, a Yorkie a little under three pounds, loves riding, bike nights and Harley dealers. As her pet parents, Lynn and Tami Jones say, Paws in the wind. She has over 10,000 miles logged on a bike and it looks like she will be a biker for life!



THE BIKE SAVER After all the down time and hassle of the ice storm, John is back in the groove. He's been up early working on the 1972 Honda CB500 he left laying in pieces because it was too cold to work on. Now, on track to make serious progress, he faces a new nemesis - Paper Wasps!



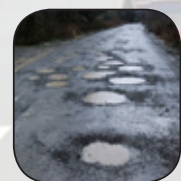
ROLL ME AWAY "Roll Me Away" is a song written by American rock artist Bob Seger on the album The Distance by Bob Seger and the Silver Bullet Band. The song was used as Seger's opening song on his Face the Promise tour in 2006-2007, his first tour in a decade.



12 MOTORCYCLE SAFETY MYTHS AND MISCONCEPTIONS Maybe you have heard some myths repeated so often or by people whose expertise you respect that you think they are actually true. Unfortunately, there are a lot of motorcyclists who do believe them. We thought that some of these fallacies should be brought out into the light of day so that riders have the right information.



THE LIGHTHOUSE God works and speaks in mysterious ways. And while He has already given us ten commandments for life, there are many other guidelines for us to follow to achieve a fulfilling and happy life. Here are ten of those heavenly guidelines to incorporate into our way of thinking and praying for God's guidance.



POTHoles AND ROAD HAZARDS If you've ever hit a pothole on your bike, you know how devastating and annoying they can be. On your first ride of the season, be extra alert. Remember, a pothole or hazard may be present as you ride out, even on your own street! Avoid potholes, dips, and overfilled potholes by riding around them.

April 2026

© VIRGINIA RIDER MAGAZINE. ALL RIGHTS RESERVED. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, or other electronic or mechanical methods, without the prior written permission of the publisher. Although the author and publisher have made every effort to ensure that the information in this publication was correct at press time, the author and publisher do not assume and hereby disclaim any liability to any party for any loss, damage, or disruption caused by errors or omissions, whether such errors or omissions result from negligence, accident, or any other cause. Any articles contained in Virginia Rider Magazine are for informational purposes only and not to be substituted for medical advice. We do not promote the abuse of alcohol or drugs.
MEDICAL DISCLAIMER All content and media in Virginia Rider Magazine, on our website, www.virginiarider.com, and on all of our social media pages, is created, shared and published for informational purposes only. It is not intended to be a substitute for professional medical advice and should not be relied on as health or personal advice. Always seek the guidance of your doctor or other qualified health professional with any questions you may have regarding your health or a medical condition. Never disregard the advice of a medical professional, or delay in seeking it, because of something you have read on this Website.

Virginia Rider Magazine, 1385 Fordham Drive, Ste. 105-270, Virginia Beach, VA 23464
Email us at virginiaridermagazine@yahoo.com or call 757-822-4700
Roll with us on Facebook @virginiaridermagazine

Naked Bike vs. Sport Bike: What's the Difference?

Walk into any motorcycle shop, and you'll find a mix of naked and sport bikes. Most manufacturers offer naked versions of their top-selling models, giving you no shortage of options to consider. Some riders will debate the two until they are blue in the face, but each style of motorcycle is suited for a particular riding style. They also vary in price, aesthetics and usability, appealing to different types of riders.



What is a Naked Bike?

A naked bike is a motorcycle without fairings, the sleek panels that cover the front and sides. The underlying components are often exposed, with an uneven surface that highlights the structural design of the bike. Not all motorcycles without fairings are considered naked. These bikes usually come specially designed by the manufacturer as a stylish alternative to the traditional sport bike.

Naked Bike Pros

Naked bikes are known for their barebones aesthetic, which can be a pro or a con, depending on your preferences. They come with better torque at lower RPMs to help you accelerate on busy streets. If you're riding in the city, use motorcycle helmet speakers that automatically adjust to the surrounding noise level to hear important traffic sounds.

Beginners will enjoy being able to sit up straight when riding, which makes long-distance riding much more comfortable. Naked bikes come with straight, raised handlebars and forward-positioned footrests.

Naked models also cost around \$500 less than their full-fairing counterparts because they contain fewer, smaller casings. These bikes also tend to get better mileage — especially in the city.

Naked Bike Cons

The lack of fairings exposes the engine to more dust and debris, which can lead to rust. It's important to shield the bike from the rain and snow.

Not having fairings also increases drag at higher speeds and may affect your mpg. Naked bikes also don't go as fast as sport bikes. You'll also need a windshield to drive on the highway.



What is a Sport Bike?

A sport bike is a model with all its fairings attached, coating it in a smooth, aerodynamic outer shell. The expanded coverings leave more room for the brand's logo and your chosen color palette.

Sport Bike Pros

The fairings protect the motorcycle engine from wear and tear. The smooth, flat surface is much easier to clean than the nooks and crannies on a naked bike.

Sport bikes are more powerful. Some models go over 200 mph, with the Kawasaki H2R hitting 240 mph. The fairings reduce drag for less wind resistance.

They come with better braking, acceleration and handling for mastering tight turns on the racetrack.

Sport Bike Cons

Sport bikes cost slightly more than their naked counterparts, with some going for as much as \$35,000, according to Autotrader. Riding a sport bike isn't as ergonomic as riding a naked bike. The footrests are further back with lower handlebars. You'll need to lean over and down with your back arched to get into position. You might get uncomfortable after a few hours unless you have abs of steel.

Sport bikes weigh more than naked bikes, which leads to fewer miles per gallon. They're not well-suited for long rides. Beginners may struggle to get their footing if they can't sit straight.

Naked Bike vs. Sport Bike: Which is Right for You?

Deciding between the two depends on how comfortable you feel riding in the sport position. If you have trouble steadying yourself or suffer from back pain, the naked version is definitely the way to go.

Love long road trips? You're better off with a naked motorcycle. Naked bikes are also better for commuting and getting around the city.

If you don't see yourself riding over 100 mph, a sport bike probably isn't for you. However, if you love the thrill of racing and have plenty of riding experience under your belt, you can't go wrong with a sport bike.

Source: https://cardosystems.com/blogs/cardo-blog/naked-bike-vs-sport-bike?srsltid=AfmB0ooFbRLR4PdUFDtktzR4SNM_Lrv7pe9wxC40iC3u-kl_zhARUu

THE LIGHTHOUSE

"Then God said, 'Let there be light'; and there was light." - Genesis 1:3

10 GUIDELINES

From: God
To: All His Children
Effective Immediately:

Please be aware that there are changes you need to make in your life. These changes need to be completed in order that I may fulfill my promises to you to grant you peace, joy and happiness in this life. I apologize for any inconvenience, but after all that I am doing, this seems very little to ask of you. I know, I already gave you 10 Commandments. Keep them, but follow these guidelines as well.

1. QUIT WORRYING

Life has dealt you a blow and all you do is sit and worry. Have you forgotten that I am here to take all your burdens and carry them for you? Or do you just enjoy fretting over every little thing that comes your way?

2. PUT IT ON THE LIST

Something needs done or taken care of. Put it on the list. No, not YOUR list. Put it on MY to-do-list. Let ME be the one to take care of the problem. I can't help you until you turn it over to me. And, although my to-do-list is long, I am, after all, God. I can take care of anything you put into my hands. In fact, if the truth were ever really known, I take care of a lot of things for you that you never even realize.

3. TRUST ME

Once you've given your burdens to me, quit trying to take them back. Trust in me. Have the faith that I will take care of all your needs, your problems and your trials. Problems with the kids? Put them on my list. Problem with finances? Put it on my list. Problems with your emotional roller coaster? For my sake, put it on my list. I want to help you. All you have to do is ask.

4. LEAVE IT ALONE

Don't wake up one morning and say, "Well, I'm feeling much stronger now, I think I can handle it from here." Why do you think you are feeling stronger now? It's simple. You gave me your burdens, and I'm taking care of them. I also renew your strength and cover you in my peace. Don't you know that if I give you these problems back, you will be right back where you started? Leave them with me and forget about them. Just let me do my job.

5. TALK TO ME

I want you to forget a lot of things. Forget what was making you crazy. Forget the worry and the fretting because you know I'm in control. But there's one thing I want you to never forget. Please don't forget to talk to me - OFTEN! I love you. I want to hear your voice. I want you to include me in the things going on in your life. I want to hear you talk about your friends and family. Prayer is simply you having a conversation with me. I want to be your dearest friend.

6. HAVE FAITH

I see a lot of things from up here that you can't see from where you are. Have faith in me that I know what I'm doing. Trust me, you wouldn't want the view from my eyes. I will continue to care for you, watch over you, and meet your needs. You only have to trust me. Although I have a much bigger task than you, it seems as if you have so much trouble just doing your simple part. How hard can trust be?

7. SHARE

You were taught to share when you were only two years old. When did you forget? That rule still applies. Share with those who are less fortunate than you. Share your joy with those who need encouragement. Share your laughter with those who haven't heard any in such a long time. Share your tears with those who are mourning. Share your faith with those who have none.

8. BE PATIENT

I managed to fix it so in just one lifetime you could have so many diverse experiences. You grow from a child to an adult, have children, change jobs many times, learn many trades, travel to so many places, meet thousands of people, and experience so much. How can you be so impatient then when it takes me a little longer than you expect to handle something on my to-do-list? Trust in my timing, for my timing is perfect. Just because I created the entire universe in only six days, everyone thinks I should always rush, rush, rush.

9. BE KIND

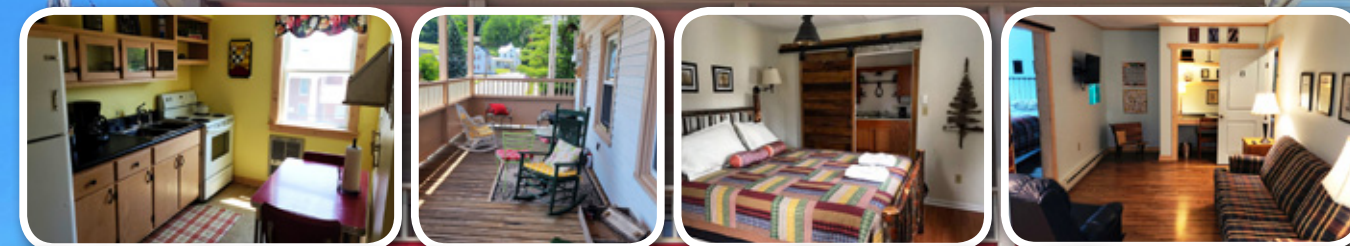
Be kind to others, for I love them just as much as I love you. They may not dress like you, or talk like you, or live the same way you do, but I still love you all. Please try to get along, for my sake. I created each of you different in some way. It would be too boring if you were all identical. Please know I love each of your differences.

10. LOVE YOURSELF

As much as I love you, how can you not love yourself? You were created by me to be loved, and to love in return. I am a God of Love. Love me. Love your neighbors. But also love yourself. It makes my heart ache when I see you so angry with yourself when things go wrong. You are very precious to me. Don't ever forget that!

With all my heart, I love you,
GOD

"But he answered, 'It is written, 'Man shall not live by bread alone, but by every word that comes from the mouth of God.'" - Matthew 4:4 ESV



Ride here. Eat here. Stay here.

Welcome Riders! Warm, cozy suites!



There is hope.

If you or someone you know is having thoughts of suicide or experiencing a mental health or substance use crisis, 988 provides 24/7 connection to confidential support.

You are not alone.

In Crisis? Call or Text 988 >>

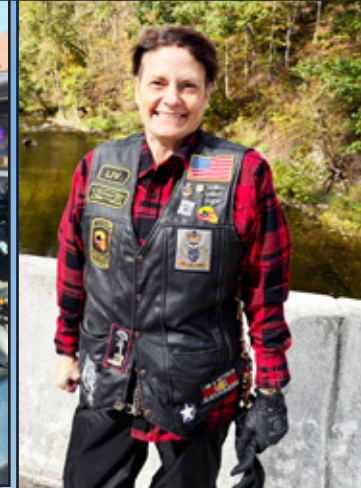
988

SUICIDE & CRISIS LIFELINE





LET'S DO SOME SHOTZ!!!
Email your pics to virginiaridermagazine@yahoo.com



12 Motorcycle Safety Myths And Misconceptions

Many supposed facts about motorcycle safety are actually myths and misconceptions. Get a group of motorcyclists talking about crashes and safety, and you will almost certainly hear some of the popular misconceptions, incorrect assumptions, urban legends, and intuitive explanations about motorcycle safety that turn out to be wrong when you actually check out the facts. The problem is that believing these misconceptions can increase your chances of being involved in an accident or getting hurt when you do crash. Maybe you know BS when you hear it, but maybe you have heard some myths repeated so often or by people whose expertise you respect that you think they are actually true. Unfortunately, there are a lot of motorcyclists who do believe them. We thought that some of these fallacies should be brought out into the light of day so that riders have the right information upon which to make informed motorcycle safety decisions. We also hope it will keep more motorcyclists from repeating such misconceptions to riders who turn to them for advice.

These are the Deadly Dozen, the motorcycle safety myths and urban legends that we hear most frequently.

Myth 1: Other Drivers Don't Care About Motorcyclists



It may seem hard to believe at times, but other drivers rarely actually want to hit you. Most of those near-misses come about because they don't always know you are there, even when you are right in front of them, seemingly in plain view. You can be obscured or completely hidden by glare, by other things on or along the road, by the car's roof pillars, the handicap hangtag, or by other traffic. Of course, not all drivers "think motorcycles" and make the effort to look that extra bit harder to see if there might be a motorcyclist hidden by that obscuration or in their blind spot. Instead of assuming that they will ignore you even when they see you, you should help make it easier for drivers to spot you, especially as the population ages and more drivers have greater difficulty in picking you out. To overcome the fact that you might be hard to see and harder to notice, wear bright colors,

especially on your helmet and jacket. Run your high beam during the day. Think about things that can hide you and your bike from other drivers, things that can be as common as the sun behind you, the car ahead in the next lane, or a couple of roadside poles that line up on the driver's line of sight toward you. Make an effort to ride in or move to a location where drivers with potentially conflicting courses can see you before they stray your way.

Myth 2: Loud Pipes Save Lives

Yeah, there are a few situations, like where you are right next to a driver with his window down who is about to change lanes. Where full-time noise-makers might help a driver notice you, all that noise directed rearward doesn't do much in the most common and much more dangerous conflict, where a car turns in front of you. Maybe it's the fatigue caused by the noise, maybe it's the attitudes of riders who insist on making annoying noise, or perhaps loud bikes annoy enough drivers to make them aggressive. Whatever the reason, the research shows that bikes with modified exhaust systems crash more frequently than those with stock pipes. If you really want to save lives, turn to a loud jacket or a bright helmet color, which have been proven to do the job. Or install a louder horn.

Myth 3: Motorcycle Helmets Break Necks



It seems logical—you put more weight out there on the end of your neck, and when you get thrown off the bike, that extra weight will create more pendulum force on your neck. Turns out, it doesn't work that way. In fact, the energy-absorbing qualities of a DOT motorcycle helmet also absorb the energy that breaks riders' necks in impacts. Studies show that helmeted motorcyclists actually suffer fewer neck injuries when they crash compared to riders who crash without helmets.

Myth 4: Helmets Block Ability to See or Hear Danger



The thing you learn when you dig into the research is that motorcycle riders who use helmets crash less frequently than those who don't. Maybe that happens because motorcyclists who decide to wear helmets have a better or more realistic attitude about riding. Maybe it's because putting on a helmet is a reminder that what you are about to do can be dangerous, and the act of accepting protection puts you in the right mindset. Maybe it's because a helmet provides eye protection and cuts down wind noise so you can actually see and hear better. Maybe it's because, by cutting wind pressure and noise, a helmet reduces fatigue. Whatever the reasons, wearing a helmet clearly does not increase a motorcyclist's risk of having an accident, and wearing one correlates to reduced likelihood of an accident.

Myth 5: A Helmet Won't Help in Most Crashes

People look at the seemingly low impact speeds used in motorcycle-helmet testing and assume that if you are going faster than that, the helmet will no longer be up to the job. That ignores a few critical facts: * Most accidents happen at relatively low speeds. * Most of the impact energy is usually vertical, the distance your head falls until it hits. * Helmets (or at least helmets that meet DOT standards) perform spectacular life-saving feats at impact speeds far above those used in testing. * When a helmeted rider suffers a fatal head injury, it frequently doesn't matter because, to hit hard enough to sustain that fatal injury, he sustained multiple additional fatal injuries to other parts of his body. In other words, the fact that the helmet didn't prevent the head injury was of no consequence. * The numbers clearly say that riders using DOT helmets simply survive crashes more successfully than those without them.

Myth 6: A Helmet Will Leave You Brain Damaged in a Crash When You Would Have Simply Died

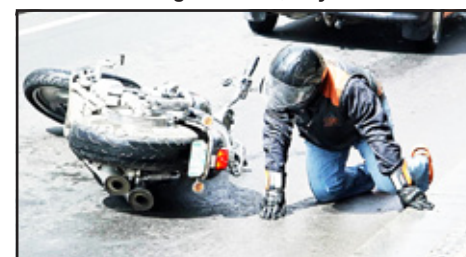
Of course that's possible that your helmet attenuates the impact energy enough to keep the injury from being fatal but not enough to keep all of your eggs from getting scrambled. However, that's rare, and if you hit that hard, you are likely to get killed by some other injury. It's actually the un-helmeted rider who is likely to cross from animal to vegetable kingdom, and often from a relatively minor impact that would have damaged nothing but his ego if he'd been wearing a DOT helmet.

Myth 7: A Skilled Rider Should Be Able to Handle Almost Any Situation



The sharpest, most skilled motorcyclist in the world isn't going to be up to the task when a car turns or pulls out in front of him a short distance ahead and stops directly in his path broadside. Believing that your superior skills will keep you of trouble is a pipe dream, even if they are as good as you think. No matter how skilled you are, it's better to ride to avoid situations that can turn ugly. Slow down, scan farther ahead, and think strategically. And dress for the crash.

Myth 8: If You Are Going to Crash, Lay It Down



I suspect this line was developed by riders to explain why they ended up flat-side-down while trying to avoid a crash. They over-braked or otherwise lost control, then tried to explain the crash away as intentional and tried to make it sound like it wasn't a crash at all. Maybe motorcycle brakes once were so bad that you could stop better off your bike while sliding or tumbling. If so, that hasn't been true for decades. You can scrub off much more speed

before, and so be going slower at impact with effective braking than you would be sliding down the road on your butt. And if you are still on the bike, you might get thrown over the car you collide with, avoiding an impact with your body. If you slide into a car while you are on the ground, you either have a hard stop against it or end up wedged under it. Remember that the phrase "I laid 'er down to avoid a crash" is an oxymoron, often repeated by some other kind of moron. The only events where being on the ground might leave you better off are: 1) on an elevated roadway where going over the guardrail will cause you to fall a long way, or 2) in that situation you see occasionally in movies, where the motorcyclist slides under a semi-trailer without touching it. That's a good trick if the truck is moving.

Myth 9: One Beer Won't Hurt



Maybe not while you are drinking it, but if you get on your motorcycle after that, the effects of a single beer can get you hurt for life. No matter how unaffected you are sure you are, all the studies say differently. You increase your risk to yourself and to others when you drink and hit the road. Also, as you age, your metabolism slows down, and those "coupla drinks" you had last night may still be affecting you when you hit the road the next morning.

Myth 10: It's Better to Stay in Your Lane than Split Lanes



In most parts of the world, motorcycles split lanes all the time, everywhere traffic is heavy. Here in the U.S., people often act as if lane-splitting is insane. But when someone actually studied it in the only place in the U.S. where it's

legal (California), they discovered it's actually slightly safer than staying in the lane in heavy, slow-moving traffic. Still, many motorcyclists berate others who do it when they should in fact be endorsing it.

Myth 11: I'm Safer on the Street than on an Interstate

The thinking here must be that slower is safer, but that's only really true after the accident begins. Controlled-access roadways are inherently safer because all the traffic is going the same way, and there are no side streets from which someone can pop into your path, no pedestrians, and, often, less roadside "furniture" to hit if you depart the roadway. Running down the road at 70 mph side-by-side with the whirling wheels of a semi may feel hairy, but you are actually safer than at half that speed on a city street or even a country road.

Myth 12: A Skilled Rider Can Stop Better with Conventional Brakes than with Anti-Lock Brakes



Extensive testing done recently disproves this popular notion. Even on clean, dry, flat pavement, skilled, experienced riders (who did hundreds of panic stops for the testing on outrigger-equipped motorcycles) stopped in less distance with anti-lock brakes (ABS) than with conventional or linked braking systems. Though the tests didn't include samples on surfaces with slick, dirty or wet spots, ABS certainly would have performed even better under those conditions while eliminating much of the risk of crashing.

The other cool thing about ABS on a motorcycle is that it allows you to safely practice panic stops without risking a crash caused by lock-up. Anyway, the next time someone tells you that he had to "lay it down" or that green bikes crash more than purple ones, you can nod and snicker internally or challenge them. Just don't base your own riding choices on what other people assume unless there is some solid science to back it up.

Source: <https://www.motorcyclecruiser.com/12-motorcycle-safety-myths-and-misconceptions/>

FIT FOR THE ROAD

IN GOOD HANDS – Hand Numbness

Motorcycle riders sometimes experience hand numbness, forearm fatigue, and other hand/wrist/arm discomfort. According to the Mayo Clinic, hand numbness is “usually caused by damage, irritation, or compression of one of the nerves or a branch of one of the nerves in your arm and wrist”. As it happens, the ulnar and median nerves run right through the palms, which are also the same spots that support your weight on a bike.

Everyone is different, so you'll need to find what works for you. And of course, like any condition that persists, it is always best to get it checked out by a trained medical professional. Although we can't officially back any of the following, here are some suggestions from fellow riders that may help with hand/wrist/arm numbness, fatigue, or discomfort:

Rider Technique

- Lighten up on the grip/ avoid over-gripping the bars.
- Put less weight on wrists. Hold weight up with core abdominal and leg muscles.
- Bring a small rubber or tennis ball on long rides and squeeze it on breaks
- Keep hands relaxed, upper body loose, only lightly touching and steering the bars.
- Grip the gas tank with knees to keep weight off wrists. Ditto foot pegs.
- Shake out your hands every half hour or so
- Squeezing/pumping the hands to release muscle tension.
- Remove rings before venturing out.
- Increase exercise off the bike in order to improve overall fitness and core strength.
- Place hands backwards to stretch fingers the opposite way.
- Move hands out beyond the end of the grips and rest pinky finger on the bar-end.

Bike Mods/Gear



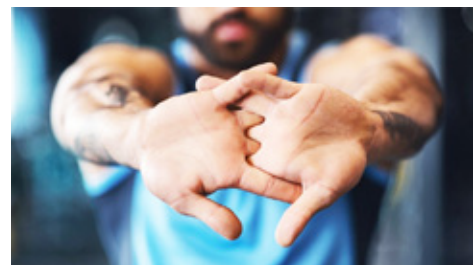
- Replace stock grips with softer/foam grips.
- Add grip covers/grip puppies, Kuryakyn grips, and palm rests
- Add throttle lock, throttle rocker, or throttle pads.
- Wear well-padded gloves, like gel palm gloves.
- Replace OEM bar end weights with heavier ones.
- Adjust brake and clutch levers to straighten out the wrists.



- Reposition your bars so your wrists are more straight
- loosen the handlebar mounts/rotate the bars for a more comfortable angle on the wrist.
- Reposition handlebars closer to the body, or choose a different bend.
- Check tension on the steering head bearings to reduce vibration on the handlebar
- Make sure the seat is not set too high.
- Use Anti-vibration risers.
- Try cruise control attachments. The Crampbuster™ helps maintain steady control of the throttle.
- Try heated grips: they're like a heating pad for the hands.
- Wear carpal tunnel arm braces

If you are feeling any hand numbness or wrist pain from riding, the following exercises, which were designed by a sports medicine physician, may give you some much-needed relief:

Stretching



With one hand (or the help of a wall, as in the picture above), bend the wrist upward and feel a stretch. Hold it for 15 to 30 seconds. Then bend it the other way. Do three sets on each hand

Grip Strengthening



You can use a grip strengthening tool, or grab a rubber ball, which works.

Squeeze and hold for five seconds. Do three (3) sets of 10

Tendon Glide

Start with the fingers of your hand held out straight. Gently bend the middle joints of your fingers towards your upper palm. Hold for five seconds. Do three (3) sets of 10.

Scapular Squeeze

While sitting or standing with your arms by your sides, squeeze your shoulder blades together and hold for five seconds. Do three (3) sets of 10.

Wrist Extension

Hold a soup can or hammer handle in your hand with your palm facing down. Slowly bend your wrist upward. Slowly lower the weight down into the starting position. Gradually increase the weight of the object you are holding over time. Do three (3) sets of 10

Range of Motion

Flexion: Bend your wrist forward, hold for five seconds.

Extension: Bend your wrist backward and hold the position for five seconds.

Side to Side: Gently move your wrist from side to side. Do all of the above for three (3) sets of 10

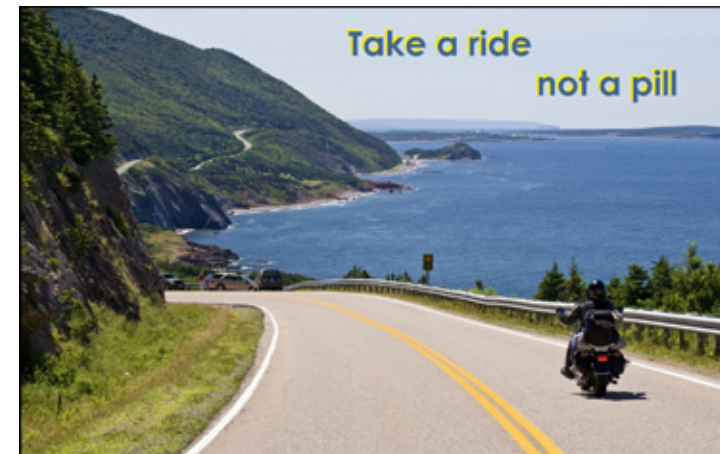
Taking care of your body is top priority if you want to be able to enjoy riding safely. Keep your bike and yourself in good hands by staying fit for the road.

Source: <https://motorcycletraining.com/riding-tip-exercises-to-relieve-hand-numbness-and-wrist-pain/>

ARE HEAVIER MOTORCYCLES BETTER IN THE WIND?

Yes, heavier motorcycles are generally better in the wind because their higher mass and lower center of gravity make them less susceptible to being pushed around, providing superior stability on highways. While they offer more stability, they can still be affected by strong crosswinds, whereas lighter bikes feel more agile but suffer more from wind gusts.

A heavy motorcycle is generally considered to be any bike weighing over 660 lbs, with “extremely heavy” bikes exceeding 990 lbs. These typically include touring bikes, baggers, and large cruisers, with many models in these categories weighing between 700 and 1,000+ lbs.



VETERAN CRISIS LINE

NO ONE FIGHTS ALONE

Veterans Crisis Line

DIAL 988 then PRESS 1

YOUR HOME BASE FOR SOUTHWEST VIRGINIA RIDING WHERE COMFORT MEETS THE ROAD

Motorcycle-Friendly. Rider-Owned. Group Ready.



WHY RIDERS CHOOSE FOX MOUNTAIN INN:

- Park directly in front of your room
- Bike wash station + microfiber towel at check-in
- Multiple grills, giant cooler & outdoor gathering spaces
- Firepit & picnic areas for relaxing after the ride
- Guided backroads rides available

COMFORT AFTER THE CURVES:

- Clean, comfortable rooms
- Cold A/C & warm heat
- Mini fridge & microwave in every room
- Fresh brewed coffee, teas, hot chocolate & ice-cold water in lobby

GROUP PERK:

Guided ride + professional photography included with 10 rooms
\$150 for groups reserving fewer than 10 rooms

Fox Mountain Inn ♦ 4778 E Lee Hwy ♦ Max Meadows, VA, 24360

276.920.2319 foxmtninn.net foxmtninn@gmail.com

Book Direct. Ride More. Relax Longer.



IT'S A GREAT DAY FOR A RIDE

Sharing a post from Tim W Tickle of the Southwest Virginia Motorcycle Riders Facebook Group April 1, 2026 - What a glorious day for a ride. We took 11 to Marion. Had lunch at Sur 81. Then 16 to Cedar Springs Road to 21 in Speedwell and then home.



LEE'S GARAGE
434-210-1503

Custom Exhaust Systems
Foreign & Domestic
1.5" to 3" Custom Bending
Miner 4 x 4 Repair
Welding & Oil Changes

Lee Brankley
Heath Brankley
leesgarage@rocketmail.com
439 Tinker Road
Chase City, VA 23924

OVER 1500 MILES OF HAIRPIN CURVES &
HEART-POUNGING EXCITEMENT

APPALACHIAN BACKROADS

TO REQUEST
YOUR **FREE** MAP

Scan the QR code or
email your request to:
info@heartofappalachia.com



VIRGINIA IS FOR
MOTORCYCLE LOVERS

BOTDPIX.com



14

VETTED
MOTORCYCLE
ROUTES

APPALACHIAN
BACKROADS

MOTORCYCLE & CAR
ROUTES



Over 1500 miles of hairpin curves &
HEART POUNDING EXCITEMENT

APPALACHIANBACKROADS.COM



VIRGINIA IS FOR
MOTORCYCLE LOVERS

RRRuff Riders

PAISLEE MAY



Paislee May is a 4-year-old, 2.8-pound Yorkie. At the time we got her, I was very sick with a tumor in my colon. We had two other Yorkies at the time, but lost our oldest, Chloe Star, after 15 years. So now we have PAISLEE MAY & ROCKY, who is 8 years old.

We started out slow with PAISLEE MAY. Tami had ordered a small pack for her to ride in, and we took her to a local school parking lot. After seeing how much she loved riding around in the parking lot, we ordered a better bag that she has used for 4 years now and over 10,000 miles. She has goggles too. I had a friend 3d print her a helmet because we couldn't find one small enough.

She pitches a fit if I touch her gear, so I have to make sure we are going riding if I mess with it. She loves visiting bike nights and the Harley dealers. She will walk and check out all the bikes, and of course, everyone loves her. She doesn't know that she is tiny, and she's not afraid of anything.

Like we always say, PAWS IN THE WIND. Rocky doesn't ride. She is a biker. Like anyone else, it's not for everyone, but when it's in your blood, you will be a biker for life.

Many Thanks to Lynn & Tami Jones, Paislee May & Rocky's owners, for sharing with us!



MOTORCYCLE RIDERS FOUNDATION



17TH ANNUAL
MICHAEL "BOZ" KERR

BIKERS INSIDE THE NATIONAL MOTORCYCLISTS' LOBBY DAY BELTWAY MAY 18 & 19, 2026



SCAN FOR MORE ABOUT THE MRF

MAKE YOUR CONGRESSIONAL APPOINTMENTS NOW!

Pre-event briefing: May 18, 2026 • Event: May 19, 2026
Pre-register (FREE) at www.mrf.org (cut-off May 14)

Embassy Suites, 1900 Diagonal Road, Alexandria, Virginia, 703-684-5900,
\$270 per night, incl. breakfast (cut-off April 22). Room block is limited so reserve yours
today! For room reservations call 800-362-2779 and reference group code, "MRF"

Sponsored by the Motorcycle Riders Foundation | www.mrf.org | 202-546-0983

EASY DOES IT

Not Your Mama's Meatloaf

Good food doesn't have to be complicated! Four ingredients are all you need to whip this baby up!

Yummm, meatloaf! A classic comfort food. Many people only eat it during the colder months, but we think it should be an all-season favorite, especially in the spring! You won't believe how easy this is!

Here's all you need:

- 2 pounds 80/20 ground beef
- 1 box of Kraft Stove-Top Stuffing Mix – any flavor you like (we like the pork flavor)
- 1/2 cup of Milk
- 2 eggs (whisk together before adding to other ingredients - you can make this without the eggs also)

Here's all you need to do:

Preheat your oven to 350 degrees Fahrenheit. Add all of the ingredients to a large mixing bowl. Mix until everything is evenly distributed.

Tip: At this point, you can add in any special spices or ingredients you like. (We love to add minced garlic & chopped sweet onion)

Place the mixture into a baking dish, form into a loaf no more than a few inches high. Cover with foil.

Tip: Before covering with foil, if you want to make it look a bit more decorative, add a thin layer of ketchup on top or some shredded cheese!

Bake in 350 degrees oven for about 40 mins to 1 hour, depending on size and shape, or until internal temp is 160°F. Allow it to rest for at least 10 minutes after cooking before slicing. Serve with some creamy mashed potatoes, your favorite greens, & let's eat! Bon appetit! 😊



BGM
BBQ & CATERING
BLUE GRASS, VIRGINIA
(540)474-3000

Family Owned And Operated Country Store
Full Menu: Fresh, Made-To-Order ♦ Cold Drinks ♦ Snacks ♦ Local Syrup & Honey

VIRGINIA RIDER
DESTINATION

FREE WiFi

BLUE GRASS MERCANTILE
2558 Blue Grass Valley Road, Blue Grass, VA 24413
Check out our Facebook page for daily Specials!

MOTORCYCLE HAND SIGNALS

Left turn Arm and hand extended left, palm facing down.	Right turn Arm out, bent at 90° angle, fist clenched.	Stop Arm extended straight down, palm facing back.	Speed Up Arm extended straight out, palm facing up, swing upward.
Slow Down Arm extended straight out, palm facing down, swing down to your side.	Follow Me Arm extended up from shoulder, palm forward.	You Lead/Come Forward Arm extended upward 45°, palm forward pointing with index finger, swing in arc from back to front.	Hazard in Roadway On the left, point with left hand; on the right, point with right foot.
Single File Arm and index finger extended straight up.	Double File Arm with index and middle finger extended straight up.	Comfort Stop Forearm extended, fist clenched with short up and down motion.	Refreshment Stop Fingers closed, thumb to mouth.
Turn Signal On Open and close hands with fingers and thumb extended.	Pull Off Arm positioned as for right turn, forearm swung toward shoulder.	Caps Ahead Tap on top of helmet with open palm down.	Fuel Arm out to side pointing to tank with finger extended.

**IF YOU RIDE,
DON'T DRINK.**

**IF YOU DRINK,
DON'T RIDE.**

A safety message from friends who care

VIRGINIA RIDER
Magazine

THE BIKE SAVER

with John Peterson



Back in the Groove

I was up early this morning – not for any special reason, but I’m at that age where this sort of thing happens regularly now. I had arisen around 6:30, after having some strange dream about something motorcycle that I can’t remember now – don’t you hate it when that happens? – but if I have to dream about something these days, I’d rather it be something motorcycle than something that has a different impact on my life – like bills, for instance.

It was probably related to the 1972 JDM Honda CB500 Four in the garage I’m trying to get rebuilt after getting rudely interrupted by winter, which arrived here last November just as I had taken the bike apart and left everything on the bench because it was too damn cold in the garage – so I was up early, dewy with anticipation about getting back out there and getting my hands dirty after getting started yesterday, when I finally got pulled back into the orbit of the garage and managed to get some stuff done.

Last fall, I had stripped the bike down to the frame and gotten it painted, so it had plenty of time to sit up over the winter and cure. So far, I’ve gotten the wheels back on in preparation for getting the engine back in the frame, as you can see here:



A Place for Everything and Everything in It’s place!

My wife once wanted to ‘straighten up a bit,’ and I was horrified that she would, and I would lose track of where everything was if she did – so we worked out a pact: the garage is mine, the house is hers. So far, it has worked out nicely!

One of the things I accomplished was fixing my vapor blaster pump. Over the winter, I had forgotten to take the pump out of the steel bucket it sat in, and the water froze all the way down to the bottom, freezing it in place and popping the base off...



Maybe you can see it here, but I wasn’t sure if the bottom of the pump motor part was concave, flat or convex, like you see it here – so I pounded it flat and stuck it back on the base with some 5200 Marine adhesive and sealant...it seems to be working fine, but we’ll see how well it holds up.



Good Stuff!



Here’s the pump bucket – all the ice had popped the bottom out slightly, making it leak, but I popped it back into place and hit it with the 5200 Marine – that 10-gallon bucket is full of water, so it appears to have sealed it up tight. It’s good stuff. (Expensive, but good!)

But just when I was making some good progress on my bike, these little bastards make an appearance!



Paper Wasps!

I was putting the wheels back on my CB500 frame when I looked up and saw a wasp silently floating around near the ceiling of the garage – okay, no worries, one or two always manage to find their way into the garage and buzz around – but then I noticed two – and then THREE! And then saw that A WHOLE BUNCH OF THEM were flying around, swooping down occasionally, and hanging out on the roof panels high above me!

Polistes fuscatus, better known as paper wasps, have decided that the apex of my garage looks like a beautiful place to set up shop! No Sir! Uh-Uh! Not in MY garage! I blasted the ones I could with brake cleaner – it kills them almost instantly – to the point I was beginning to catch quite the ‘buzz’ myself from all the fumes. I don’t see a nest anywhere, but I think I’ve discovered where the little bastards are hiding, up in the apex of the roof panels. Informed sources tell me that ‘foundress queens’ are looking for a home this time of year and are actually beneficial because they eat caterpillars and other insects...well Good For Them, but again: Not In My Garage! I have bikes to fix!

So that’s the situation as of this writing. I have a bit of a work-stoppage going on while I figure out how to nuke these little bastards before they get out of hand and pose a serious threat to me and mine – so I can get back into the groove.



VIRGINIA RIDER MAGAZINE

gear on before you get on

MOTORCYCLE e-mc

survive the ride



It’s amazing to me how you get back in the groove in the garage after having a long hiatus...in my case I have two bikes going at once (not good – yes, I know), tons of crap everywhere and there is literally not a single horizontal space in the whole garage that does not have a mound of crap on it – but I know where everything is!



DRAGON RIDERS RETREAT

dragonridersretreat.com

ADVENTURE AWAITS!

Set in Southwest Virginia's Blue Ridge Mountains, Dragon Riders Retreat is a sanctuary for motorcycle riders. We are a motorcycle-only, short-term cabin lodging, designed exclusively for riders who value comfort, security, and community.

- One-room air-conditioned/heated cabins with modern amenities on-site, providing a relaxing retreat from the summer heat or mountain chill.
- Each cabin features a comfortable queen bed to help you recharge after thrilling mountain adventures
- Dedicated motorcycle parking with secure spaces for your ride
- Full hookup RV spot for toy haulers or motorhomes with a bike trailer.
- Plenty of parking for trucks and trailers for those who don't want to ride in.
- Free guided tour motorcycle rides
- Outside full kitchen available and wrap-around deck common / gathering area

From legendary motorcycle roads to outdoor adventure and local flavor, discover unforgettable good times just minutes from your cabin.



more pics on our website!



Open Season
May 1st - October 31st
Open 24/7

Experience our ultimate motorcycle retreat where rugged mountain terrain meets comfortable lodging in Virginia's most scenic landscape. Reserve your stay with us today!



Dragon Riders Retreat
357 Lone Ash Road
Barren Springs, Virginia 24313
(276) 239-0025



VIRGINIA RIDER MAGAZINE™ 2026 MOTORCYCLE EVENTS CALENDAR

Get the most up-to-date information on motorcycle rides & events in Virginia & West Virginia on the EVENTS page at

www.virginiarider.com/motorcycle-events

Start planning your riding adventures today!!!



Wayne Sumbler & his Ruff Rider pup, Auston,
are always out on the road helping others. You can follow their
adventures on Facebook - <https://www.facebook.com/wayne.sumbler>.



Start or end your 5 & DimeVA road trip
in Hopewell/Prince George
Come for a day or a weekend. Call 804-541-2461.



EAT

PLAY

STAY



EVENTS

VISITOR GUIDE

Explore

Immerse yourself in the rich history and stunning natural beauty along the shores and channels of the James and Appomattox Rivers. Embark on a scenic journey along the picturesque 5 & Dime Trail, where centuries of history and outdoor adventures await visitors of all ages. With our central location, planning your trip has never been easier. Come experience the perfect blend of history, nature, and fun!

Potholes and Other Road Hazards



inflated tires are very important, especially when the tire has a shallow profile. Low-profile tires have less rubber to absorb the shock of the road. A low-profile tire hitting a large pothole cannot absorb the shock, which may cause a bent rim. Wax as much of the bike as you can to resist dirt and salt from the road. This will repel corrosion the best. Gravel and salt can cause traction issues, so dress appropriately.

On your first ride of the season, be extra alert. Remember, a pothole or hazard may be present as you ride out, even on your own street! On top of observing other motorists, you have to scan the road as well. Avoid potholes, dips, and overfilled potholes by riding around them. Make sure no other motorists are in your path as you avoid a hazard.

Manhole covers tend to have deteriorated edges from snowplowing. Ride around them as well. Ride closer to the center of the road and stay away from the sides where debris may have collected from the plows. Also, don't forget to look out for large tree branches that may extend into the street.

Potholes that are repaired hastily may be overfilled or underfilled. Overfilling can cause a hump in the road that can launch a motorcycle airborne. Under-filling still leaves a road hazard but may help soften the brunt of the impact. Be very aware



of cracks that may have expanded in the road. This is prominent on highways because freezing water separates the road between the two lanes. Since the lanes are sometimes paved at different times, they may have a space for ice to form. These ruts in the road may trap a narrow tire. If you are caught in a situation where you are stuck in a rut, remain calm and slowly try to exit the rut by gently turning the motorcycle away from the rut. This is easier if the road begins to curve and the motorcycle is kept straight.

Cracks in the road are filled with a tar that is very slippery. The paint used for lanes and road markings may also be separated from the road due to winter conditions. This can also cause slippery conditions for motorcycle riders.

Although conditions may be less than ideal for riding at the beginning of spring, a rider can travel the road safely with constant observation and preparation. Use these tips for a fun, safe ride, and remember to always make sure your bike is properly registered and insured before you hit the road.



VIRGINIA RIDER MAGAZINE

Source: <https://www.rider.com/motorcycle-community/motorcycle-tips/road-hazards/>

Can you smell the spring air? The flowers are blooming, the air is getting warmer, and riding season is in full effect! Everyone is itching to get their bikes out on the road, and then you hear a big BANG! What just happened? A huge pothole is in the middle of your street. It wasn't there last summer. Where did it come from?

This is just one example of a road hazard at the beginning of riding season. Throughout the harsh weather conditions of winter, roads take a lot of punishment. Water seeps into cracks and freezes, causing the gaps to become bigger and parts of the road to move. This creates large ruts in the road, especially between two sections of paved road. Plows that work nonstop to keep the roads clear of snow scrape the road. This can cause huge chunks of road to get caught in the plow and create massive potholes.

Some people call the beginning of spring "pothole season"; they are not wrong.. Debris caught in a snowplow's path is pushed to the side of the road. When the snow melts, rocks, salt, and tree branches lie on the road, causing more hazards for riders to deal with. Municipalities work vigorously to try to repair damaged roads, but sometimes repairs can be done hastily and improperly.

As always, when the start of the riding season comes, you should make sure to go through the pre-ride checklist. Properly

One of the biggest mysteries of the world ...
How to fold a fitted bed sheet

WATCH FOR MOTORCYCLES!

WHAT DO I HAVE TO DO TO GET YOU TO NOTICE ME?

"I think a bug is in my mask"

"You need gas?"

"What's he saying?"

"I think he wants to go fast."

THIS IS WHY YOU SHOULD ALWAYS WEAR YOUR HELMET

The scratches, cracks, and dents in these helmets tell powerful stories. Each one absorbed an impact that could have changed or ended a life. What looks like “just a piece of gear” is often the thin line between a scary accident and a tragedy.

Helmets don't just protect heads, they protect futures, families, and everything you still want to do tomorrow.

So the next time you get on your bike, scooter, motorbike, or board, remember this: helmets can be replaced, but lives cannot.



The Truth About DOT-Approved Motorcycle Helmets

Riding a motorcycle is all about freedom, but staying safe should always come first. A helmet isn't just another piece of gear — it's the one thing standing between you and serious injury in a crash.

That's where DOT-approved helmets come in. The U.S. Department of Transportation (DOT) has strict safety standards to make sure helmets provide real protection. Without this certification, a helmet is just a plastic shell that won't do much when it really counts.

What Makes a Helmet DOT-Approved?

A DOT-approved helmet isn't just any helmet — it has to pass a series of safety tests set by the U.S. Department of Transportation (DOT). These tests make sure the helmet can actually protect you in a crash. Here's what they check:

- **Impact Resistance** – Helmets take hard hits in crashes, so they're tested to see how well they absorb impact and reduce the force reaching your head. This is done using drop tests, where the helmet is slammed against a solid surface at high speeds. If it doesn't meet the standard, it fails.
- **Penetration Protection** – The outer shell has to be tough enough to stop sharp objects from piercing through. A metal spike is dropped onto the helmet to see if it can keep your skull safe.



Source: <https://www.teammotorcycle.com/blogs/guides/the-truth-about-dot-approved-motorcycle-helmets>

- **Strap Strength** – A helmet won't help if it flies off during a crash. The chin strap is yanked with extreme force to make sure it stays locked in place. If the strap fails, the helmet doesn't pass.

- **Peripheral Vision** – Riders need a wide field of view to spot cars, pedestrians, and road hazards. A DOT-approved helmet must allow at least 105 degrees of side vision, which is about what you naturally see when looking forward.

Every DOT-approved helmet comes with a DOT sticker on the back. But here's the catch — some cheap, low-quality helmets slap on fake stickers to fool buyers. If a helmet feels flimsy, has poor-quality padding, or is ridiculously cheap, it's probably not the real deal. Stick to trusted brands and certified retailers to make sure you're getting actual protection, not just a sticker.

MUSIC & MOTORCYCLES



ROLL ME AWAY



“Roll Me Away” is a song written by American rock artist Bob Seger on the album *The Distance* by Bob Seger and the Silver Bullet Band. The song was used as Seger's opening song on his *Face the Promise* tour in 2006–2007, his first tour in a decade. *Rolling Stone* critic Dave Marsh described it as an “anthemic” song and considers it Seger's best single.[2][3] Marsh interprets the song as being about “leaving a shattered home for a life that has to be better, though it never quite is.”

Roll Me Away

Took a look down a westbound road
Right away, I made my choice
Headed out to my big two-wheeler
I was tired of my own voice
Took a bead on the Northern plains
And just rolled that power on

12 hours out of Mackinaw City
Stopped in a bar to have a brew
Met a girl and we had a few drinks
And I told her what I'd decided to do

She looked out the window a long long moment
Then she looked into my eyes
She didn't have to say a thing
I knew what she was thinkin'

Roll, roll me away
Won't you roll me away tonight
I too am lost, I feel double-crossed
And I'm sick of what's wrong and what's right
We never even said a word
We just walked out and got on that bike
And we rolled
And we rolled clean out of sight

We rolled across the high plains
Deep into the mountains
Felt so good to me
Finally feelin' free

Somewhere along a high road
The air began to turn cold
She said she missed her home
I headed on alone

Stood alone on a mountain top
Starin' out at the Great Divide
I could go East, I could go West
It was all up to me to decide
Just then I saw a young hawk flyin'
And my soul began to rise
And pretty soon
My heart was singin'

Roll, roll me away
I'm gonna roll me away tonight
Gotta keep rollin', gotta keep ridin'
Keep searching 'til I find what's right
And as the sunset faded, I spoke
To the faintest first starlight
And I said next time
Next time
We'll get it right



VIRGINIA RIDER MAGAZINE

VIRGINIA RIDER

We're Here For You!
The Riding Season Is Here!

**If you enjoy life riding on 2, 3 or 4 wheels,
Virginia Rider is your go-to source for
everything you need to enjoy your riding life.**



As a rider, you'll know where to go and who your friends are out on the road. We connect you to area events, rider services, and rider-friendly businesses where you can shop, eat, sleep, stay and play. Plus, we'll show you great places to ride to enjoy awesome scenic byways and some of the best motorcycle roads in the country.

www.virginiarider.com