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## from the editor's desk

Hello friends! We hope that everyone has had a fantastic start to this exciting new year. It sure has been an unusual winter season for most of us with sometimes dealing with 50-degree temperature variances some days with frozen ground glistening in the morning and then folks hanging out in t-shirts in the afternoon.....it's crazy some days. Even Mother Nature is totally confused. If you look around, many plants & flowers that we normally wouldn't see until March have already broken ground with their green fingers poking through the soil. I'm trying to be optimistic for the white stuff though. I haven't given up yet on one good snowfall so that I can build my annual snowman before spring is sprung. 2022 was the last snow in my neighborhood so I'm hoping it could still happen 😊

Things will be ramping up pretty fast in the next month or so for 2024 events being posted & other rides being planned as we look forward in the months ahead in the calendar. If you have, or know of, any events happening this year, be sure to message us on Facebook or email us at, virginiaridermagazine@yahoo.com. We want to get them added in the calendar right away. It's important to get them in quickly because the organizations and event coordinators who would like to plan an event will be looking at event calendars to see what dates are open. Most coordinators don't want to plan their event on the same date that others are being held if they can help it. That way participation can be better also.

Attention readers! We want YOU to be a part of the magazine! This is your official invite! We will ALWAYS welcome you to send in your pictures for our SHOTZ pages anytime, as often as you like. If you have some great adventures that you'd like to write about & share with us, we'd love to include them in a future edition of the magazine. Virginia Rider is designed for & by Virginia riders so we take great care in what goes into the content of each issue. We try to bring you enjoyable articles for all aspects of your riding life... for safety on & off the road, motorcycle laws, health & wellness, touring adventures, rider friendly businesses, riding pets & more. If there's something that you'd like us to include in the magazine, if you have comments or suggestions, or you'd just like to say hello, please drop us a line anytime. We would love to hear from you!

Have a great time out there trying to figure out what to wear or prep your bike for on your next ride...snow chains, heated gear or flip flops? Ha ha 😊

Let's do more in 2024! Until we meet again, be safe & stay awesome!

<< Warm Hugs >>

Kelly



## IN THIS ISSUE



**GREAT PLACES TO RIDE** Marc & Rose reach back into the vault, and relive 12 days of magic, which happens when exploring new places on a bike.



**MUSIC AND MOTORCYCLES.** Bon Jovi's iconic song about riding a steel horse is Wanted Dead Or Alive. It is the theme song for Discovery Channel's Deadliest Catch TV show. It was also featured in the movies Harley Davidson and the Marlboro Man, Scooby Doo 2: Monsters Unleashed, and Wild Hogs.



**GOOD FOR YOU** The Health Benefits of Motorcycle Riding. You've probably heard the saying that you never see a motorcycle parked outside a psychiatrist's office. That saying is actually a true reflection of reality – motorcycle riding is good for your health, both mentally and physically. We'll look at the scientific evidence that provides proof.



**RUFF RIDERS** Calamity Jane came to Christi & Jeff Gang at a trade show they were attending. She taught herself to jump up into Christi's seat on her spyder. She has her own social media, loves the attention and never says no to a photo op. You can follow her adventures on fb under CalamityJane BikerPug and Instagram under Calamityjane\_bikerpug



**DAYLIGHT SAVINGS TIME** Spring is almost here! Riders are excited to welcome the extended daylight hours for riding. Even though there are many advantages for riders with the arrival of DST, there are also disadvantages. Read on to find out more.



**THE LIGHTHOUSE** The density of people in society is so thick that we forget that life will end one day. And we don't know when that one day will be. So please, tell the people you love and care for, that they are special and important. Tell them, before it is too late.



**TOM MCGRATH'S MOTORCYCLE LAW GROUP** It's time once again to reveal the winner of the annual Motorcycle Law Group's bike giveaway. Meet the 2023 winner of Tom McGrath's Motorcycle Law Group's annual bike giveaway!

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# OUR TEAM



**Kelly Collins**  
Owner/Editor



**Warren Ells**  
Layout & Design



**Marc Ritchie & Rose Grant**  
Great Places To Ride



**John Peterson**  
Bike Savers

Kelly is a U.S. Navy Veteran & is a long-time friend & fellow rider of motorcycle communities throughout the Virginias and the Mid-Atlantic regions. She has been the owner/editor & publisher of free "moto" magazines for nearly 20 years. Kelly takes great care in making sure that her publications are entertaining, informative, are a great resource for riders, while also keeping the content in good taste so that they can be enjoyed by everyone. She packs a variety of topics into every issue...rider-friendly businesses, safety, health/wellness, funnies, entertainment, tourism, great places to ride & so much more.

The Warren Ells Agency, owned and led by Warren Ells, specializes in a comprehensive range of services including video production, copywriting, ad design, and print layout. With a focus on delivering high-quality content, they excel in creating engaging videos, compelling copy, and visually appealing advertisements. Whether it's crafting impactful messages or designing eye-catching visuals, Warren is dedicated to meeting the diverse needs of clients, providing a one-stop solution for effective multimedia communication. He has been creating content for businesses, bands, and individual entrepreneurs for over thirty years.

Marc and Rose have been riding, traveling, writing, photographing, and videoing together for over a decade. No matter what time of year, whether it's across the country, or across the county, the bike is their sanctuary, and they're always looking forward to the next ride together.



John's been saving bikes ever since he was given his first motorcycle that didn't run and snapped a funnel off in the transmission case. His biggest inspiration is his wife Barbara, who reminded him that "None of them run..." Ever since, he has breathed new life into at least 20 vintage machines!



## FEATURED IN THIS ISSUE

# BIKE SAVERS

with John Peterson



*John Peterson has been restoring old and neglected motorcycles for most of his adult life. He has breathed life back into more than twenty bikes over the years. This month he tackles a 1989 Honda VTR250 which was sadly in need of some rather major restoration.*

### ON OUR COVER

*Spring is around the corner and with it, more daylight to ride. Until then, all we can do is get out and ride when we can. With the weather as it has been, we ask Is This Winter?*



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# GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

## Long Way to Daytona

There's nothing worse to a rider than having a perfectly good motorcycle with more than adequate gear, and not being able to ride because of snow here in the Mid-Atlantic. Rose and I would have loved nothing more than to have gone somewhere for this month's Great Places to Ride, but Mother Nature had other plans. So, with Bike Week approaching, we'll reach back into the vault, and relive 12 days of magic, that usually happen when exploring new places on a bike. Please enjoy.

Shenny, our new machine, short for Shenandoah, was running like a champ. Standing her up for the first time with all of our gear loaded, this morning, caused a bit of concern along with a grunt. But after arriving in Monterey, crossing three mountains in the Allegheny's on 250, all but eliminated any worries about her handling. Maybe I should have named her Allie?

We made it to Lenoir City, TN on our first leg. The innkeeper at the motel really enjoyed his job, telling us all about the great motorcycle riding in the area, along with how to connect to the Wi-Fi in our room. It's not too often I run into people that cheerful in the service industry. Gary Busey must have hired him.



Even though the bike came with a GPS, I was still using my smartphone to navigate. We only had 20 more miles to go to Panama City, but it was saying it would take us an hour to get there because it was rush hour. It was here that I was glad I had the LED filler brake lights installed on our ride. It was getting dark and boy do they like to tailgate down there when it's quittin' time! I guess that's pretty much true almost anywhere.

I had booked a service at the Harley shop the next day. The odometer was reading just shy of 950 miles. We got there at 10, and were out by 1, with all of the bugs washed off to boot. We had the room for two nights, so we had some time to enjoy the city. Little did I know at the time, but the Daze Inn, where we were staying, is within walking distance to a couple of surf shops, a convenience store, Harpoon Harry's, Hooters, and a couple of bars, including one with Karaoke. After getting more than our fair share of seafood, we explored one of the nearby piers and commenced to sing the entire available Tom Petty library at the bar later that evening. Details are sketchy, but Rose said she got much of it on video.

Heading out the next morning, one thing was for certain, we weren't going to hit any more chains for breakfast after yesterday's. I mean, how do you screw up scrambled eggs? We arrived in Mexico Beach and found a little cafe that was buzzing with locals. The ride there was beautiful along the coast and the F-22s flying from nearby Tyndall AFB was the icing on the cake. Breakfast hit the spot, but I couldn't get this song out of my head about running down a dream for some reason.

We said goodbye to the coast and were greeted by some of the most intensely boring roads I've ever ridden. Miles and miles, as far as the eye could see, of straight, flat asphalt, in the middle of a forest, was almost coma-inducing. At least the traffic was light. We had lunch at Max and Ruby's enjoying more seafood in Cross City. Our eyes beckoning to stay shut, we reached Weeki Wachee, our oasis and room for the night, where we did some laundry and weeki watched TV.



We wanted to check out the Sunshine Skyway Bridge since it would be close to our route. We reluctantly selected "highways" to get there without all of the traffic lights in the big city. We stopped at the pier on the north side and set up the tripod for some pics. It was getting hot. We didn't have the room to stow any more gear, so we dosed up on water and opened all the vents on Shenny and our jackets.

Crossing the bridge, Rose motioned with the camera, indicating the battery had died. Shaking my head, we stopped on the other side, loaded a new battery, and headed back over the bridge again. By the third crossing, I think we had all the damn pictures we needed.

Near Naples, we stopped at Everglades Motorcycle Service. Some idiot thought they might have lighter jackets at 26 degrees latitude. The kind lady who worked there spent some time with us and suggested places for us to go on our way to Homestead. One of them was Everglades City, where we had a late lunch at Camellia Street Grill watching airboats from their outdoor patio. The atmosphere was very authentic, and the menu very pricey, but given the remote location, understandable. The warm, friendly staff made it an enjoyable experience. Rose tried to get a pic of me at the table, but I photobombed her every time with a shake yo face:)

We were headed for Homestead over a swamp. As a preferred mountain canoer on two wheels, I was not at all familiar with this landscape. Riding just a few feet above sea level, the road and the water seemed to be competing for the same sliver of land beneath us. There was a levee to our left and gates every few miles to manage the water level. Peanut was like, "Whatever."

Arriving at Krome Avenue, we were greeted by our first traffic jam that took about a half hour to disperse. The "parade mode" kicked in with a thump, thump, thump, so we shut her down since we weren't going anywhere. Arriving at our hotel, we were pretty whipped from the long ride. We ordered pizza and decided to use this location as base camp and set out for Key West in the am. Hotels there were in the \$600/night range and we were already committed to one at \$200 when we got to Daytona.

Rose and I enjoyed breakfast with outdoor seating at Evelyn's in Key Largo. It was early March and we were quite comfortable, and it provided the much-needed fuel to get us the next 100 miles. Traffic was moderate. Once we arrived, the island was hopping. We had the good fortune of someone suggesting where to park near Duval Street where they rented scooters. We got some T-shirts at Peterson's and sat outside at Fogarty's for a delicious lunch. The sidewalks, shops, restaurants, and bars were jammin', and it was only 1:00. We would have loved to have participated, but the ride back would require all of my wits. We got the obligatory pic at Southernmost Point and headed back to our base camp.

The ride wasn't what I expected. I thought there would be more bridges and less land, but it was similar in some respects to riding in OBX. The bridges we were on, displayed an emerald green surface on the water: ocean I'd never seen that color before. I had prepared myself to exercise patience, but by the time we reached Key Largo, it had run out following a pickup truck several vehicles ahead, doing 10 under the speed limit for the last 50 miles, and nowhere to pass. We stopped for gas after a bus pulled out ahead of him. He must have been hourly. Next time we'll take the ferry.

*continued next page*

Day seven was shaping up to be a gem. We were going to meet my YouTube buddy, Alberto, from Florida Outdoor Adventures, for breakfast. Since we were so close to the NASCAR track, we stopped for a photo along the way of the speedway by the palms. Breakfast was at 9. Our GPS had other plans and routed us to a gated community. Still scratching my head on that one, we arrived 15 minutes late to a cheerful greeting. We enjoyed breakfast at Soriano Brothers with Alberto's friends Gary and Magel with the camera rolling for a video he would later post on his channel. We were later escorted to a local fruit/veggie stand that didn't have habaneros and then headed north to Cafe 27.

We arrived just after 11. The place was busy and there were lots of bikes in the parking lot. Alberto ordered us some refreshments, as we watched a groom and his new bride, in a wedding dress, arrive on his bike dragging beer cans attached with fishing line. Alberto then showed Rose the proper way to mix a lime in a Corona. This was demonstrated in the video. I would have to wait until we got to Daytona. We said our goodbyes and thank yous to our excellent host and new friends. It was very cool to meet everyone after seeing them in the videos the last couple of years.

Daytona was still over 5 hours away. We stuck to the back roads hugging Lake Okeechobee. We didn't see any of it until we got to the lock and dam. We would have stopped but had too many miles to go. Closing in on the beach, the GPS was directing us on some roads with something we'd seldom seen the last few days: curves! It was almost euphoric being able to lean and ride it like a boss again.

Team HD arrived in Daytona around 6:30. Marillion's "You're Gone" was playing through the audio system. The song has a tropical vibe and enhanced our triumphant excitement amidst all the bikes on the strip. We checked in, unpacked our gear, and headed downtown to the Oyster Shack. Bikes were everywhere! It was like a different world and we felt great to be a part of it.

Another incredible experience happened the next day after breakfast and the Wally World run for habaneros. On a bike, this has become all too common. We were riding north on A1A when a bike

pulled out ahead of us. I thought to myself, "I recognize that bike. Is it the one we sold to Dewayne?" I pulled next to him and it sure was! I waved and honked the horn. He said he was headed back to the hotel where we followed him. He was down for bike week with a group of "regulars" from the dealership, including Larry, Rick, CM, and Bobby. We followed them to the speedway and hung out checking out all the manufacturer and vendor spots. We knew they were down there, but didn't know where, or expect to bump into them out of the blue like that. That was one for the books.

We said our alohas and had a late lunch at DJ's by the water watching pelicans vii for fish. At the hotel, we parked the bike and walked across the street to a Karaoke bar with pool tables and \$2.00 beers. There was a guitar player singing perfectly to popular songs, which was probably a good thing for the patrons, instead of me at the mike with Tom Petty tunes, or even worse, Journey. Instead, we played pool and listened to the bartender tell jokes between songs, which is always a fun time for us.

In the morning we headed for home. The ride had been a dream come true to this point. We were Jonesing for an apex. Rose and I took two more days to slay a Dragon along the way. In typical fashion, Marillion's "Fantastic Place" had shuffled over the speakers, confirming that the universe had indeed, unfolded before us the entire way. It only sprinkled on us for a minute getting to Daytona. Aside from that, the raingear was just another passenger for the entire 12 days. Peanut, Shenny, Rose, and I, got to step off the train of life for nearly two weeks and experience a part of the country, neither of us had seen before, with the exception of perhaps, Peanut. Who knows where that suitcase has been? It was so long, that we almost chose not to hop on just yet. You always know it's good when you wish you could do it all over again, especially if you can sweat in Winter on a bike.

Cheers and thanks for reading!

Marc Ritchie

Photos and Seagull Magnet: Rose Grant

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## VIRGINIA RIDER

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## The Winner of the 2023 Kawasaki KLR 650s

The winner of the 2023 Kawasaki KLR 650s was Justin Howe of Savannah, Georgia. Justin was deployed in Poland when he received news that he won, and has since returned home to Savannah to enjoy his new ride.



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# FIT FOR THE ROAD

## Daylight Saving Time (DST) – It's Coming!



Spring is almost here and riders will be impatiently looking to extend their riding hours or get their bike out of hibernation. It's a very good time to look at some of the challenges that await. If you're an all-weather rider then you may not think anything has changed. Think again! Daylight saving time (DST), which begins at 2 am on March 10, 2024, can have both advantages and disadvantages for motorcycle riders in the Spring. It can affect your riding quite markedly AND it will present more hazards that you could face as you trundle down the road on your two-wheeled best friend. Let's start by looking at the pros and cons of DST:



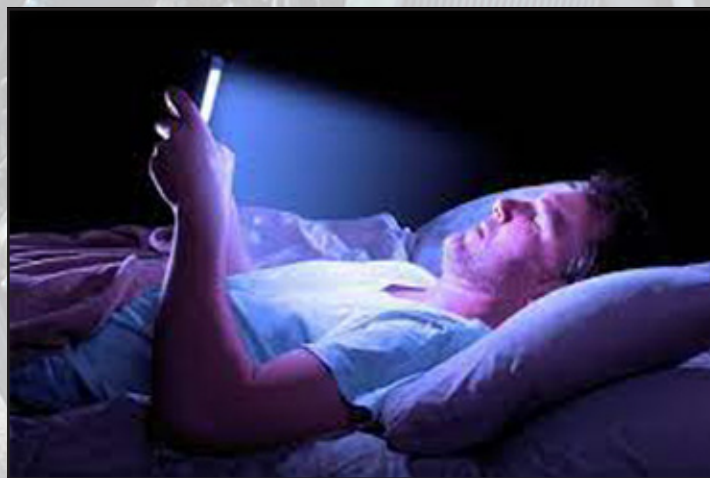
### Advantages:

- More daylight in the evening means that riders can enjoy longer rides after work or school, or extend their daytime riding.
- Improved visibility during daylight hours can enhance safety, as riders are more visible to other drivers on the road; or at least, you won't be less visible than you were over the Autumn and Winter months.
- Warmer temperatures during the longer daylight hours can make for more comfortable riding conditions. It can also mean that you may be tempted to ditch the Winter bike clothes for something less cumbersome.



### Disadvantages:

- The shift in time can disrupt sleep patterns, leading to fatigue and decreased alertness while riding. Enforced changes to your circadian rhythms can seriously impair your riding performance and response times. More on your circadian rhythms later.
- Riders may need to adjust their riding schedule to account for changes in traffic patterns during rush hour. All other road users, from pedestrians to heavy goods vehicles, have their circadian rhythms disrupted too. It's a jungle of poor-performing road users out there!
- The early morning darkness during DST can make for less safe riding conditions, as visibility is reduced. Many riders adjust their riding schedule to ensure, as far as possible, they are home before it gets too dark.



Overall, the effects of DST on motorcycle riding will depend on various factors such as the time of day, weather conditions, and individual preferences. It's important for riders to stay informed of the potential advantages and disadvantages and adjust their riding habits accordingly. We can understand more about how our riding is affected when our circadian rhythms are out of sync if we understand their impact on our day-to-day lives.

### Why are circadian rhythms important to motorcyclists?

As vulnerable road users, when riding, motorcyclists need to be fully alert and perform well throughout the ride. Although research in this area is limited, studies have clearly shown that in the days following the Spring clock change, you ARE MORE VULNERABLE. Before and after observational studies suggest that road hazards increase, not due to changes in the environment, but due to adverse changes in road user performance, both motorcyclists and other road users.

The importance of circadian rhythms has been recognized in various fields, including biology, medicine, and psychology. Research has shown that disruptions in these rhythms can have negative effects on physical and mental health. This has led to increased interest in the study of circadian rhythms and their regulation. One area where circadian rhythms have been extensively studied is sleep. Many studies have examined the relationship between circadian rhythms and sleep, including the effects of shift work and jet lag on sleep and the negative consequences of sleep disruptions on health. Other research has explored the impact of circadian rhythms on various physiological processes, including hormone regulation, metabolism, and immune function. Additionally, the effects of circadian disruptions on mental health, including depression, anxiety, and cognitive function, have also been studied. Overall, the literature on circadian rhythms is vast and multidisciplinary. It has contributed to a better understanding of the role these rhythms play in our health and well-being and has led to the development of interventions aimed at regulating circadian rhythms to improve health outcomes. Motorcycling hasn't received much attention so, as riders, it's up to us to work out what might keep us shiny side up. What are circadian rhythms?

So, what are circadian rhythms? Well, the term 'circadian' comes from the Latin words "circa" (meaning "around") and "diem" (meaning "day"). In simple terms, circadian rhythms refer to the biological processes that occur in our bodies over a 24-hour cycle, which is roughly equivalent to one day.

These processes are controlled by an internal clock, which is found in a part of our brain called the suprachiasmatic nucleus (SCN). This internal clock regulates various physiological and behavioral processes, including our sleep-wake cycles, hormone production, body temperature, and metabolism.

Now, you might be wondering why these processes are so important. Well, circadian rhythms help us stay in sync with the world around us. They ensure that our bodies are functioning correctly at the right time of day, which, in turn, affects how we feel, behave, and perform. For example, have you ever noticed that you feel more awake and alert during the day, but sleepy and tired at night? This is because of your circadian rhythm, which tells your body to be active during the day and rest at night. When your circadian rhythm is disrupted, such as when you travel to a new time zone or work night shifts, you may experience symptoms such as fatigue, insomnia, and difficulty concentrating. Circadian rhythms also affect our task performance. Studies have shown that our ability to perform cognitive tasks, such as problem-solving and decision-making, is highest during our peak alertness periods, which for most people is during the late morning and early afternoon. In contrast, our ability to perform these tasks tends to be lower during our 'off-peak' periods, such as late at night or early in the morning.



### What does this mean for riding your bike?

How can we optimize our circadian rhythms to improve our general well-being and riding performance? Here are a few tips:

- Stick to a regular sleep schedule: Going to bed and waking up at the same time each day helps regulate your circadian rhythm and improve your sleep quality.
- If possible, start your ride a little later in the morning, just to give yourself a better chance of surviving any additional hazards. Stop a little more often and stretch to prevent tired muscles from getting stiffer.
- Get exposure to natural light (when you stop for a break, take the helmet off!): Exposure to natural light during the day helps keep your circadian rhythm in sync and promotes wakefulness. Light therapy has been shown to help some people affected by seasonal affective disorder. It improves focus, concentration, memory, and problem-solving. All the things you need on a ride.
- Limit exposure to artificial light at night (if you can, sit outside to eat and drink. Enjoy the fresh air without the helmet!): Exposure to artificial light, such as from electronic devices, can disrupt your circadian rhythm and make it harder to fall asleep.
- Avoid caffeine and alcohol: Both caffeine and alcohol can interfere with your circadian rhythm and disrupt your sleep. Drink water or fruit juice when you take a break in your ride.

It's pretty amazing how circadian rhythms affect riding behavior and performance. Remember, taking care of your circadian rhythm is crucial for your health and well-being. So, let's all strive to get in sync with our internal clocks and live our best riding lives!

Source: <https://iam-sheffield.bike/daylight-saving-time-what-every-rider-should-know-2/>



# MUSIC & MOTORCYCLES



## WANTED DEAD OR ALIVE



“Wanted Dead or Alive” is a power ballad by American rock band Bon Jovi. It is from their 1986 album Slippery When Wet. The song was written by Jon Bon Jovi and Richie Sambora and was released in 1987, as the album’s third single. Considered to be one of the band’s signature songs, it is the theme song for Discovery Channel’s Deadliest

Catch TV show. It was also featured in the movies Harley Davidson and the Marlboro Man, Scooby Doo 2: Monsters Unleashed, and Wild Hogs. In the song, the term “steel horse” is a metaphor for a motorcycle. It represents the freedom and adventure associated with riding a motorcycle, and the lyrics reflect the singer’s experiences as a traveling musician

### Wanted Dead Or Alive

It’s all the same, only the names will change  
Every day it seems we’re wastin’ away  
Another place where the faces are so cold  
I’d drive all night just to get back home

I’m a cowboy  
On a steel horse I ride  
I’m wanted dead or alive  
Wanted dead or alive

Sometimes I sleep, sometimes it’s not for days  
The people I meet always go their separate ways  
Sometimes you tell the day by the bottle that you drink  
And times when you’re alone, well, all you do is think

I’m a cowboy  
On a steel horse I ride  
I’m wanted (Wanted) dead or alive  
Wanted (Wanted) dead or alive

But I walk these streets, a loaded six-string on my back  
I play for keeps ‘cause I might not make it back  
I’ve been everywhere, (Oh yeah) still I’m standin’ tall  
I’ve seen a million faces and I’ve rocked them all

Cause I’m a cowboy  
On a steel horse, I ride  
I’m wanted (Wanted) dead or alive  
And I’m a cowboy  
I got the night on my side  
And I’m wanted (Wanted) dead or alive

And I ride (And I ride), dead or alive  
I still drive (Still drive), dead or alive  
Dead or alive  
Dead or alive  
Dead or alive



<https://www.quora.com/In-the-song-Wanted-Dead-or-Alive-what-does-a-steel-horse-refer-to>





# THE LIGHTHOUSE

*"Above all, be loving. This ties everything together perfectly." - Colossians 3:14*

## All the Good Things

'I never knew that meant anything to anyone!' Mark Eklund was in the first third-grade class I taught at Saint Mary's School in Morris, Minn. All 34 of my students were dear to me, but Mark was one in a million, very neat in appearance, but had that happy-to-be-alive attitude that made even his occasional mischievousness delightful.



Mark talked incessantly. I had to remind him again and again that talking without permission was not acceptable. What impressed me so much, though, was his sincere response every time I had to correct him for misbehaving - 'Thank you for correcting me, Sister!' I didn't know what to make of it at first, but before long I became accustomed to hearing it many times in a day.

One morning my patience was growing thin when Mark talked once too often, and then I made a novice teacher's mistake. I looked at Mark and said, 'If you say one more word, I am going to tape your mouth shut!'

It wasn't ten seconds later when Chuck blurted out, 'Mark is talking again.' I hadn't asked any of the students to help me watch Mark, but since I had stated a punishment in front of the class, I had to act on it. I remember the scene as if it had occurred this morning. I walked to my desk, very deliberately opened my drawer, and took out a roll of masking tape. Without saying a word, I proceeded to Mark's desk, tore off two pieces of tape, and made a big X with them over his mouth. I then returned to the front of the room. As I glanced at Mark to see how he was doing, he winked at me. That did it! I started laughing. The class cheered as I walked back to Mark's desk, removed the tape, and shrugged my shoulders. His first words were, 'Thank you for correcting me, Sister.'

At the end of the year, I was asked to teach junior high math. The years flew by, and before I knew it Mark was in my classroom again. He was more handsome than ever and just as polite. Since he had to listen carefully to my instruction in the 'new math,' he did not talk as much in ninth grade as he had in third.

One Friday, things just didn't feel right. We had worked hard on a new concept all week, and I sensed that the students were frowning, frustrated with themselves, and edgy with one another. I had to stop this crankiness before it got out of hand. So I asked them to list the names of the other students in the room on two sheets of paper, leaving a space between each name. Then I told them to think of the nicest thing they could say about each of their classmates and write it down. It took the remainder of the class period to finish their assignment, and as the students left the room, each one handed me the papers. Charlie smiled. Mark said, "Thank you for teaching me, Sister. Have a good weekend."

That Saturday, I wrote down the name of each student on a separate sheet of paper, and I listed what everyone else had said about that individual. On Monday I gave each student his or her list. Before long, the entire class was smiling. 'Really?' I heard whispered. 'I never knew that meant anything to anyone!'

'I didn't know others liked me so much.' No one ever mentioned those papers in class again. I never knew if they discussed them after class or with their parents, but it didn't matter. The exercise had accomplished its purpose. The students were happy with themselves and one another again.

That group of students moved on. Several years later, after I returned from vacation, my parents met me at the airport. As we were driving home, Mother asked me the usual questions about the trip - the weather, and my experiences in general. There was a lull in the conversation. Mother gave Dad a sideways glance and simply said, 'Dad?' My father cleared his throat as he usually did before something important.

'The Eklunds called last night,' he began. 'Really?' I said. 'I haven't heard from them in years. I wonder how Mark is.' Dad responded quietly. 'Mark was killed in Vietnam,' he said. 'The funeral is tomorrow and his parents would like it if you could attend.'



To this day I can still point to the exact spot where Dad told me about Mark. I had never seen a serviceman in a military coffin before. Mark looked so handsome, so mature. All I could think at that moment was, 'Mark I would give all the masking tape in the world if only you would talk to me.'



The church was packed with Mark's friends. Chuck's sister sang 'The Battle Hymn of the Republic.' Why did it have to rain on the day of the funeral? It was difficult enough at the graveside. The pastor said the usual prayers and the bugler played taps. One by one those who loved Mark took a last walk by the coffin and sprinkled it with holy water. I was the last one to bless the coffin.

As I stood there, one of the soldiers who acted as pallbearer came up to me. 'Were you Mark's math teacher?' he asked. I nodded as I continued to stare at the coffin. 'Mark talked about you a lot,' he said.

After the funeral, most of Mark's former classmates headed to Chuck's farmhouse for lunch. Mark's mother and father were there, obviously waiting for me. 'We want to show you something,' his father said, taking a wallet out of his pocket. 'They found this on Mark when he was killed. We thought you might recognize it.'

Opening the billfold, he carefully removed two worn pieces of notebook paper that had obviously been taped, folded, and refolded many times. I knew without looking that the papers were the ones on which I had listed all the good things each of Mark's classmates had said about him.

'Thank you so much for doing that,' Mark's mother said. 'As you can see, Mark treasured it.' Mark's classmates started to gather around us. Charlie smiled rather sheepishly and said, 'I still have my list. It's in the top drawer of my desk at home.' Chuck's wife said, 'Chuck asked me to put his in our wedding album.'

'I have mine too,' Marilyn said. 'It's in my diary.' Then Vicki, another classmate, reached into her pocketbook, took out her wallet, and showed her worn and frazzled list to the group. 'I carry this with me at all times,' Vicki said without batting an eyelash. 'I think we all saved our lists.' That's when I finally sat down and cried. I cried for Mark and for all his friends who would never see him again.'

Written by Sister Helen P. Mroska

P.S. The density of people in society is so thick that we forget that life will end one day. And we don't know when that one day will be. So please, tell the people you love and care for, that they are special and important. Tell them, before it is too late.

Source: <http://www.agiftofinspiration.com.au/stories/inspirational/good.shtml>

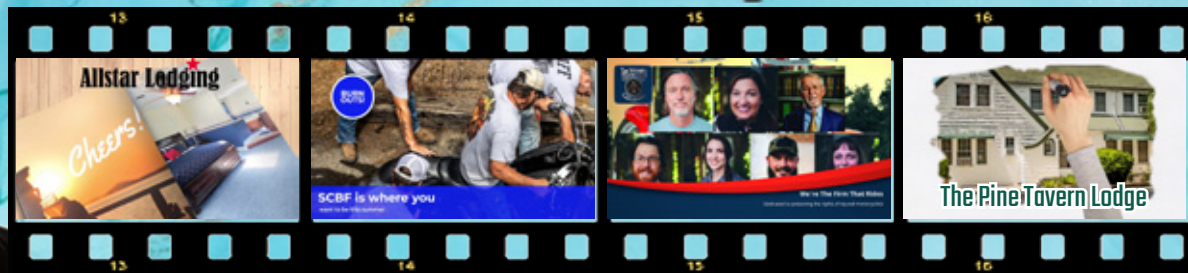
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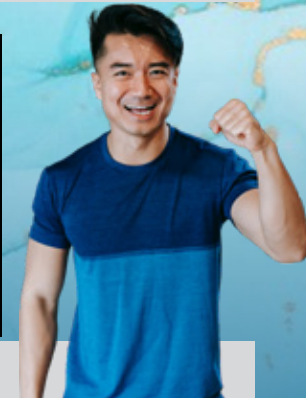
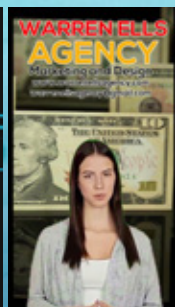
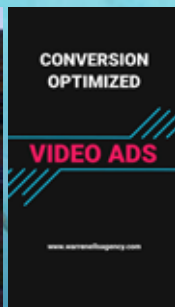
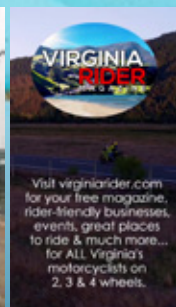
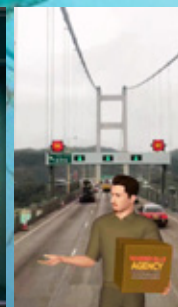
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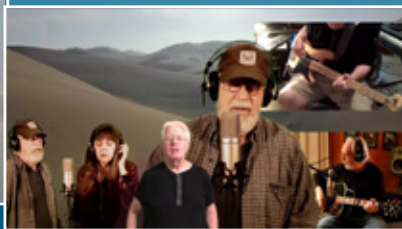
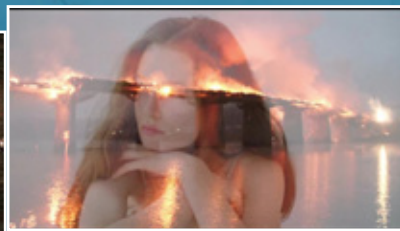
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# BIKE SAVERS

with John Peterson



## MIAMI NICE

I don't know what possessed me – usually, I'm a classic UJM kind of motorcycle guy – but at the end of this past October, I brought home a bike that was a little outside of my usual wheelhouse, a 1989 Honda VTR250.

I hadn't worked on anything in some time, and after handling a whole bunch of wolves outside my door, so to speak, I came across a review on this little bike which said it was a blast to ride, and was only made for three years – so of course I had to go looking for one, which I found along the coast outside of D.C. with just 5K on the clock!



The guy I bought it from said the PO just gave it to him in payment for taking down a shed on her property, so no title. It also didn't run, the rear wheel was frozen and it wouldn't start, although it was able to crank when jumped across the solenoid. It was all there though, even the very '80s-looking magenta, white and Caribbean blue plastics with only a few minor cracks, so I gave the man his Benjamins and got her back to the garage.

Doing a little triage while it was still on the truck, the first thing I had to do was figure out how to get it off the truck! The bike had been loaded up with the help of a few of the

guy's friends and I, but it didn't roll; so here I was with a 330-lb motorcycle three feet off the ground and no way to get it off without personal peril. Three hundred thirty pounds is heavier than you think!

I finally wound up taking the rear wheel off and discovered this – Yup! Note the brake pad stuck to the wheel – I tapped it off, not without some force, and the wheel finally spun, allowing me to get it off the truck bed. Whew!



While I was up there though trying to figure out the 'not-rolling' problem, I took the transmission cover off, thinking the clutch might've just been stuck, but as I found out, the clutch and the associated innards were fine! Look at this – it's pristine!



Heartened by all this, I got it into the garage and assessed the rest of it – dent in the tank, obviously.



I have no idea what caused this and tried to use a hot glue puller to pull it out some, but I think it's too deep. I can live with it

until I find another one. No key, either. I tried picking the lock with some jigglers, but finally wound up getting a replica key off Ebay and popped it right open. It was rusty, as I suspected, but the good thing was, the petcock had been turned Off, so I don't think any of it got into the carbs (Foreshadowing!). I topped it off with some Evaporust and let it sit for a few days and it cleared right up. Evaporust is great stuff.

I had to order a battery for the bike, but was happy to see that when I turned the key almost all the lights – especially the headlight – came on nice and bright. The turn signals didn't want to cooperate, but I replaced the relay and they all work fine now.

The back end was a bit more problematic. As you can see, the original taillight was cracked, and the big main brake light socket was inoperative, with two of the wires rubbed open and one whole side simply gone. I tried insulating the open ones, but that didn't work and I was fortunate enough to find an OEM replacement on Ebay. It was pretty tricky getting those 10mm nuts to break free without messing up the rest of the rusty mounts, but they came free.



The left-rear turn indicator I had to go about replacing very carefully. The original stem was broken off, as you can see, and the nut on the inside of the bracket was nothing but a big 'ol rusted ball. I tried turning it but the whole signal mount moved with it, threatening to snap off due to all the corrosion.



In the end I just took a Sawzall and chopped the whole thing off; messed it up a little, but the new OEM-style turn signal covers it up anyway, so what the heck. I used a step drill

to drill out the frozen center and it popped right out, allowing me to put in the new turn signal.

I drained the old oil out, of course, to put in new, and look at this...! I was expecting the usual black ichor from a bike that has been sitting for seventeen years, but it came out looking new! YES, that's the old oil! I was stoked!



Venturing further, I took off the air filter cover and was a bit surprised to find how big the original air filter was - -



...And, as I found out, pretty rare to find nowadays. They're available, of course; from Japan, at a rather exorbitant price, and so far I've only found two for about \$100 apiece. I might try cutting the original out and replacing it with a car filter, but that hack is down the road, as they say. This one isn't too bad, I can still see light through it, but I'd like to have a new one.

I was intrigued to find under that, the carburetor setup – I think this is an interesting way to mount the carbs, I've never seen a setup like that before. Those are the intakes there under that screen.



I haven't done anything to them yet, because after I replaced the plugs with some new (expensive!) ones, I had great spark and it fired up on starting fluid! So Yay! I did get a bit of a scare when the bike ran through the starting fluid and a gout of FLAME came out of the boots there! I quickly blew them out and no harm done – at least I think so. But it STARTS! So that means I have spark and compression, all of which makes me happy.

So that's pretty much it up to this point. I hope you find these pages interesting, and that you'll join me on this journey as I get this bike back on the road. I can't guarantee when I'll be posting the next entry, but check back often and we'll see how this all comes out! Until next time, Ride Safe!



VIRGINIA RIDER MAGAZINE

*be the reason  
someone believes  
in the  
goodness  
of people*

ONE  
DOWN  
FOUR  
UP

# VIRGINIA RIDER MAGAZINE IS YOUR DESTINATION STATION



Virginia Rider Magazine is the go-to source for motorcycle enthusiasts and all riders on 2,3 and 4 wheels seeking thrilling destinations and exciting events in the state. With a keen focus on the vibrant motorcycle culture, the magazine curates a list of the best riding routes, showcasing picturesque landscapes and hidden gems. From winding mountain roads to coastal highways, Virginia Rider Magazine guides riders to exhilarating journeys. Additionally, we highlight must-attend events, from bike rallies to charity rides, as well as rider-friendly businesses, providing a comprehensive guide for riders looking to immerse themselves in the dynamic riding community. Whether you're a seasoned pro or a newcomer, Virginia Rider Magazine ensures an unforgettable adventure in Virginia or West Virginia. Every ride leads to a DESTINATION!

## DMV Testing 1-2-3 from the DEPARTMENT OF MOTOR VEHICLES DMV Motorcycle Test

The following questions are from real DMV written motorcycle tests. It may have been years since you've taken the written test so it's important to keep these rules of the road fresh in your mind when you hit the road. How many can you answer correctly?

You are riding over bridge gratings and your motorcycle has begun to weave. You should:

- (1) Speed up to get over the surface faster.
- (2) Ride in a zigzagging motion.
- (3) Maintain a steady speed and ride straight across the gratings.



**Answer: (3)** Maintain a steady speed and ride straight across the gratings. If your motorcycle begins to weave while you are traveling over bridge gratings, you should simply maintain a steady speed and proceed straight across the surface. Trying to stay in your lane while riding in a zigzagging motion is dangerous.

If you get a flat tire while riding, you should:

- (1) Hold the handle grips firmly and stay off the brakes.
- (2) Shift your weight toward the good wheel and brake normally.
- (3) Brake on the good wheel while immediately pulling off the road.



**Answer: (3)** Brake on the good wheel while immediately pulling off the road. If a tire goes flat while you are riding, hold onto the handgrips firmly and concentrate on maintaining a straight course. Brake only if you are sure which tire is flat. Exit the roadway once your motorcycle has slowed considerably.

If you are being passed, you should:

- (1) Ride in the left portion of the lane.
- (2) Ride in the center portion of the lane.
- (3) Ride in the right portion of the lane.



**Answer: (2)** Ride in the center portion of the lane. When being passed, the center portion of the lane is generally the safest lane position for a motorcyclist. Riding on the side nearest the passing vehicle increases the risk of colliding with it. Riding on the side farthest from the passing vehicle can also be dangerous because it may prompt the driver to return to your lane before it is safe to do so.

# EASY DOES IT

## Good Food Simply Made

### SUPER SIMPLE WHITE CHICKEN CHILI

Chili is a classic American comfort food. Even though it varies from place to place — namely in the Southwest and Midwest — people everywhere agree that this hearty dish isn't just a stew, topping, or bulky soup: It's CHILI! This gem of a recipe has only 5 ingredients to make it super simple for you to whip it up in no time! Here's all you need:

- 6 cups chicken stock or broth
- 3 to 4 cups cooked shredded chicken (rotisserie chicken is our favorite)
- 2 (15-ounce) cans of beans of your choice, rinsed and drained (we love Great Northern beans)
- 2 cups (16 ounces) salsa verde (store-bought or homemade)
- 2 teaspoons ground cumin

Here's all you need to do:

- Combine ingredients. Stir together chicken stock, shredded chicken, beans, salsa, and cumin in a large stockpot.
- Bring to a simmer. Cook on high heat until the soup reaches a simmer.
- Reduce heat to medium-low and continue simmering for 5 minutes.
- Serve. Serve immediately, garnished with lots of your favorite toppings.

#### NOTES

**Chicken:** 4 cups shredded chicken is equivalent to approximately 2 medium-sized boneless skinless chicken breasts. Any kind of diced or shredded chicken will do.

**Salsa verde:** Either homemade or store-bought, whichever you prefer. I will note that store-bought brands of roasted salsa verde can vary pretty dramatically in terms of heat. So if you prefer a milder soup, I would definitely recommend finding a salsa that is on the milder side.

**Beans:** You are welcome to use whatever type of beans you love best for this chicken chili. I typically use white beans (such as Great Northern), but pinto, garbanzo or black beans would be delicious too or even a mixture would be yummy.

**Chicken stock:** Because this ingredient list is so short, I recommend using a good-quality brand of chicken stock or veggie stock, whichever you prefer.

**Cumin:** We will also add in a hint of cumin to the broth to help round out the seasonings in the salsa verde.

**There are so many ways that you could get creative with this soup recipe! For example, feel free to... to use one of those appliances.**

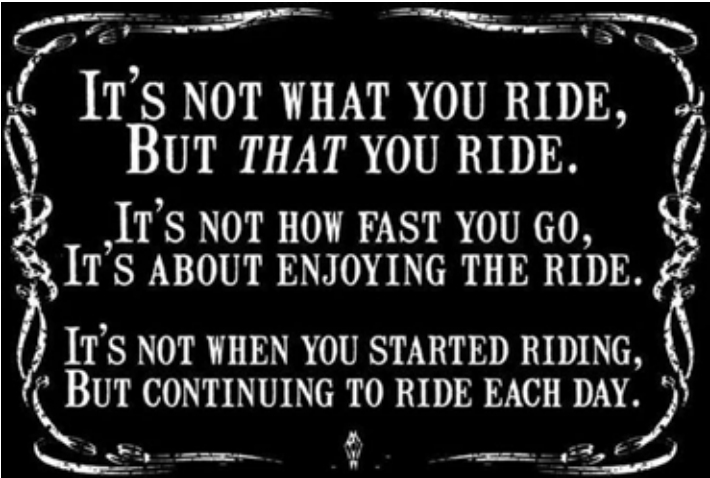
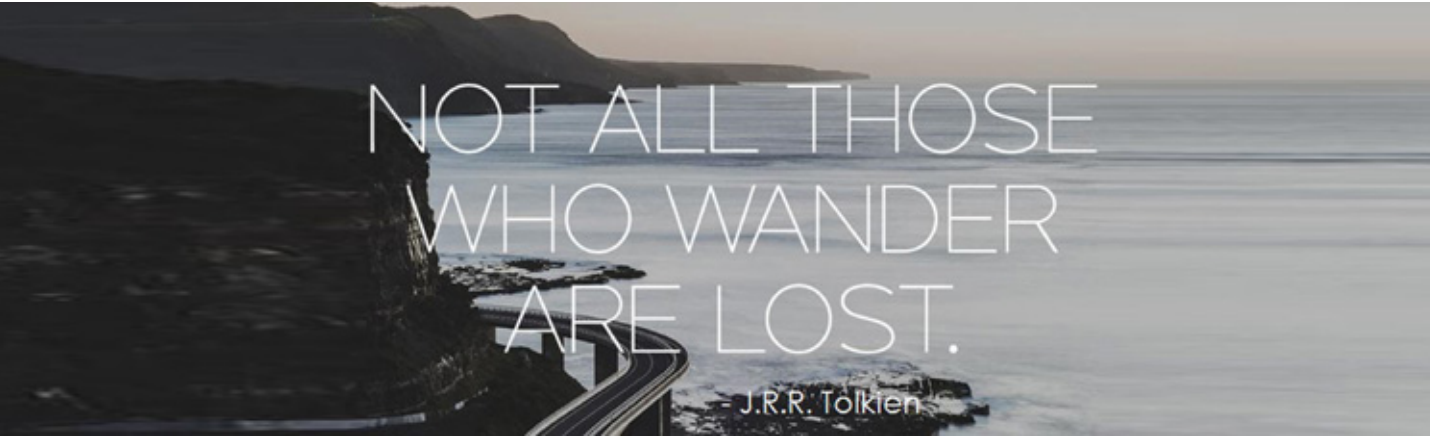
**However you choose to make this big warm hug of chili, we guarantee you'll be making it again & again in any season, no matter what the calendar says!**

**Add extra veggies.** If you would like to add some extra veggies to this soup, some delicious choices are canned corn drained, diced poblano peppers, onions, and/or potatoes (feel free to use frozen hash brown potatoes as a shortcut) are some of my other favorite additions.

**Add Toppings:** The more the merrier of the toppings you love best! Some of our favorites include: cilantro, fresh avocado, crumble of tortilla chips, diced red or green onions, sour cream, shredded cheese (sharp cheddar, Monterrey Jack, or a Mexican blend), or sliced jalapeños would also be delicious additions!

Make it in the Crock-Pot or Instant Pot. This soup really just needs to be stirred together and warmed. So feel free to let it simmer on low in the Crock-Pot or use the sauté button on your Instant Pot if you would prefer 😊 Bon appetit! ❤️

Source: <https://www.gimmesomeoven.com/5-ingredient-easy-white-chicken-chili-recipe/>



# GOOD FOR YOU Riding

## The Health Benefits of Motorcycle Riding

You've probably heard the saying that you never see a motorcycle parked outside a psychiatrist's office. That saying is actually a true reflection of reality – motorcycle riding is good for your health, both mentally and physically. In this article, we back that claim up with a look at some scientific studies that give credence to this, both for your waistline and your state of mind.

Let's look at the brain first. There have been a number of studies on the cognitive benefits of motorcycle riding. The best-known study in this field was by the Ryuta Kawashima Laboratory of the Department of Functional Brain Imaging, Institute of Development, Aging and Cancer at Tohoku University. Its results were as follows:

When riding a motorcycle, the brain of the rider is stimulated.



Differences in brain use and level of brain stimulation can be observed in motorcyclists who ride regularly and in motorcyclists who have not ridden for extended periods (at least 10 years).



Incorporating motorcycle riding into daily life improves various cognitive functions (particularly prefrontal cortex functions) and has positive effects on mental and emotional health such as stress reduction. The study looked at two groups of people – riders who regularly rode to work each day and those who did not. It found that for the riders, the right hemisphere of their prefrontal lobe was activated while riding, demonstrating higher levels of concentration. Then the 'ex-riders' were tasked with riding regularly over a number of months. The result?

Cognitive functions, especially those relating to memory and spatial reasoning capacity increased dramatically. Those riders also stated that their stress levels had been reduced markedly and mentally they felt much more positive.



Dr Ryuta Kawashima explained these results: "There were many studies done on driving cars in the past. A car is a comfortable machine that does not activate our brains. It only happens when going across a railway crossing or when a person jumps in front of us. By using motorcycles more in our life, we can have positive effects on our brains and minds".



Anecdotally we could probably all agree with this from our own experiences. Motorcycle riding affords a real freedom that many other pursuits cannot. Being able to reduce stress by going for a ride in the country or in the mountains, or even because a rider can filter through gridlocked traffic adds to this. The well-known book 'Zen and the Art of Motorcycle Maintenance' paints a picture of this too.

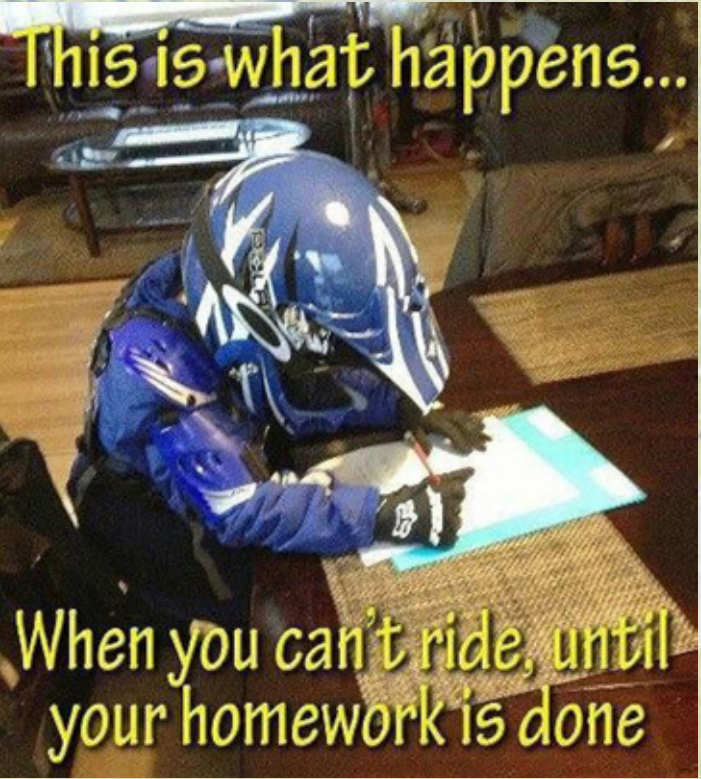
The good news however is that the benefits of motorcycle riding aren't limited to our minds. It might help lower your cholesterol levels too. Even on a casual ride, you burn calories while riding a motorcycle. Firstly, being exposed to buffeting winds and nature's other elements means you use your muscles far more than in a car – it also has the added side effect of

increasing muscle strength as you tense and flex. But you're also burning calories from the varied and involved control inputs of the bike, such as balancing at low speeds, cornering and even braking.

And just like your fuel tank, the faster you go, the faster you burn energy. If you're carving through the mountains and riding the bike correctly (by putting all your weight through your legs into the pegs and not the bars) you'll give yourself quite a workout. Anyone who does infrequent track days will tell you that a 15-minute session is generally plenty of time for you to work up a sweat and require a rest. It's estimated that riding a motorcycle burns between 200 and 300 calories an hour – that's about as much as a leisurely walk would burn.



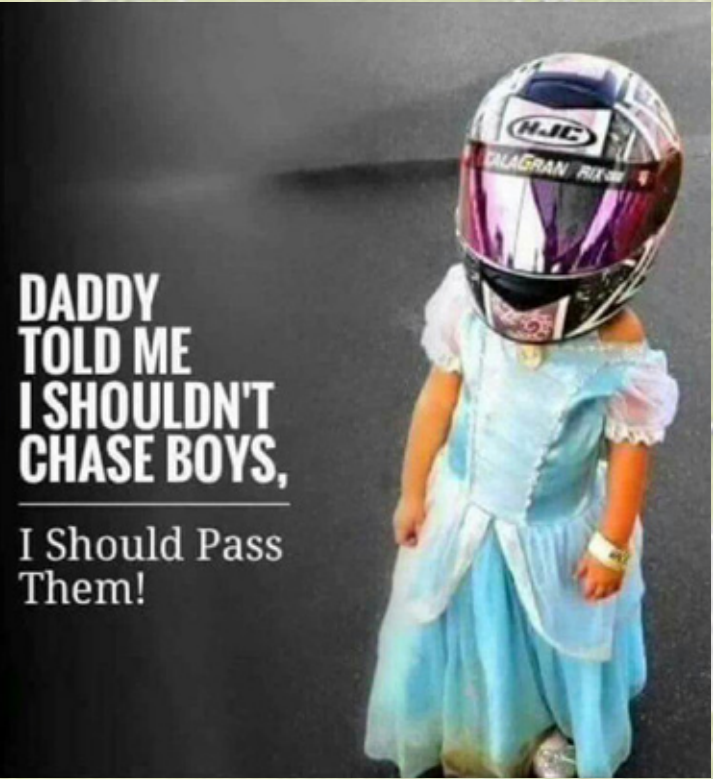
Head off-road though and you'll start to seriously lose some weight. A Canadian study showed that off-road motorcycle riders are less likely to have physical limitations or health problems compared to the general population. The study, by Dr Jamie Burr found that regular trail riding is an effective way to lose fat and gain muscle, increase endurance, and lower blood pressure.



When you analyze the biomechanics of trail riding, it's easy to see why. In an interview, Dr Burr wrote that exertion of off-road riding is "Similar to the effects of jogging and it is a lot like hitting the gym. Balancing on off-road motorcycles is like sitting on a stability ball, controlling the handlebars is like doing bench presses and seated rows or upright rows. Standing up and down would be like squats or deep knee bends. Standing on the pegs is like doing toe raises".

For those who do hit the trails, it's estimated that the body's energy consumption is as high as 600 calories an hour.

So next time you need to go on a health kick, don't worry about the gym membership. Instead, sell the treadmill sitting in your garage and replace it with another bike. Because having two bikes is surely better for your health than just one.





# Calamity Jane

Calamity joined our family in Oct 2022 at 10 weeks old. We were walking around a trade show and out of the corner of my eye I saw this sweet pug jump out of a box and run into the crowd and stopped when I stooped down to get her. I felt she was a gift sent to me from my son that had passed the previous year so we talked to her owner and brought her home. We own a motorcycle shop so she quickly got used to the sound of Harleys. She quickly took on the role of shop dog carrying tools and zip ties around as well as greeting customers. We told her we love to travel so she had to enjoy it or she would spend a lot of time with a pet sitter. We bought a Saddleman Pet Voyager carrier and started her training by throwing toys in it to get her to jump in it. In February 2023 she took her first ride and was hooked! If it's warm and sunny she goes straight to the shed and looks at us with that "um, ok let's ride" look. She taught herself to jump up into her seat when riding on my spyder. In her first season, she rode over 5000 miles including The Dragon, Devils Triangle, Cherohola Skyway, Blue Ridge Parkway, The Rattler and Nada Tunnel, to name a few. She traveled through 9 states and Canada in her first year. Sadly, with the flat face, the heat can be an issue so we added a cooling pad mat to lay on as well as frozen water bottles. I keep ice at hand's reach for each stop to help keep her cool. Goggles are cute but she hates them when it gets warm out. I quickly learned to tether them to her bag so when she pops them off they don't fly down the roadside. We learned a lot from following Motorcycling with Fido to ensure her safety on the bikes.

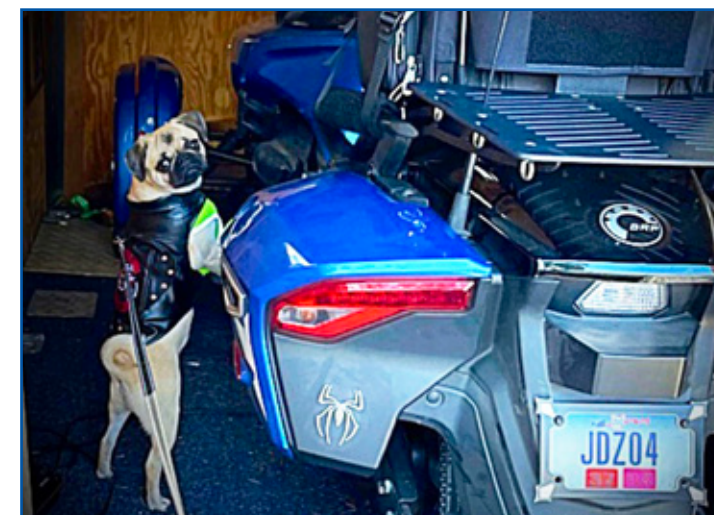
The group of friends we ride with love watching her ride as she looks around and barks at stop lights because she feels we should never stop the bikes unless it's to potty or eat! Our trip through Cherokee was entertaining when the song "who let the dogs out" came on. Sirens tend to bring it out in her as well as she thinks she should be a fire truck dog!



She is known to her groomer and nail tech as the biker pug as she shows up for her appointments in style. She does get a little sassy with the other dogs as she lets them know that wind therapy on a bike is better than sticking your head out the window. She has her own social media which we added links to the line sides of our trailer for those driving by snapping pictures can send them to us. She loves the attention and never says no to a photo op.

You can follow her adventures on fb under CalamityJane BikerPug and Instagram under Calamityjane\_bikerpug as well as Facebook groups Motorcycling with Fido and Motorcycle Lovin' Dogs.

Owners- Christi and Jeff Gang



Marc Ritchie's "When Magic Fills The Air" is indeed filled with "Extraordinary Tales on Two Wheels". Marc, along with Rose's photographs, brings unique and fascinating glimpses into the magical world of motorcycling.

Get your copy from Amazon today:  
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**Spotting a  
motorcycle  
on the  
road can  
be just  
as hard  
as finding  
one in  
this picture.**

Keep an eye out  
for motorcycles.



*Share the road with motorcycles*

