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VIRGINIA IS FOR
MOTORCYCLE LOVERS



from the editor's desk

Hey friends, welcome back! We're happy to have you with us as we roll through the exciting month of May, as the season comes alive! This is such a great time of the year, seeing all the trees full of fresh leaves, the flowers in full bloom with their gorgeous scents gently filling the spring air, and the friendly sounds of nature with all the new babies bringing on the next generation of wildlife all around us. Speaking of sounds...if you listen closely on any given day now, you'll hear the familiar sound and feel the distant rumble of the common culture that brings us all together.... the one we all love so much... motorcycling. You know you can't help yourself, even if you're engrossed in something & are completely focused. If you hear a motorcycle, your attention is automatically drawn to it. Once you start riding, it just becomes a part of you. Even if you don't ride any longer due to health issues or life issues, you will always be drawn to the special sound & feel of a bike going down the road. Whether you have a bike or not, you will always ride for life 😊

As we kick off our 8th riding season since we launched Virginia Rider in January 2019, we want to take this time to say a huge THANK YOU to all of our incredible advertisers. We are so grateful to have them along with us to support our riding communities through our magazine to bring you great places to ride, great places to eat, stay & play this season. Shout-outs go to our friends at...The Curly Maple in Monterey, VA; Blue Grass Mercantile in Blue Grass, VA; Lee's Garage in Chase City, VA; Heart of Appalachia & the Appalachian Backroads in Southwest, VA; the Fox Mountain Inn in Max Meadows, VA; Wytheville & the Claw of the Dragon in Wytheville, VA; VisitH/PG.com in Hopewell & Prince George, VA; Dragon Riders Retreat in Barren Springs, VA; & Virginia Backcountry Cabins in Monterey, VA. They are all official Virginia Rider Destinations, so you know that they'll take good care of you when you get out to visit them. They are here with us, for YOU.

It's going to be a fantastic month, so enjoy a ride as often as you can!

Be safe out there, friends & stay awesome! See you next month 😊

Kelly

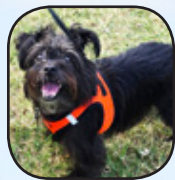


IN THIS ISSUE



RIDING TIPS & TRICKS

Here are 22 Motorcycle Riding Tips & Tricks. No matter how long you've been riding, your journey into life on two wheels has more to teach you. These aren't lessons from a manual. They're the quiet ones—earned through time, mistakes, detours, and days when nothing went to plan.



RUFF RIDERS

Alex is a 9-year-old rescue dog from Schnauzer Love Rescue in Tennessee. He was surrendered to the rescue group from a previous owner who had had him his entire life. When he is riding, he is smiling and enjoying every minute of it. His official name is Alex... but when he's riding...he's Alex the Great!



THE BIKE SAVER

We've all heard the old saying that the devil is in the details. This month, John points out the fact that when you are rebuilding a bike, the replacement parts themselves may have hidden problems that only present when a previous problem has been solved.



MUSIC AND MOTORCYCLES

Michael Parks was the star of the series *Then Came Bronson* from 1969 to 1970, in which he rode a red Harley-Davidson Sportster, as he drifted from town to town. He sang "Long Lonesome Highway", the show's theme song, which became a number-20 Billboard Hot 100 and number-41 Hot Country Songs hit.



RIDING THE STORM OUT - NOT!

As a rider, you may have been tempted to ride through a storm. The truth is that riding a motorcycle in a thunderstorm is extremely dangerous due to high lightning risk, low visibility, and poor traction. Here are some tips for weathering the storm correctly.



THE LIGHTHOUSE

For something a little different this month, we bring you the story of a mom, her precocious son, a tube of chapstick, and the family cat. Mother's Day is about celebrating what a mom does for (and puts up with) her children. "Love is patient, love is kind."



APEHANGERS

The iconic handlebar design traces back to the early days of outlaw biker culture. Some say it was about comfort, allowing riders to sit back with better posture, while others argue it was a rebellious statement, giving motorcycles a more aggressive, custom look.

May 2026

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THE LIGHTHOUSE

"She is clothed with strength and dignity; she can laugh at the days to come. She speaks with wisdom, and faithful instruction is on her tongue"
Proverbs 31:25-26:

Great Mother's Day Funny

So, we had this great 10-year-old cat named Jack who just recently died. Jack was a great cat, and the kids would carry him around and sit on him, and nothing ever bothered him. He used to hang out and nap all day long on this mat in our bathroom.

Well, we have 3 kids, and at the time of this story, they were 4 years old, 3 years old, and 1 year old. The middle one is Eli. Eli really loves Chapstick. LOVES it. He kept asking to use my chapstick and then losing it. So finally, one day I showed him where in the bathroom I keep my chapstick and how he could use it whenever he wanted to, but he needed to put it right back in the drawer when he was done.

Last year on Mother's Day, we were having the typical rush around and trying to get ready for Church with everyone crying and carrying on. My two boys are fighting over the toy in the cereal box. I am trying to nurse my little one at the same time I am putting on my makeup. Everything is a mess, and everyone has long forgotten that this is a wonderful day to honor me and the amazing job that is motherhood.

We finally have the older one and the baby loaded in the car, and I am looking for Eli. I have searched everywhere, and I finally rounded the corner to go into the bathroom. And there sits Eli. Applying my chapstick very carefully to Jack's... rear end. Eli looks right into my eyes and says, "chapped."

Now, if you have a cat, you know that he is right—their little rear ends do look pretty chapped. And, frankly, Jack didn't seem to mind. And the only question to really ask at that point was whether it was the FIRST time Eli had done that to the cat's behind or the hundredth.

And THAT is my favorite Mother's Day moment ever because it reminds us that no matter how hard we try to civilize these glorious little creatures, there will always be that day when you realize they've been using your chapstick on the cat's rear.

1 Corinthians 13:4-7 (NIV): "Love is patient, love is kind..."



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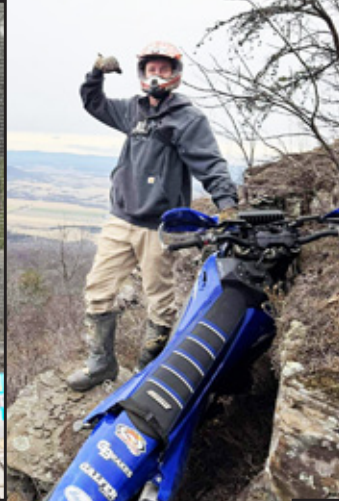
"Coddiwomple"

The definition of coddiwomple is "to travel in a purposeful manner towards a vague destination".

Enjoy the journey * Embrace uncertainty & Find meaning in exploration rather than focusing solely on the final endpoint.



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





GREAT PLACES TO RIDE - Wytheville, VA

There's only one! It's true, no other town in the world shares this name. But with one visit, guests discover that its name is not the only thing making this destination special. This unique Southwest Virginia town is situated at the crossroads of two major Interstates (I-77 and I-81) and has a history as the perfect, welcoming stop for travelers. Today, though, many are discovering this is so much more than a stopover location. Beyond the convenient food and lodging that continue to draw Interstate travelers, there are locally-owned restaurants and shops, and unique local attractions. There are trails, parks, and rivers, and a picturesque downtown that beckons visitors to stay a while.

Looking for the ultimate ride through Southwest Virginia? We've mapped out some incredible motorcycle trip ideas that combine thrilling roads, scenic stops, and small-town charm. From winding mountain switchbacks to riverside cruising and culture-filled detours, each ride showcases a different side of the Blue Ridge Highlands. Wytheville, Smyth County, and Galax offer the perfect mix of road adventures, local flavor, and relaxing stays. Whether you're here for a weekend or making us a stop on your longer journey, these curated trip ideas make planning your next ride easier—and way more exciting.

The Classic Claw Loop

Start in Wytheville and take on the legendary Claw of the Dragon—a 350-mile loop packed with curves, climbs, and countryside. Travel through Smyth County's winding roads with a stop at Hungry Mother State Park for lakeside relaxation or a quick hike. Then continue toward Galax, where you'll cruise through bluegrass country, pass through Fries, and hop on portions of the New River Trail State Park by bike or foot. Wrap up the loop with a ride back through scenic Route 21 and enjoy a celebratory stop at one of Wytheville's local breweries or downtown restaurants.

The Mountain Music Cruise

This loop blends scenic beauty with Southwest Virginia's deep musical roots. Begin your ride in Wytheville and head south toward Galax, where live music and antique shops await. Cruise along the Crooked Road, Virginia's heritage music trail, and stop in downtown Galax for a bite and tunes at the Rex Theater. Wind your way back north through rolling farmland and into Marion, home to the historic Lincoln Theatre. This is the ideal ride for anyone who loves rhythm and road.

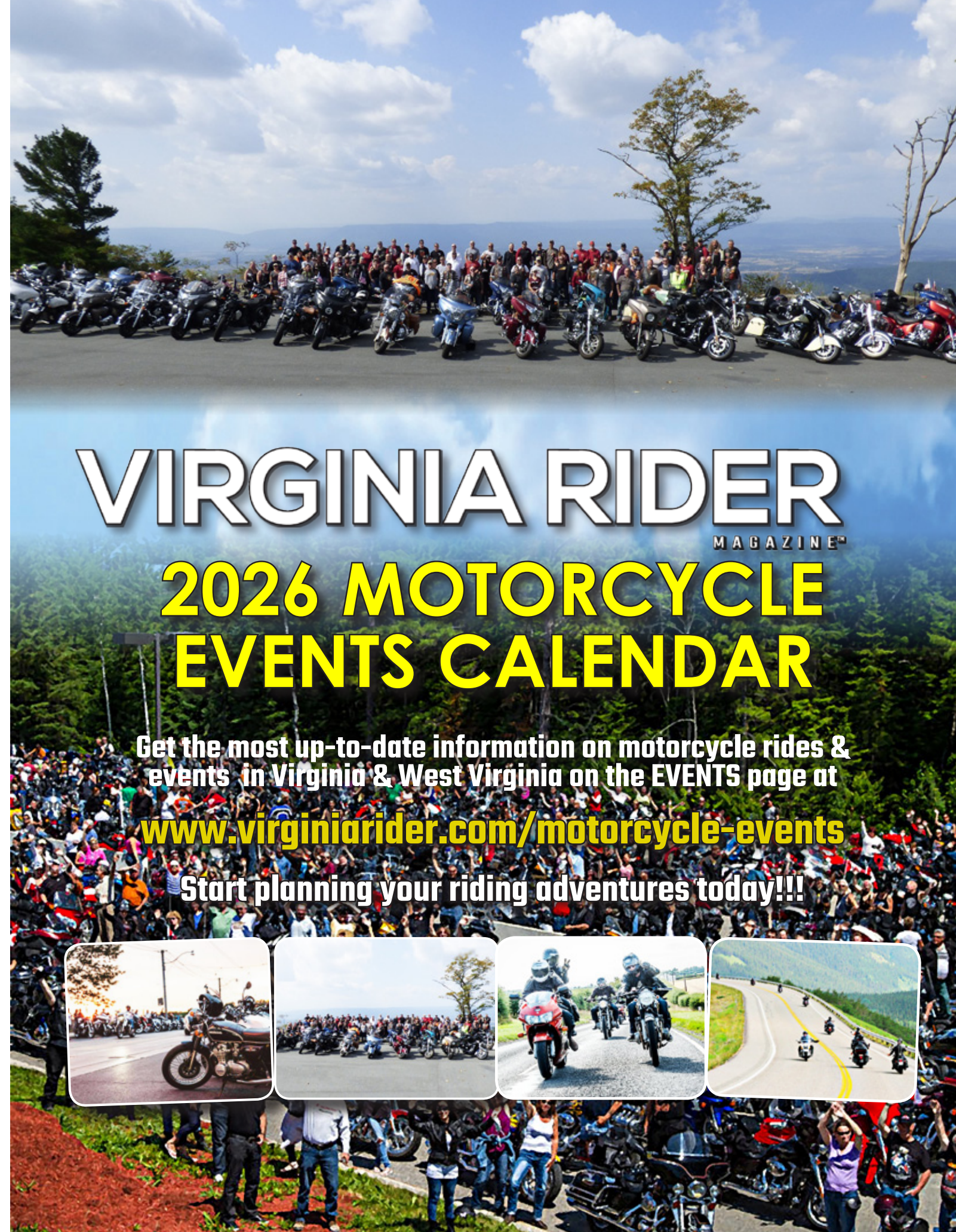
The Scenic Peaks and Valleys Ride

Enjoy panoramic mountain views and peaceful countryside on this laid-back but beautiful route. Depart Wytheville and head toward Big Walker Lookout, where you can stretch your legs, take in the views, and grab a snack from the country store. Continue into Chilhowie and Saltville, where Appalachian history and natural beauty collide. Stop at the Museum of the Middle Appalachians before looping back toward Galax via backroads and overlooks along the Blue Ridge Parkway. This ride is ideal for a full-day escape with unforgettable views around every bend.

Small Towns & Side Roads Tour

This route is perfect for riders who love discovering hidden gems. Begin in Wytheville and cruise south toward Speedwell, then cut through winding rural roads to arrive in Sugar Grove, a quiet Smyth County community with mountain charm. Circle back to Rural Retreat for a meal, then swing east toward Fries, a charming riverside town near Galax. These lesser-known towns offer great places to rest, refuel, and enjoy authentic Appalachian hospitality—with fewer crowds and more character. From scenic mountain vistas and vibrant downtown shops to historic museums and lavender-filled farms, Wytheville offers something for every traveler.

Discover your next destination at visitwytheville.com



VIRGINIA RIDER

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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!!!



FIT FOR THE ROAD

Physical fitness is a part of motorcycle riding that is often overlooked. After all, who cares about how much you can bench when your bike is pushing out that sweet, sweet horsepower?

But any skilled rider will tell you that physical fitness is an essential part of higher-level riding. Riders who are in shape recover faster from a long ride and are able to handle more powerful bikes with more precision. Physical fitness is especially important for those who do more physically demanding activities, such as sport or adventure riding.

Don't worry, though—we've got some simple exercises that will help get your riding body in shape. From your shoulders to your hamstrings, these exercises target the most important areas for riders. Just a few sets a day can provide substantial gains in your handling performance if you stick with it.

Lunges



Flexibility, particularly in your legs and lower body, is key for all kinds of riding techniques, such as getting a proper knee down in track corners. To improve flexibility, try targeting your glutes, hamstrings and quads with lunges.

Here's how to do a lunge the right way: Begin by standing up straight with your feet apart. Using your right leg, take a big step forward. Your heel should hit the floor first and as it does, start moving your weight forward. Keeping your back as straight as possible, lower your body until your right leg is at a right angle. (You're looking for the "marriage proposal" pose.) Bring your left knee down close to the floor (It's OK if you're not flexible enough to do this yet, but try to go as low as you can). Push from your right heel to gradually shift your weight back to standing position. Repeat with the opposite leg.

Pull-Ups



Pull-ups are one of the best strength exercises for your upper body. Just a few reps of properly executed pull-ups can blast your arms and shoulders like nothing else, which will help give you the arm endurance for a long track day or trail ride.

To master the form of a pull-up, follow these steps:

- Using a shoulder-width grip with your palms face down, grab the pull up bar.
- Pull your legs up off the floor while keeping your arms straight and hang from the bar.
- Pulling from your elbows, lift your body's weight up to the bar. Don't stop until your chin clears the bar.
- Lower yourself back down until you're in the position from step two.

Air Squats



Squats are great for improving both flexibility and lower-body strength, which will help you maintain smooth control of your bike. They'll also help you improve your balance. Many people use weights and a squat rack for this exercise, but a simple air squat is a great place to start.

Proper form is even more important with squats than other exercises, so make sure you have it down:

- From a standing position, put your arms straight out in front of you.
- Lower your hips and bend your knees as if you're about to sit down in a chair.
- Continue to lower yourself until your thighs are parallel with the floor. Your arms should stay straight out and you should be looking straight ahead.
- Exhale and hold the pose for a second. Then, push your body back to standing using the middle of your feet.

Bicycling



Bicycling for motorcyclists? You bet! Cycling is an incredible way to build the cardiovascular endurance that you need to keep from getting winded during a long ride or while you're on a dirt trail.

Riding Dirtbikes



Mountain biking is a particularly popular exercise for pro-level motorcycle riders. It offers adventurous thrills, plus a high-intensity workout that's easier on your joints than high-impact sports like running. Invest in a mountain bike and start spending some time on the trails, then watch your leg strength and cardiovascular endurance skyrocket when you're back on your motorbike.

Finally, remember that no workout will protect and improve your fitness the way a good diet will. A diet that's low in sugar and saturated fat but rich in fruits, vegetables and lean protein will protect your precious gains and give you the energy to ride at peak potential. Being prepared to ride requires gearing up. By getting your body in shape, you'll help equip yourself for a safer and more enjoyable ride and will help you stay fit for the road.



Source:
<https://cardosystems.com/blog/4-best-exercises-for-motorcycle-riding/>



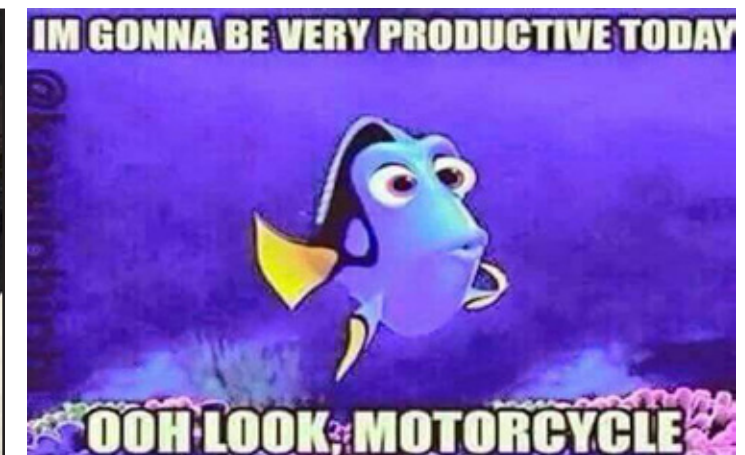
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MOTORCYCLE MYTHS Loud Pipes Save Lives



A recent scientific study says no, loud pipes don't save lives. Drivers may notice you, but 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.



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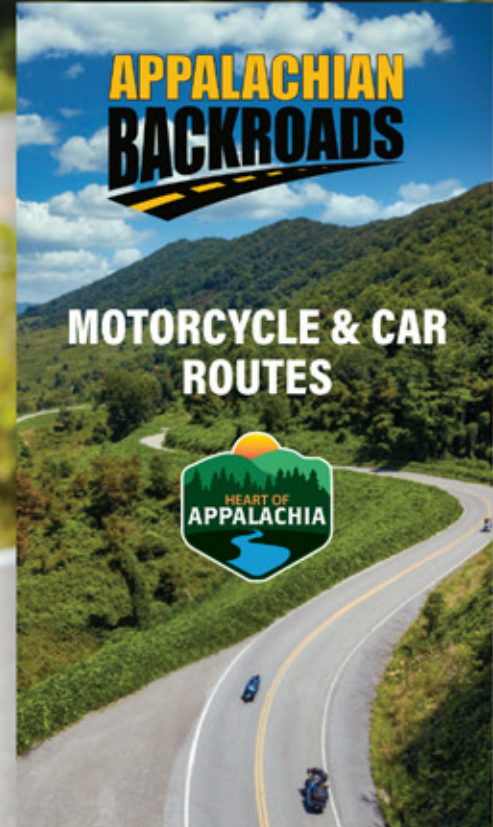


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RIDING TIPS & TRICKS

Here are 22 Motorcycle Riding Tips & Tricks I've learned over the years. We all start somewhere. And no matter how long you've been riding, your journey into life on two wheels has more to teach you. These aren't lessons from a manual. They're the quiet ones—earned through time, mistakes, detours, and days when nothing went to plan. If you're starting out, read this twice. If you've been riding for years, read it with fresh eyes!

Let's begin.

1. You're Not As Good As You Think You Are

None of us is. The moment you believe you've mastered it is the moment you stop growing. Stay humble. Stay open. Ride like you've still got a lot to learn—because you probably do.

2. Ride Like Everything Is Your Fault

Not because it is—but because it's the only mindset that gives you full control. That car shouldn't have pulled out. But you could've (probably should've) seen it coming. Blame doesn't keep you alive. Awareness does.

3. Improve. Always.

BikeSafe. RoSPA. Track days. Off-road schools. Any of them. Not to show off, but to sharpen your craft. Oh, and ride with people who are better than you. Ask for critique. And learn how to take it with good intentions.

4. Master the Basics



Finesse slow-speed manoeuvring. Balance the throttle, clutch, and rear brake. Practice U-turns. Ride figure 8s. Control your bike down, then practice picking it up from the ground. Make a conscious effort to master observation. Get these right, and the rest will follow.

5. Your Back Brake Is a Superpower

It's the key to control. Especially at slow speed. Want to negotiate city traffic and mini roundabouts with poise and control? Learn how to use your rear brake properly.

6. Learn to Stop

Practice emergency braking. On purpose. In safe places. Muscle memory will save you when your brain freezes. And this is a good thing – because your reactions are way quicker than your thinking time. So make sure yours are positive ones.

7. You'll Have Off Days



Some days the ride flows. Some days you feel like a beginner. It happens. Don't force it on days like these. Don't get annoyed with yourself. Chalk it down as a bad day at the office. Ride slower, breathe more, and try again tomorrow.

8. Fitness Makes You a Better Rider

You don't need to be an athlete. But alertness, strength, and stamina matter. Strong body. Clear head. Steady hands. Less mental and physical fatigue. That's how you avoid mistakes—and pick your bike up when it all goes wrong.

9. Earplugs Aren't Optional

Wind noise drains you. It dulls your focus and damages your hearing. Plug in, ride further and stay sharper. Protect your future self.

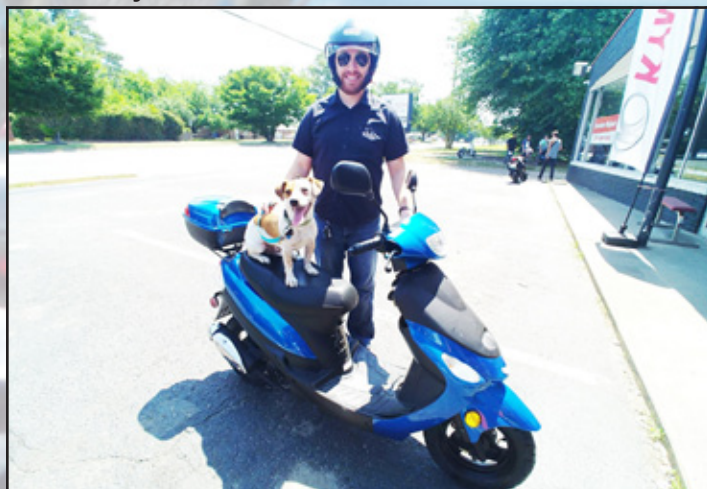
10. You Are Invisible

Cars won't see you. It's not personal—they're simply not looking for you. Ride like nobody's seen you. Then choose your road position like your life depends on it. Because one day, it very well might do.

11. It's Okay to Ride Slow

You're not racing. Ride at a speed that gives you space to think and room to react. Smooth is fast. Fast is sometimes foolish. Let go of the ego and ride to your abilities.

12. Nobody Cares What You Ride



Seriously. The loud pipes, the lean angles, the brand loyalty—it's all biker top-trump nonsense. Grown-up willy waving. Ride what makes you want to get out and explore. The real flex is still being in love with motorcycling 10 years from now, whatever bike you ride.

13. Take Breaks. Proper Ones.



Get off the bike. Walk. Breathe. Notice something. Riding doesn't always have to be about escape. Most people forget that it can also be about presence. One thing I learned way too late is that the road is only half the experience.

14. Anger + Motorcycles = Bad Idea

Leave the temper at home. And as someone who has a short temper, I know this is easier said than done. But riding mad leads to poor decisions. Pinning the throttle. Heavy on the brakes. Unnecessary risks. Wait until your head clears. Or take the car.

15. Speaking of Which...

It's okay to take the car. Comfort, weather, logistics—sometimes it's just easier. Owning a bike doesn't mean proving a point. Ride it when you can, and take the car when it makes sense. Nobody will think any less of you.

16. Small Bikes, Big Smiles

Don't fall for the "bigger is better" myth. Lighter bikes are more playful, cheaper to run, and easier to live with. To this day, I ride a 600cc round country lanes quicker than a 1000cc. You'll grow faster as a rider. And you'll smile a hell of a lot more.

17. Don't Scrimp on Tires

They're the only part of your bike touching the ground. If your tyres are questionable, so are you as a rider. Buy the good ones. And then buy them again when you accidentally get a nail in one a week later (yes, that will happen). It seems like a lot of money to invest. And it is. But you're worth it.

18. Find a Mechanic You Trust

A good mechanic isn't just about skills—it's about peace of mind. Ask around. Stick with the one who fixes your bike as though it were their own. They'll keep you safer than any gadget ever will.

19. Ride With Intention

Every few weeks, go out with one goal: to ride well. Check your blind spots. Nail your positioning. Ride like you're being assessed. Try commentating to yourself as if someone were listening. It keeps the rust away and keeps you honest about your ability.

20. You Can Still Have Fun Alone



Your mates will flake. Plans will fall through. Don't wait. Go anyway. I can categorically guarantee that most of your best rides will be solo ones.

21. Stop Trying to Impress Anyone

Wheelies, revs, race lines through villages—they don't make you look cool. They make you look like a nob. The chavs will clap and cheer. But the real bikers will feel ashamed. Ride for the right reasons. Nobody worth impressing is watching anyway.

22. It's Supposed to Be Fun

Don't forget that! The best rides are often the ones with no plan, no pressure, and no audience. It's just you, the bike, and the road. And that's more than enough.



Source:

VIRGINIA RIDER MAGAZINE

https://motorcyclotourer.com/motorcycle-riding-tips-tricks/?utm_source=Pinterest&utm_medium=organic



RRuff Riders

Alex is a 9-year-old rescue dog from Schnauzer Love Rescue in Tennessee. He is special to me because he immediately took to riding on the back of my CanAm Spyder from day 1!

He was surrendered to the rescue group from a previous owner who had had him his entire life. However, his owner became ill and couldn't take care of him any longer. He was heartbroken and became very anxious, especially toward men. He has required lots of patience and love, but is making huge progress!

When he is riding with me, he is smiling and enjoying every minute of it. He wears his safety riding goggles very well and knows he doesn't ride unless he wears them. He is a sweet and loving dog once he gets to know you. His official name is Alex...but when he's riding...he's Alex the Great!

Many Thanks to Alex's mom, Leslie Ervin, for sharing his wonderful story!

Alex The Great!



EASY DOES IT

BROCCOLI MAC-N-CHEESE W/CHICKEN

How do you turn one of the world's most popular side dishes into a complete meal? It's a piece of cake!...well, not literally, but it is super easy for sure. Here's an ooey, gooey, decadent mac and cheese made with a healthier vibe to give you a quick & easy full-blown meal. The star of this dish, of course, is the mac-n-cheese, and then you add in a couple of yummy co-stars, a delicious green veggie like broccoli, along with a hearty protein such as chicken, & voile!... dinner is served!

Here's all you need:

- 1 box of macaroni and cheese mix (any style – we especially like the Velveeta Shells & Cheese 😊)
- 2 cups of cooked or steamed broccoli florets, chopped small -
- 1 cup shredded fully cooked chicken (baked or rotisserie)

Here's all you need to do:

- Prepare macaroni and cheese according to package directions.
- Gently stir in the chopped broccoli and shredded chicken. Mix well. Serve topped with seasonings or toppings of your choice if desired.

If you'd prefer a different protein instead of chicken, you can change it up and add in a cup of chopped up steak, pork, sausage, or shrimp!

It's ALL good... Let's eat! 😊 Bon appetit!



THE BIKE SAVER

with John Peterson



The Devil Is in The Details

I like rebuilding motorcycles. Maybe you do too. And I've gotten rather good at taking apart the engines of these old CB500's and 550's, to the point of not having to rely on the manual for every step I take in putting them back together again. But sometimes all that hubris comes calling right when you don't need it to!



Case in point is this 1972 JDM (Japanese Domestic Market) CB500 I'm working on. I took it apart on a whim in late fall 2025, knowing full well that I wouldn't be putting it together until this year, and honestly, it's been going pretty well up until lately.

Oh, it came with the usual problems old bikes have – crapped-up carburetors, a patina of rust over everything, the engine was locked up, no key, the rear turn signals (as I found out) actually belong on a CB450 and the wiring system was shot – but I've been playing this game for a while now, so none of that really scares me – hell, that's where the fun is!

Hitting the highlights, here's a few pics of some of the things I've come up against –



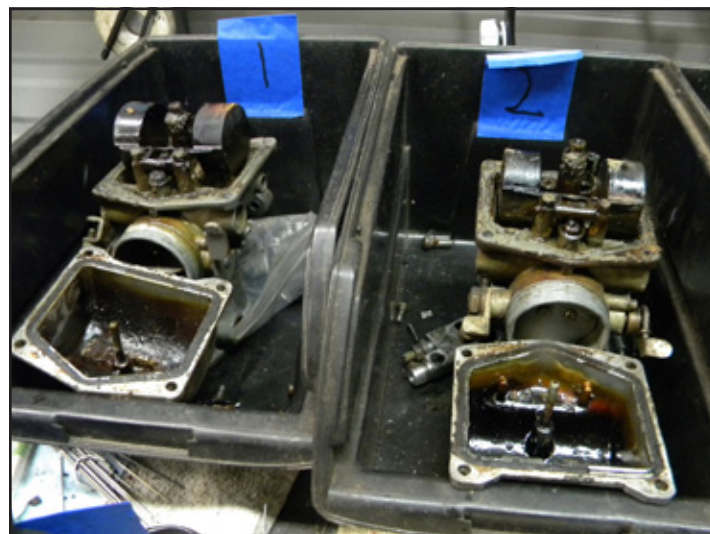
Crappy Headlight Wiring



A length of neoprene cable instead of the rear wiring...(!)

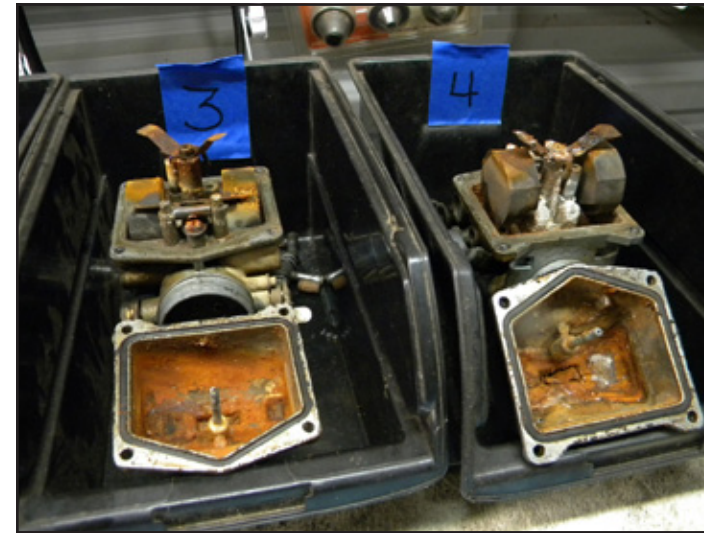


A Bent Valve...



And, of course, the obligatory crappy carbs... Note the baked-on varnish on 1 and 2...

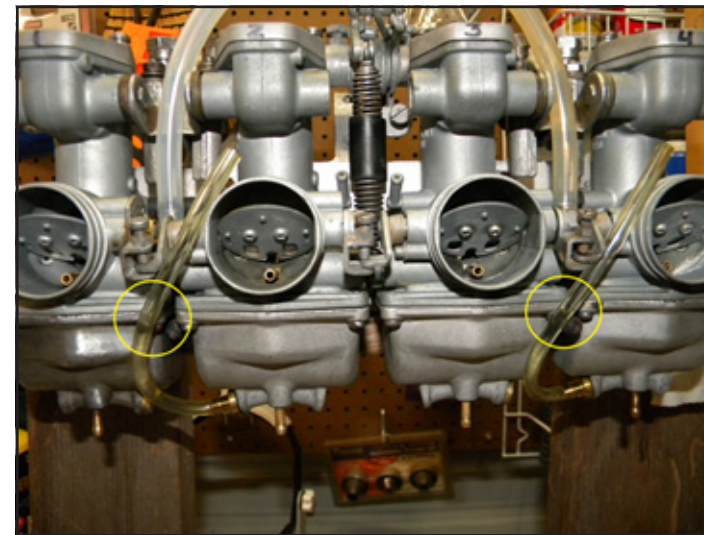
And here's 3 and 4....



*Ewww...!

I'm not sure what that dried-up, flaky orange stuff is, or was... probably just old dried gas, but it ALL came out, not without a little effort. The floats were pretty much cemented in place, and check out those nasty wing-like valve keepers over the floats, too. I, of course, replaced those.

Unfortunately, I don't have any pics of the finished product, but I DID get it all cleaned up and working correctly. I even got the fuel levels to set correctly, too, and everything was going swimmingly. You probably can't see the actual fuel levels here, but they're right where they need to be.



BUT...! The one thing I DIDN'T see was the inside of that bent Intake valve guide. I had gotten the engine back together and was psyched to be able to get this thing started, but once again, the Garage Gods laughed at my efforts.

While trying to get the engine timed, I set the spark advance at 1 and 4, as you're supposed to, and adjusted the valve lash on the Number 1 cylinder; I then attempted to crank the engine over by hand 360 degrees to set the lash on Number 4, and as I rotated the spark advance, it stuck as it moved up to Number 1. That's not good. Wouldn't budge. Well, it did, just with a lot of effort

that shouldn't be there. Once I got it past TDC (top dead center) I could get it almost back up to where it needed to be, but it stuck again!

I broke out into a cold sweat. "What NOW," I thought. Obviously, I had missed something important. After a lot of research and questions to the experts on one of the forums I'm on, not only was the valve bent, but the valve guide was suspect as well!

This realization was quickly followed by a strong word describing my Faulty Underlying Collection of Knowledge that my editor prefers I not use here. 😬

To fix this problem involves removing the bent valve and damaged guide, replacing them with new ones, and then regrinding the valve seats. I can do a lot in the garage, but regrinding valve seats is beyond me at this time. Regrinding valve seats can be tricky, and 'tricky' calls for an expert machinist, and an expert machinist equals money, which is currently in short supply.

Conceding defeat in this restoration – "you can't save them all" – and more than a little bummed that all my efforts were for naught, I reluctantly ended up rolling her into the project shed with a work-to-be-done tag on her where she sits to this day, awaiting a more affluent time.

It taught me a lesson, though. Sure, you can take out and install parts on anything you're rebuilding, but sometimes those parts themselves have hidden problems that don't show up until you've solved a previous problem. The devil is indeed in the details.



ON MY WA|

Don't Text & Drive.

RIDING THE STORM OUT..NOT!

If you've spent any time at all on a bike, chances are you've run into nasty weather at one time or another. Riding a motorcycle in a thunderstorm is extremely dangerous due to high lightning risk, low visibility, and poor traction. Never ride into a thunderstorm; if caught, pull over immediately. Seek shelter in a sturdy building or enclosed vehicle. Motorcycles offer no protection from lightning, making riders highly vulnerable. Do you think your motorcycle tires will keep you safe in a storm?... Think again!

First things first, before riding out...
** CHECK THE WEATHER FORECAST **

You can get hit by lightning even if it's not raining, or if there aren't clouds directly overhead. Lightning can strike 10 to 12 miles away from the center of a thunderstorm, often appearing as "bolts from the blue" outside the rain area. If you can hear thunder, you are within striking distance, making it crucial for motorcyclists to seek shelter immediately rather than riding through the storm.

Lightning Exposure: Motorcyclists are completely exposed to strikes. While a car's metal frame acts as a protective "Faraday cage," a bike has no such shell to channel electricity around the rider.

Myth of Rubber Tires: It is a dangerous misconception that rubber tires insulate you from lightning; the high voltage is powerful enough to travel through or across the surface of the tires to reach the ground.

High Winds: Thunderstorms often produce powerful "gust fronts" that can blow a motorcycle out of its lane or off the road entirely.

Reduced Traction: Rain lifts oil and grease to the road surface, making it extremely slick, especially in the first 20-30 minutes of a storm.

Impaired Visibility: Heavy rain, fogged visors, and lightning flashes significantly reduce your ability to see the road and other drivers' ability to see you.

Here are some important lightning safety measures to take:

Stop Immediately: If lightning is present, pull over, get off the bike, and move away from it.

The 30/30 Rule: If you hear thunder within 30 seconds of a flash, the storm is too close. Wait at least 30 minutes after the last thunderclap before riding.

Avoid High Points: Never take shelter under trees, on hills, or in open, flat areas.

Emergency Crouch: If caught in the open, crouch low to the ground with your feet together, staying away from your bike. Key Safety Information for Motorcyclists:

Distance Danger: Lightning commonly hits 6 to 10 miles ahead or behind a storm, sometimes up to 25 miles.

No Shelter on Bike: Rubber tires offer no protection from lightning; a motorcycle provides no faraday cage effect like a hard-topped car.

"Bolt from the Blue": These strikes occur far from the rain core and can surprise riders.

Safe Action: If you hear thunder, stop and seek a fully enclosed shelter (like a building or car). Avoid staying under tall trees, towers, or utility poles.

Rule of Thumb: Use the formula: Seconds between flash and thunder, divided by 5 = miles away.

More Stormy Weather

Whether it's a gentle rain, a crashing thunderstorm, or the wail of a tornado warning, how do you stay safe when there is bad weather on the road? Here are a few tips from fellow riders:



Stay AWAY from highway overpasses if there are tornado warnings. If you are riding a motorcycle, you should not stop under an overpass to hide from a storm. While it might seem like a good way to stay dry or hide from hail, stopping under an overpass is considered extremely dangerous for several reasons:

Wind Tunnel Effect: Overpasses can act as wind tunnels, channeling and accelerating wind to higher speeds than in the open, which can blow a motorcycle over.

High Risk of Rear-End Collisions: Visibility is often poor during heavy rain. Cars stopping suddenly under overpasses are frequently rear-ended, and a motorcycle is no match in such a collision.

Flash Flooding: Overpasses are often low-lying and can flood rapidly.

Hazardous Materials: During a tornado or high wind, debris can be funneled under the bridge, making it a dangerous place to be.

What to do instead:

Find a Sturdy Building: Get off the highway and find a sturdy building (a gas station, restaurant, or store) to wait out the storm.

Continue Riding (If Safe): If the storm is not severe (no tornado warning, no extreme winds, no hail), it is often safer to continue riding slowly with your hazard lights on, rather than stopping in a dangerous spot.

Use Rain Gear: Wear proper rain gear, as getting wet can quickly lead to hypothermia and poor concentration.

If you must stop: Pull completely off the road and shoulder to a safe location, well away from the overpass and the traffic lanes. Be aware of how cars are affected by rain and wind. If they have a hard time seeing you when it's clear, rain-spattered windshields and windows will make you even more difficult to spot. The slickest time for the road is right after a storm starts, and the wet is mixing with all the accumulated road oil and grime. Keep storm gear handy in your saddlebags or backpack and put it on when rain threatens. Hypothermia is no fun while in motion (or any time, really). It dulls your reaction time and clouds your decision-making.

In hot weather, be aware of how heat can affect your riding. Stay hydrated, take frequent breaks, and dress appropriately. Even if you're tempted to show some skin, consider staying as covered up as possible – exposed skin opens you up to sunburn and getting dehydrated much faster.



Stay weather-wise and be safe on the road.

MOTORCYCLE ADVENTURE



THE MOST EXPENSIVE WAY
TO LIVE LIKE A HOMELESS
PERSON



GOOD FOR YOU

BENEFITS OF SLEEPING NAKED EVERYDAY

One of the most important activities that keeps us healthy throughout our lives is sleeping. Sleeping naked offers several potential health and psychological benefits, primarily driven by improved temperature regulation and physical comfort.

What Are The Benefits Of Sleeping Naked?

Comfort

If you are not a naked sleeper, the idea of lying naked in bed may not sound too comforting, but when you actually get used to it, it is. Moreover, it is not just about comfort in bed but also because you will have to wash fewer clothes, and you might as well save some bucks on pajamas as well. Moreover, it also frees you from tight underwear and a bra (for the ladies) as well, which obviously makes you more relaxed and happier.

Better Sleep

Most of the people who wear clothes and sleep must have faced a situation in bed when their clothes get stuck with something, or their t-shirts get twisted and press the belly so hard, and they wake up with a bad dream. Thus, when you are sleeping naked, you are free from such small distractions, which can result in deeper and better sleep.

Improves Skin Quality

If you sleep naked at least once a day, for the better, your body will get to breathe fresh air. More importantly, your private parts will also get aired, and obviously, that is a great thing. Your private parts, armpits, and feet are generally restricted all day and are often covered by multiple layers, even in the summertime. Give those parts a chance to air out and breathe. This can lower the risk of skin diseases, like athlete's foot, that result from wet, restricted skin.

Helps Regulate Cortisol

When you sleep naked, it helps keep your body temperature at the optimal range so your body can better create cortisol. Therefore, if you sleep overheated, your cortisol levels tend to stay high even after you wake up. This can lead to increased anxiety, cravings for bad food, weight gain, and more terrible things. Thus, sleeping naked can properly produce and regulate cortisol.

Balances Melatonin and Growth Hormone

Sleeping naked and keeping your sleeping environment below 70 degrees (F) every night can help your body regulate its melatonin and growth hormone levels. These chemicals help prevent aging and are essential to good health.

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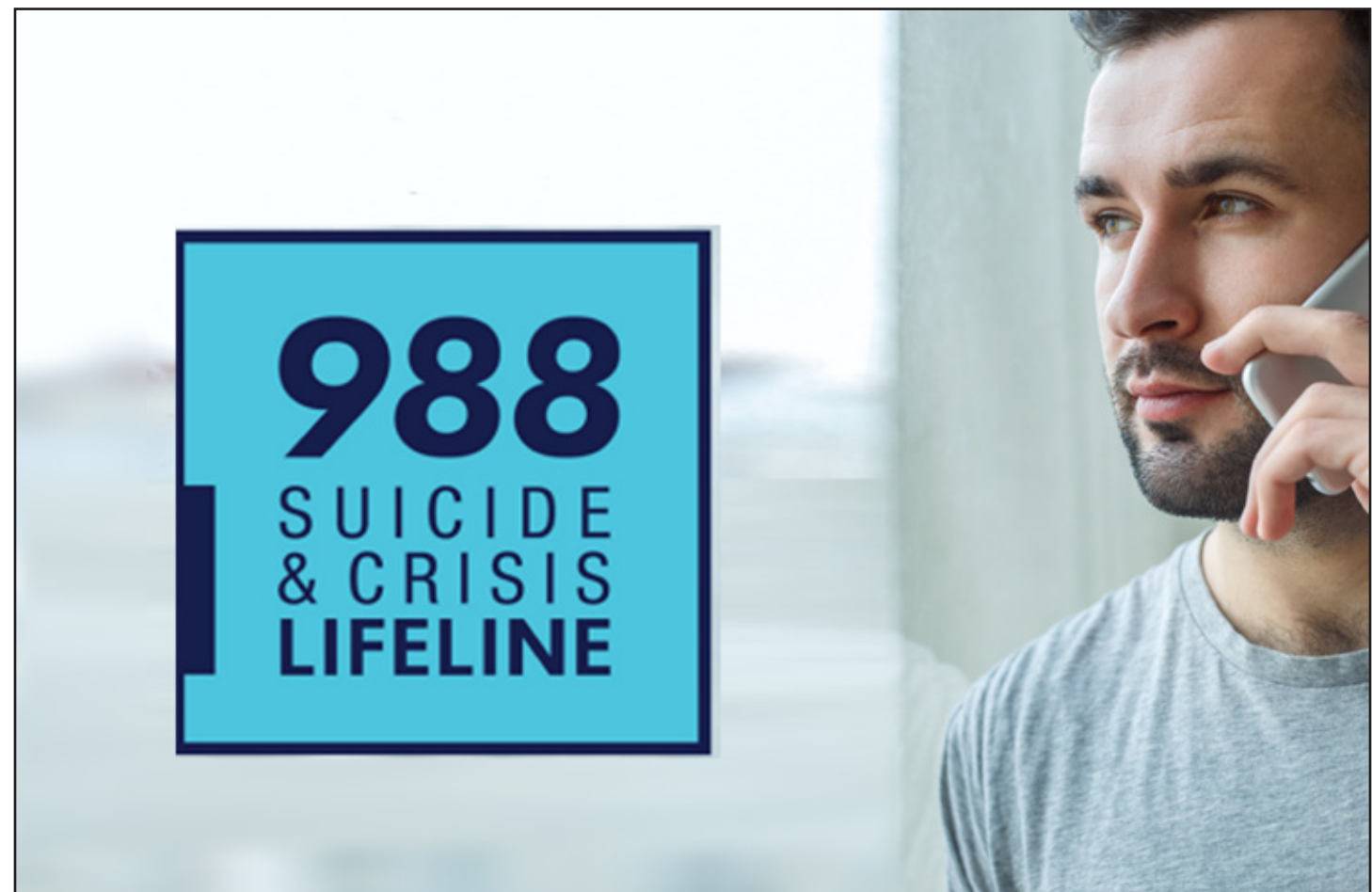
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APEHANGERS



Apehangers—those tall handlebars that force riders to reach up while riding—are one of the most iconic styles in motorcycle culture. But where did they come from?

The design traces back to the early days of outlaw biker culture. Some say it was about comfort, allowing riders to sit back with better posture, while others argue it was a rebellious statement, giving motorcycles a more aggressive, custom look. Some old-school riders even claim they were used to evade police, making it harder for law enforcement to grab onto a rider in a chase.

However, not everyone sees apehangers as just a style choice. In some areas, they're illegal due to safety concerns. Laws vary, but many states restrict handlebar height, usually capping them at shoulder level. The reasoning? Higher bars can reduce control, making it harder to react quickly in an emergency.

Love them or hate them, apehangers are a defining piece of motorcycle history—just make sure you check local laws before you ride!



MUSIC & MOTORCYCLES



Long Lonesome Highway



Michael Parks was the star of the series *Then Came Bronson* from 1969 to 1970, in which he rode an iconic red Harley-Davidson Sportster, as he drifted from town to town. He sang "Wayfarin' Stranger", a duet with pilot episode co-star Bonnie Bedelia, and later the theme song for the show, "Long Lonesome Highway", which became a number-20 Billboard Hot 100 and number-41 Hot Country Songs hit. "Long Lonesome Highway" also peaked at

number 84 in Australia. Parks recorded five albums under MGM Records (the label of the studio that produced the series) that charted including *Closing The Gap* (1969), *Long Lonesome Highway* (1970), and *Blue*.

Long Lonesome Highway

Going down that long lonesome highway
Bound for the mountains and the plains
Sure ain't nothing here gonna tie me
And I got some friends I'd like to see
One of these days I'm gonna settle down
But till I do I won't be hanging round

Going down that long lonesome highway
Gonna live life my way
One of these days I'm gonna settle down
But till I do I won't be hanging round

Going down that long lonesome highway
Gonna live life my way
Yes I'm going down that long lonesome highway

Gonna live life my way



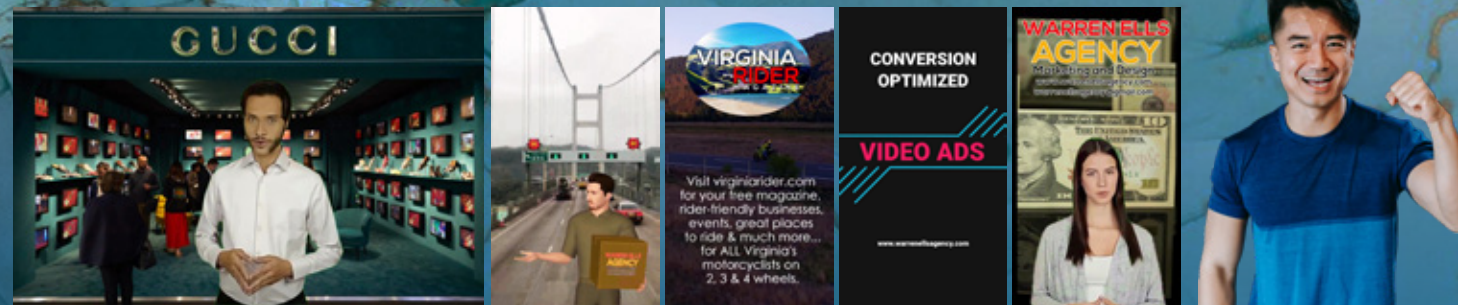
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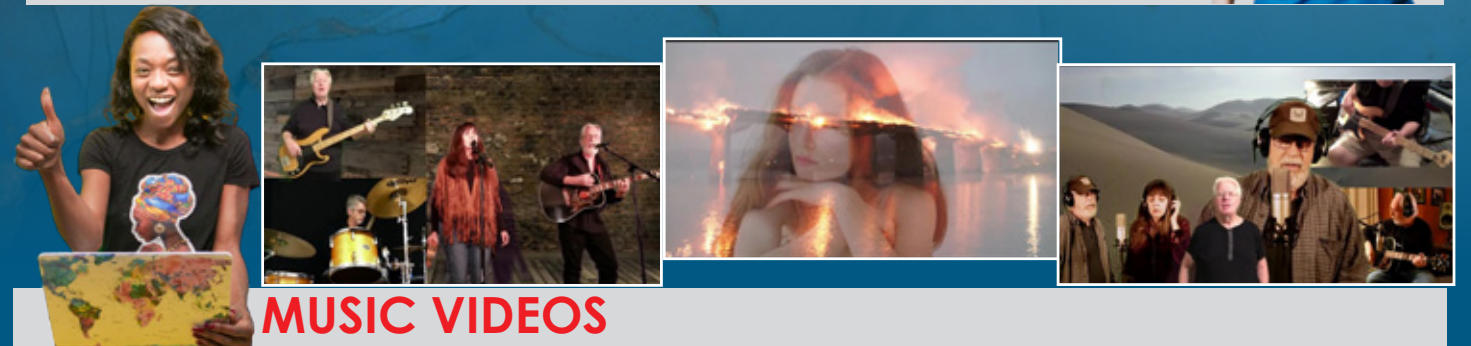
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