

# VIRGINIA RIDER

*Serving the Riders of Virginia & West Virginia*

*Magazine*™

TAKE A RIDE...ON THE  
WILD SIDE OF OUR

**APPALACHIAN  
BACKROADS**



**FALL 2021 October**  
**WELCOME BACK RIDERS**  
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## from the editor's desk

Welcome back Virginia Riders,

It's great to have you all with us this fall as we make our way to getting back to life that is more free and familiar to us all. Even though we still have to wear masks at various places, it's so nice to enjoy being a little closer again. This year, the same as last, had seen many rides and events cancelled or postponed until 2022 due to trying to keep everyone safe with COVID still raging. We have heard from many of the coordinators that 2022 will be off the chain for events with record attendance anticipated as more and more riders will be coming out to enjoy the fun of gathering together again. We will be looking forward to seeing you!

Heading into next year and beyond, things may not ever be the same as they ever were. We may still see folks in masks, some social distancing, along with hand sanitizer stations everywhere but one thing I am very hopeful of is that next year will be so much better than this year or the last for us all.

We salute all of the rider-friendly businesses out there that have made it through these trying times with business being slow and skeleton crew of employees. Many of these places are or have been hosts or sponsors for your rides and events. We are so happy that they are still alive and well, ready to serve you and invite you to schedule your next event with them. They love supporting the riding communities so we hope that you can return the love by supporting them as well.

It's hard to believe that the holiday season is about to begin. We have so many exciting things planned for you in the magazine and online at [virginiarider.com](http://virginiarider.com) with special giveaways and contests. Our advertisers will have the best of the best in gifts and ideas for riding friends and family. Be sure to stay with us as we roll through the remainder of 2021 and celebrate the beginning of a bright new year.

Do you have a picture of yourself with your bike that brings back fun memories? These are a couple of mine... first, with my very first trophy at a fall bike show...2nd place and then a few years later in the summer with a first place trophy. Bike shows are always fun but I'd rather



be riding. We would love to see your pics so please share pics of you with your bike on our facebook page @ [virginiaridermagazine](https://www.facebook.com/virginiaridermagazine).

We hope you get out and ride as much as you can to enjoy this beautiful fall season. On your bike you have THE BEST seat in the house.....enjoy yourselves!

Be safe on the road friends & always stay awesome! Until we meet again....

Hugs,

*Kelly*

## IN THIS ISSUE



### What To Do When You BREAKDOWN

A helmet's a helmet, right? All pretty much the same? Unfortunately some are not as safe as others. We show the difference and take you through the physics in **HOW TO IDENTIFY UNSAFE MOTORCYCLE HELMETS**.

Nobody likes a breakdown, but like it or not, they happen from time to time. We walk you through the steps you should take when it happens to you, from getting to a safe place to getting out of there.



Piebald miniature Dachshunds Toby and Juneau are definitely living their best life on the road. They love riding and even have their very own camper trailer. Ah, the dog's life! Read all about it in **RUFF RIDERS**.



Marc and Rose are back at it again, this time finding new adventures at Meadowdale Road and Watoga State Park in **GREAT PLACES TO RIDE**. As Marc says, "Rose and I had gotten to be 'Us' again, albeit for just a few hours. Life has taken a turn for most everyone, and we both are truly fortunate and thankful to still be rolling together through it.



It's a great time of the year for **SHOTZ**, in which we feature your pics of rides, bikes, friends and anything else relating to bikes that you'd like to share with us. We think it will be a fall with lots of pictures.



What would God say in a letter to you? Perhaps this: I wanted to tell you that I could help you accomplish more than you ever dreamed possible if you would just spend some of each day with me. See more in **THE LIGHTHOUSE** this month.



It's a great time of the year to get off the beaten path and explore all those great back roads. Check out the map and possible routes in **APPALACHIAN BACKROADS**, and take a ride on the wild side!

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#### ON OUR COVER:

The Appalachian backroads are calling your name! Time to get out and explore the hundreds of miles of riding on the wild side! [Appalachianbackroads.com](http://Appalachianbackroads.com)



## What Should You Do If Your Motorcycle Breaks Down During A Ride?



A leisurely motorcycle ride can go bad in no time flat. Would you know what to do in the event of an unexpected motorcycle issue on the road? Riding a motorcycle already comes with its own unique set of risk exposures, and these are compounded by possible breakdowns when traveling at high speeds and surrounded by much larger cars.

While you may be worried about how much it's going to cost you to get your bike fixed, please keep in mind that your top priority should be your safety.

### Get to a Safe Location

Traffic can be an extremely dangerous thing, especially if you're riding on a highway or interstate. A horrible pileup can happen in seconds. If the cars around you are riding a road where it's normal to average 65 to 67 MPH, your motorcycle breaking down in that situation is a very dangerous one. If you can feel your bike struggling and slowing, no matter the reason, get off the road immediately, safely.

If you do feel the bike giving up beneath you and struggling, do everything possible to make it to the far right of the road or the shoulder. Get ahold of the clutch so that you can keep your bike going and signal as much as you can to the drivers around you that you're trying to move over. If they see that you're struggling, they'll want to stay away from you. This not only helps protect you from oncoming traffic it will be easier to get help. Once you're there, take a look at your bike and assess the potential problem.

### Exit the Freeway

Depending on where and what time of day you're driving, traffic might be too overwhelming to get to the right side of the road. Even though emotions are likely to be in overdrive, you'll have to determine if it's safe for you to try to make it over to the right. If you don't think you can do so without putting yourself or others in harm's way, find the nearest exit. If the road you're on does have an exit on the left side, it is safer to slowly take that direction and pull into a store or gas station parking lot.

### Use Turn Signals

If you find yourself with a broken-down motorcycle, turn signals are certainly something that you want to use. Put on your hazard lights or the turn signal aligned with the side you'll be turning. This is especially true when it's dark out because drivers will have a more difficult time seeing you.

In this kind of situation, you want to give those around you every

possible warning as to what's going on so that they get more time to adjust their driving.

### Get Back Up & Running

Each rider will have different resources available, along with knowledge of what could be going on. Regardless if you have limited knowledge on how to fix a bike, it doesn't hurt to try and hunt for the cause or problem. If you can fix it yourself and have the resources to do it right then and there, it's still smart to call someone to get another opinion.

If you'd prefer not to touch it and wait for help, your first goal should be to call a friend that has a truck that you can easily load, as you might be able to save money that way or if necessary, call a motorcycle tow company in your area.

Depending on how scary of an experience it was, it might be best to call a friend or family member regardless. Be sure to contact your insurance provider to assist you in your time of need, particularly if there was any damage or injury during this event.

### Stay safe out there!





# HOW TO IDENTIFY UNSAFE MOTORCYCLE HELMETS



## Design/Style of Helmet

The DOT safety standard does not allow rigid protrusions to extend farther than one-fifth of an inch from the surface of a helmet unless required for operation of essential accessories. For example, while visor fasteners are allowed, a spike or other protruding decoration may indicate an unsafe helmet. Safe helmets can come in styles ranging from partial to complete coverage. However, the more a helmet covers, the more protection it can provide.



## How to Identify Unsafe Motorcycle Helmets

It's clear ... Motorcycle helmets save lives. To help protect the lives of motorcycle riders, the U.S. Department of Transportation (DOT) requires that all motorcycle helmets sold in the United States meet Federal Motor Vehicle Safety Standard (FMVSS) No. 218. This standard defines minimum levels of performance that helmets must meet to protect the head and brain in a crash. Each year, DOT conducts compliance testing of a variety of motorcycle helmets to determine whether helmets being sold in the United States meet the Federal safety standard. Because helmets add such a critical margin of safety for motorcycle riders, many states now have laws requiring use of helmets that meet FMVSS No. 218 requirements. Some motorcycle riders are violating these state laws by wearing unsafe helmets that do not meet FMVSS No. 218. Most of these helmets are sold as novelty items and circumvent FMVSS No. 218's requirements. In some cases, motorcyclists purchase these helmets in the mistaken belief that they offer protection. However, many people who wear these novelty helmets know that they are unsafe – but wear them anyway. Here is how to identify unsafe novelty helmets and recognize those that meet the Federal safety standard.

## WHAT TO CHECK FOR

Check for weight, inner liner thickness, sturdy chinstraps, as well as the DOT certification label to assess if the helmet meets the Federal safety standard. Familiarize yourself with brand names and designs of helmets that comply with DOT requirements. For example, a full-face design is a good indicator of a safe helmet. To date, we have never seen a full-face style novelty helmet.

### Weight of Helmet

Depending on design, unsafe helmets can weigh only one pound or less. Helmets meeting FMVSS No. 218 generally weigh about three pounds. Become familiar with the weight of helmets that comply with the DOT safety standard. These helmets feel more substantial.

### Inner Liner Thickness

Helmets meeting the minimum Federal safety standard typically have an expanded polystyrene (stiff foam having the appearance of styrofoam) inner liner that is at least ¾-inch thick. Sometimes the inner liner will not be visible, but you should still be able to feel its thickness. Unsafe motorcycle helmets may have an inner liner less than ¾-inch thick, only a soft foam padding liner, or may lack an inner liner entirely.

### Sturdy Chin Strap and Rivets

Helmets meeting the DOT safety standard have sturdy chin straps with solid rivets.

### DOT Certification Label

Helmets that meet FMVSS No. 218 have certification labels on the back of the helmet. Helmets manufactured or after May 13, 2013, are required to have the new DOT certification label:

Manufacturer/Brand FMVSS No. 218 CERTIFIED Model DOT



## Manufacturer's Labeling

Manufacturers are required under FMVSS No. 218 to place a label on or inside the helmet stating the manufacturer's name, size, month and year of manufacture, and instructions to the purchaser which includes construction materials and warnings regarding the care and use of the helmet. A helmet that does not meet the Federal safety standard usually does not have such labeling. Remember that a DOT label on the back of the helmet and proper inside labeling do not necessarily indicate that a helmet meets all DOT requirements. Some helmets may have counterfeit DOT certification labels, and a limited few may also have manufacturer's labeling.

## Snell or ANSI Label

In addition to the DOT certification label, labels located inside the helmet showing that a helmet meets the standards of private, non-profit organizations such as SNELL or the American National Standards Institute (ANSI) are good indicators that the helmet also meets FMVSS No. 218.



U.S. Department of Transportation  
National Highway Traffic Safety Administration



14283-091019-v4







## Sherri's Ride

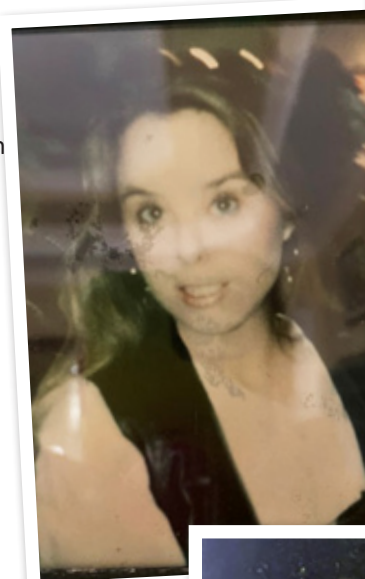
Sherri Parker was tragically killed by a hit and run driver on July 27, 1993. It was a beautiful day and she was riding her Harley Sportster. Sherri lived in Driver her entire life. Her oldest brother Craig started a festival called "Driver Days" as a way for her parents and community to come together. October 2002 Sherri's twin sister Holly and friend Eddie Boyce started a poker run and bike show in her memory. The number of Sherri's friends that came to celebrate her memory was overwhelming. You could feel the energy in the air. Many of those who attended- and still do we're lined up all the way down the street of her parent's house the day of her funeral 28 years ago. Many still have tattered pieces of the black ribbons in their saddle bags to this day. Sherri had a sticker that read "If I have to explain you wouldn't understand". That day Her family understood. The love and respect the biker community has shown the town of Driver has been truly amazing. Sherri was a free spirit. She never met a stranger and brought home many strays- human and animals. Even though she was a twin she was certainly one of a kind! She loved to ride- no matter when or where- just put it in the wind! Her memorial event has become a reunion. Many of her friends help make the event happen year after year. Many of their children are grown with children of their own that attend. The roar of the bikes rolling into town sounds like rumbling thunder and still gives us chills. As her twin I can say that I am eternally grateful to the biker community. I couldn't think of a better way to remember and honor her. This is the 20th Anniversary of the Ride & Bike Show. She will never be forgotten. When we see a supporter wearing her memorial T-shirt we remember her love of life, family, friends and enthusiasm for 2 wheels. Proceeds of the event go to the Genieve Shelter. We ride in her memory with love and respect.

-Holly Hoffer



**Mission:** The Genieve Shelter strives to provide a safe refuge and supportive environment for the victims of domestic violence, sexual assault, stalking, and human trafficking; provide information, education, and training services that focus on ending the cycle of violence.

**Contact Us:** For Immediate Help. Call the office 9-5 p.m. Monday-Thursday and 9-2 p.m. Friday: 757.925.4365. After 5pm Monday-Thursday and Friday 2pm: 1.800.969.4673. While we have encountered new challenges and obstacles to overcome as a result of COVID-19, we are still OPEN and AVAILABLE to provide services to survivors in our community.



# Sherri Parker Memorial POKER RUN AND BIKE SHOW



## SUNDAY OCTOBER 17, 2021

Driver Village - Suffolk, VA [driverevents.com](http://driverevents.com)

### This is a TAMA Sponsored Ride

\$20 donation per person includes a complimentary t-shirt for the first 150 registrants (pre-registered t-shirts can be picked up at on-site registration on ride day)

### Poker Run Registration:

9:30am-11am - Bayside Harley Davidson (Portsmouth)  
Parade of Bikes will stage at Sleepy Hole Park in Suffolk at 12:30pm prior to ride into Driver at 1pm

### Bike Show Registration 12pm-2pm in Driver Village

### Classes

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Softtail • Ladies • Sportster  
Foreign • Rubbermount  
Antique • Special Construction

### Door Prizes & Vendors Contact Holly Hoffer

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See Reverse  
for Registration Form





# GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

## Meadowdale and Watoga

It's always nothing short of euphoric for me when I stumble upon a gem of a place or road that's somehow uniquely special, and instantly can't wait to show others, in hopes they will experience a similar reaction. Such were the cases with Meadowdale Road and Watoga State Park. Looking back, these discoveries were nothing short of miraculous while on a ride distributing flyers for Mark Ham's Ride to Fight Suicide this coming June in Harrisonburg.

It had recently snowed a few days before. Fortunately, Rt. 220 south of Monterey, was free and clear of salt and cinders. Unfortunately, I had been following a truck that turned on Rt. 84 along with me. I decided to pass him, not wishing to follow at warp speed all the way up Mill Gap. It was then that I noticed the road surface had abruptly changed from a mile ago, and I would soon be holding up the now spirited and awakened container jockey or sliding off the road. I detected a road sign ahead for Rt. 640, Meadowdale Road, and hit the right turn signal as if I knew where I was going. For the next four and a half miles, I was instantly transformed from a world of panic and stress to one of peaceful and calm serenity in a sanctuary of beauty I had never before seen. I realized that if I hadn't passed that truck, it would have likely remained under my radar for a few more years and I couldn't wait to show Rose.

We were expecting temps in the mid 70's with mostly sunny skies, and by departure time it was already over 60F, so it was just jackets, helmets and gloves: a welcomed alternative from the cold rides we'd been on recently. Rush was dominantly shuffling from the stacked deck of music on my phone. By the fifth song in a row, we had reached our turn, this time heading south from Hightown, where the Jackson River begins its journey to the Chesapeake after a rendezvous with the James. We pulled over to wait for a minivan to get ahead of us and out of picture range. Continuing a couple of minutes later, "Limbo" (#6) majestically roared over Windy's audio system as we rolled around a foot hill once obscuring the now exposed view of the stunning valley between Monterey and Lantz Mountains. I reached back and gave Rose one of several squeezes and took one of countless deep breaths. We stopped in Huntersville for fuel. Windy's thermometer read 77F, so she was trimmed for summer riding with all vents open, for the first time this year. The road was mostly clear to Marlinton, where we stopped for some subs to go. I thought we'd have signal to navigate to the park without having to go back the other way, but we didn't. I hadn't used the GL's nav system in a while and kept hitting the wrong but-



tons over and over again, taking the definition of insanity to a whole new level. "We'll just wing it," I said frustratingly. No pun intended.

Rose and I eventually arrived at the park. I finally got the nav system to work, but kept ending up on gravel: not the drivable stuff, but the moon rocks like Apollo brought back. We ended up taking the same way I did just a few days before when I chose without hesitation to turn after seeing the sign for the park. Along the way, we spotted a turkey buzzard on the side of the road dining on the area's freshest roadkill. I slowed as he took off with the climb rate of a B-29 in a tailwind. We both ducked narrowly squeezing beneath him. Rose recounted later that we were not only fortunate for not hitting him, but also that he didn't jettison his pre-digested ordinance in an attempt to climb faster.

We stopped at the gift shop in an old rustic, wooden building near the lake. Team GL took care of some plumbing and added a couple of T shirts to our wardrobe. After barely hitting second gear we parked by the dam and walked over to a set of empty picnic tables overlooking the lake. It was an emer-



ald green, which coincided nicely with the tall pines and budding oaks bordering its shores. We welcomed the breeze keeping the bugs at bay while listening to birds chirp in the distance. Fishermen were casting their lines below at the base of the dam as we enjoyed our long perfected routine of outdoor cuisine.

Rose and I had gotten to be "Us" again, albeit for just a few hours. Life has taken a turn for most everyone, and we both are truly fortunate and thankful to still be rolling together through it. Spring has always provided a huge boost to our spirits, but this one seems to be especially potent and exceptionally significant. Noting all of the flowers and trees blooming, and all of the newborn calves and lambs, with the beautiful sights, sounds and smells only nature can provide, while riding together once again, was about as uplifting a dose of spirits and hope as I've experienced in a long while. It is my sincerest wish, if we haven't already, that we all get to experience something like this, and feel this way again very, very soon.

Cheers and thanks for reading!

Marc Ritchie

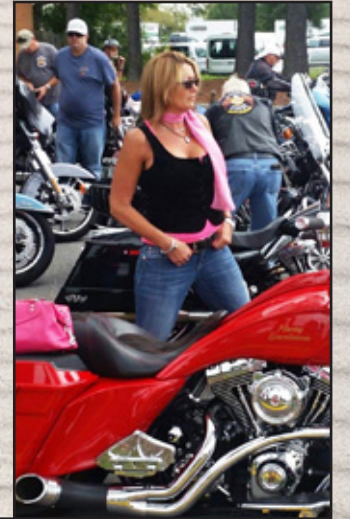
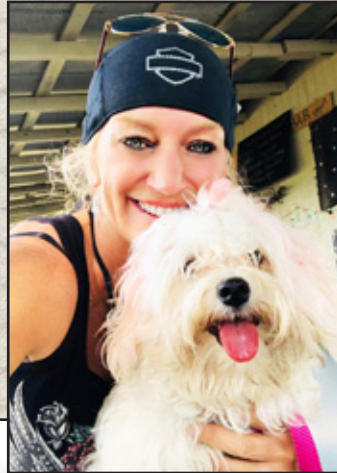
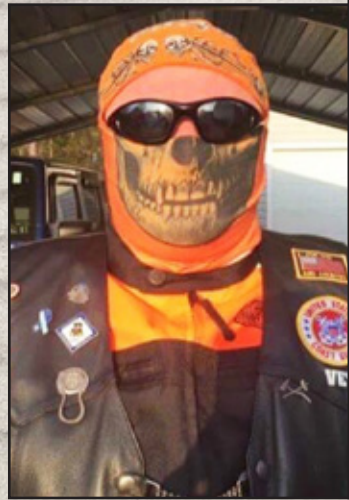
Photos: Rose Grant





# SHOTZ

Email your "SHOTZ" to [virginiaridermagazine@yahoo.com](mailto:virginiaridermagazine@yahoo.com)





# GOOD FOR YOU TIPS FOR KEEPING YOUR SHAPE IN SHAPE

The past year has definitely reshaped our lives in so many ways... thankfully, many ways for the better. Now more than ever riders are being more conscious about taking care of themselves. It's no secret that carrying around extra weight makes everything we do more difficult. We are still in full blown summer-mode this month so even if you haven't started yet, now is a great time to start to adjust your lifestyle to include more exercise, proper rest & trying out foods that speed metabolism that can allow you to lose the extra pounds and feel lighter.

## Get 7-8 Hours Sleep



Not getting enough sleep could leave you drowsy—and heavier. Health research from the University of Wisconsin indicates that lack of sleep can interfere with the weight loss hormone leptin. Leptin is a naturally occurring hormone in the body that helps to curb appetite and improve metabolism. The research found that 7-8 hours of sleep per night went along with higher levels of leptin.

## Eat Omega-3 Fats



Another way to help make leptin work for you is to eat foods containing healthy omega-3 fats. Many studies have shown that a weight loss diet high in omega-3 fats enhanced the body's production of

leptin in comparison to a regular weight loss diet. Foods that are rich sources of omega-3 fats include walnuts, salmon, and tuna. A rich source of omega-3 fats is flaxseeds. Research indicates the health benefits of ground flax seed are abundant, and may include the ability to lower cholesterol and fight inflammation.

## Refresh Yourself With Tea



When you are thirsty, you can slug down a lot of sugar and empty calories without noticing. If that frosty drink tastes like a milk shake, it probably has hundreds of calories and maybe even a few grams of fat. Instead of drinking your calories, make it a healthy habit to enjoy iced beverages without added sugar or artificial sweeteners. Both regular brown tea and green tea contain beneficial nutrients that have been shown to enhance health. Green tea has also been identified as one of the foods that speeds metabolism. Nothing could be easier than brewing your own iced tea. Simply brew the tea the same way as when making hot tea, but make it a little stronger so it stands up to ice. Then place the brewed tea in the refrigerator and let chill. Add a little fresh lemon or lime to taste.

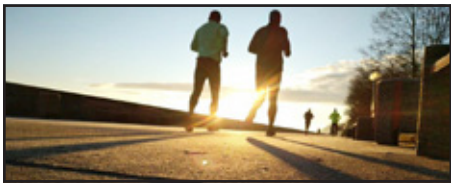
## Enjoy Seasonal Foods



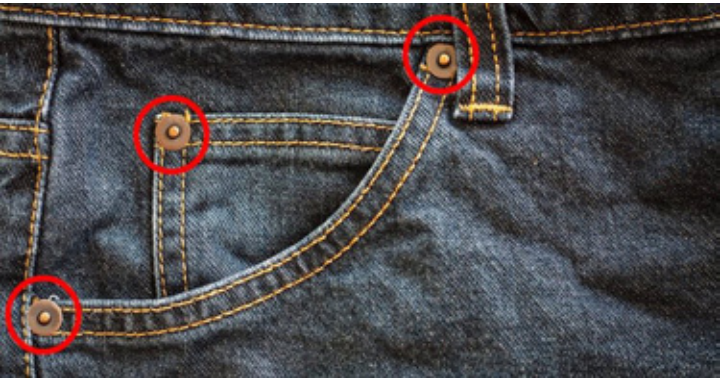
You already know vegetables are good for you. But research now shows that vegetables are powerful weight loss allies. They contain powerful nutrients that can help turn on your fat burning hormones, control your appetite, and keep you youthful. Romaine lettuce

can boost the levels of antioxidants in your body, protecting against the effects of aging. Green bell peppers contain lutein and zeaxanthin. They also contain carotenoids, which are important for maintaining healthy vision. Eating onions and garlic can promote detoxification. The list is endless but the bottom line is make sure to put vegetables into your routine. For optimum nutrition, try to have 9-10 servings per day of fruits and vegetables.

## Get Moving



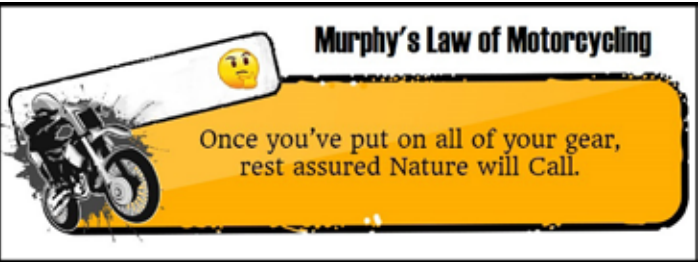
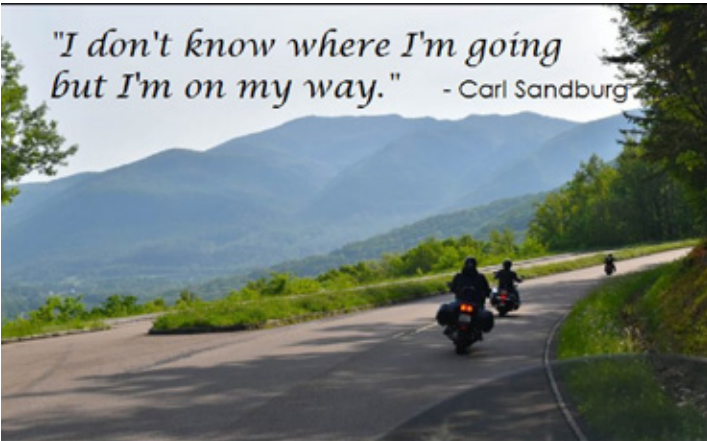
If you don't have a regular exercise routine, get your body and metabolism moving again by finding creative ways to move. Not only can exercise burn fat, but it can also tone and build muscles and reduce stress. Pick the time of day you enjoy best to walk whether it's early in the morning or in the evening but stick to it. You can walk anywhere just about and if you choose to stay at home, walk around your house or on a treadmill. Always exercise smart by drinking plenty of water and taking breaks. Anytime is the perfect time for getting in shape and adopting a healthy lifestyle. Riders should always keep their bodies in the best health possible to give you a more enjoyable ride and to keep you safe on the road. Exercise, adequate sleep, and trying a few foods that speed metabolism can help put you on the road to achieving weight loss goals & keep your shape in shape all year long!



## Extra Support

When Levi Strauss first made his famous pair of denim jeans, it was quite a common problem for the stitches of the trousers to come undone due to stress and weathering by those who wore them. The rivets were fixed to strengthen the trousers at the most noticeable spots.

So all of those small metal rivets you have in your jeans have a specific purpose, being strategically attached in places where jeans used to come apart.



Eating pasta that has been cooked, cooled, then reheated is significantly healthier than eating it freshly cooked because it turns into "resistant starch", reducing blood glucose levels by half. Many say that pasta even tastes better the second day.




# APPALACHIAN BACKROADS

## MOTORCYCLE & SPORTS CAR TRAVEL ROUTES

**14 VETTED ROUTES // 1500+ MILES**



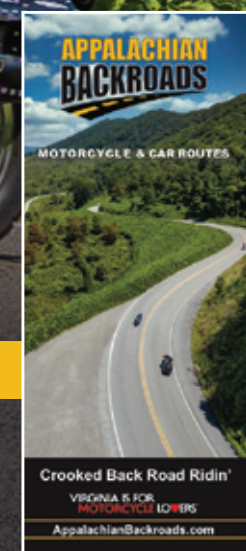
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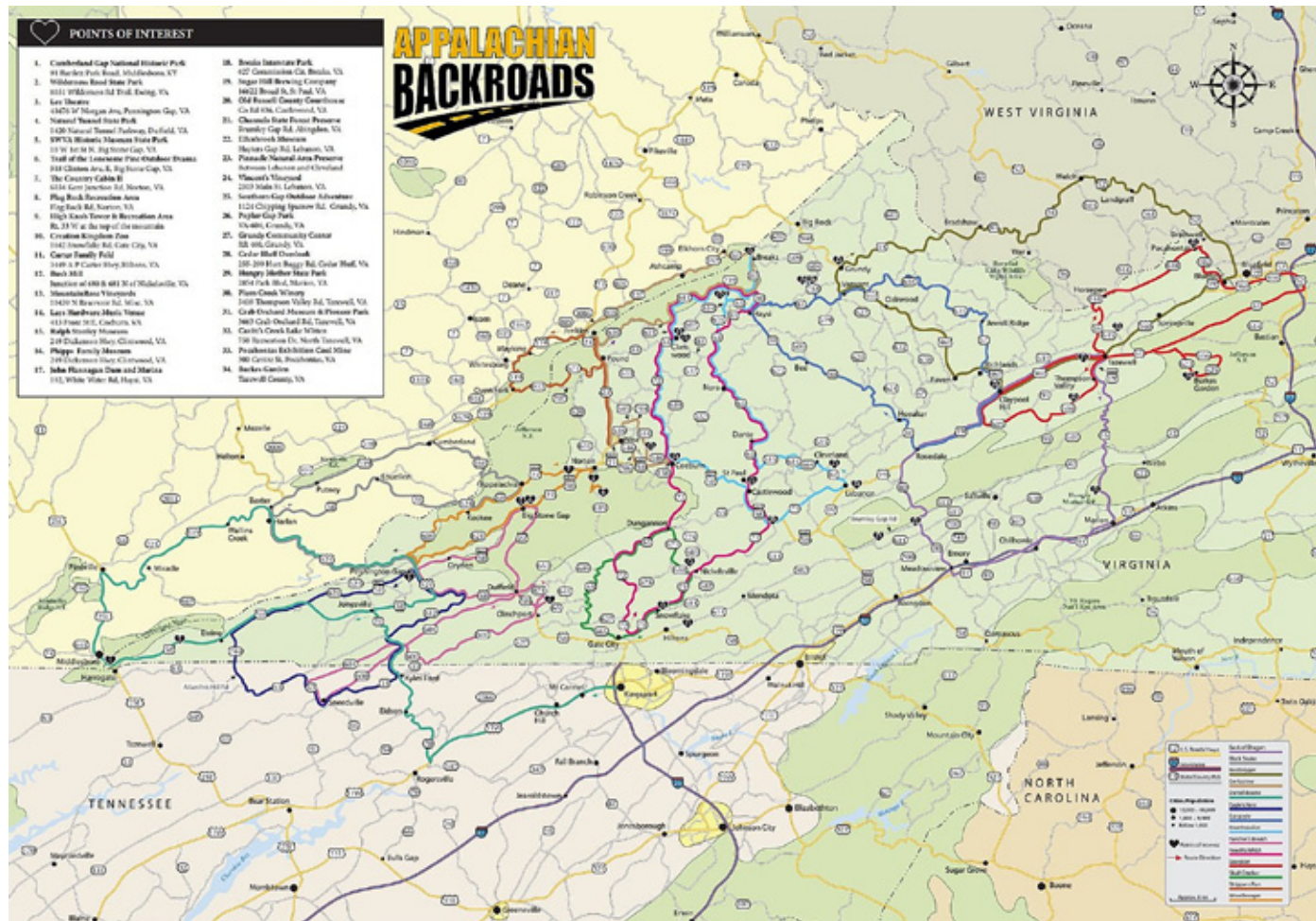


# APPALACHIAN BACKROADS



## WHICH ROAD LESS TRAVELED WILL YOU RIDE FIRST?

Our Appalachian Backroads offer travelers countless ways to get your motor running. Our fourteen top-rated crooked riding routes provide scenic overlooks, high elevations and a variety of easy to technical experiences. Stay in one of our cabins, lodges or campgrounds and plan to ride a different route every day. Dare to tame technical rides like Back of the Dragon, Black Snake, Stripper's Run and the granddaddy of them all, The Woodbooger. The mountains have something FUN for everyone, whether you like the heart-pumping thrills of hiking, biking, kayaking, canoeing, ATV riding, whitewater rafting, or rock climbing. If relaxing by a campfire, sipping local wines, tasting locally brewed craft beer, and tapping your toes to the music of the Crooked Road are more your style, we've got you covered. Visitors will also enjoy amazing natural wonders, ample wildlife watching, world-class fishing, kayaking, overlooks, and waterfalls.



## RRRuff Riders

## TOBY & JUNEAU



Toby (12 years old) and Juneau (13 years old) are piebald miniature dachshunds from Wisconsin that have been riding together with their mom for the past twelve years. Toby's first ride was the day he came home as an 11 week old puppy in 2009. His harness was attached to the key clip inside the tank bag of his mom's Buell Blast, with the side unzipped so he could rest his head on her knee. Immediately after hitting the highway, he promptly fell asleep. Thus began his 12 year love affair with bike rides!

Shortly after adopting Toby, Juneau (a rescue) came into their lives and turned the duo into a trio. The three of them rode together on the Buell for many years, with Toby and Juneau sharing a Kuryakyn Pet Palace. In 2019, their mom decided it was time for each of them to have more room, so she bought them a brand new Indian Chief Vintage for their birthdays along with a second Pet Palace, with the stipulation that she got to be their chauffeur.

They travel in style with a Time Out Slipstream camper trailer, so they never have to worry about finding lodging. (Home is where you haul it!) In the past twelve years, Toby and Juneau have been all over the United States as well as Canada. They love all rides, whether it is a trip to town for pup cones, or a 2500 mile adventure. They look forward to the Tomahawk Fall Ride every year, and haven't missed one yet. Some of their favorite memories over the years include flirting with the border patrol to get into Canada, meeting kids in the campgrounds, and posing for pictures at each and every gas station stop without exception! Every time they hear a bike go by the house, they run to the top of the stairs and wait anxiously in anticipation of a bike ride! Their current bucket list is to ride all 120 of the Rustic Roads in Wisconsin. They are about halfway to their goal at this point, and hope to have them all completed this season.

Toby & Juneau's mom is  
Kristy Goetsch





# THE MOUNTAINS ARE CALLING

Many of us riders are just dying for an excuse to go on a ride and some of the favorite places to ride are scenic mountain roads. After all, who doesn't enjoy the fresh air, scenic vistas and open roads to really open up the throttle?

Of course, riding on mountain roads takes a different set of skills from riding in the city. After all, they have steep inclines, sharp turns, and sweeping curves that can pose a bit of a challenge for some riders. If the mountains are calling you, here's some great information to know before you go.

**CHECK and PREPARE YOUR BIKE**

Driving up mountains will be taxing on your bike, more so than normal city roads. So it's important to make sure your motorcycle is in good condition. The first thing to check are the brakes as these will be used the most. Make sure the brake fluid is topped up and check the pads themselves to make sure you have at least 5-6 mm of brake pad material between the disc and metal caliper before heading up. Also check your tires and tread levels. Ensure they're at the recommended pressure and tread depth. Tires below the recommended pressure will put extra strain on your engine and transmission.

**LINES THROUGH a CORNER**

Compared to roads in a flat country, roads in mountain areas have far more corners, and those corners are often really tight.



Start in the outside. Very important in the mountains is the line you ride through a corner. Always start at the outside: in a corner to the left you start at the right side, and in a corner to the right you start left. If the road is narrow, you can even use the part of the road for oncoming traffic. The advantage is that you will see oncoming traffic earlier than when you stay inside the corner.

Look through the corner. Hold on to the outside line for a long time. There will be a moment when you can look through the rest of the corner in one straight line. That's the point where you turn in for the second time, and then ride along that straight line. That will be the only time that you touch the inside line through the corner. Try not to reach the lane for oncoming traffic, in a left turn. In that case there will be space if you need more space, and at the same time you train yourself riding tight corners. And in a blind corner, you should not only expect cars, other motorcycles or trucks, but also animals that may be crossing the road such as cows, horses, chicken, sheep or even goats!

Take care! On really narrow roads with hairpins, don't begin on the lane for oncoming traffic: in that case, there might be not enough time to get back to the right side of the road when a local arrives from the other side. Try to keep your head inside your own lane as well, in corners to the left. An advantage of riding through high mountains, is that the landscape becomes barren, without trees. That allows you sometimes to look far ahead.

**LOOKING AHEAD**

Before entering a hairpin or switchback, always look up or down, so you know in advance what you will encounter during the turn. Often, you can

see through more than one corner (even when the corner before you itself is blind). The more you try to see what is in front of you on the road, the more you know about the oncoming traffic, and where you can expect them.

**STAY ALERT**

Try to count oncoming cars, so you know how many you will encounter at \*least\*. Never suppose that you have seen them all! Sometimes, a car may leave a parking place which was invisible, and suddenly appear without you having seen it in advance.

You will probably have learned to push the bike down while sitting upright in tight corners, motorcross- (or supermotard-)style. The problem with that style in hairpins is that your feet or steps will hit the tarmac very easily, and you will not have more space to tighten the corner when that's the case.

Leaning in. Therefore, it's better to lean with the motorcycle, in the same way that you are probably used to in fast corners. Especially in hairpins, you often need all the ground clearance that you can find, because there may be huge height differences in the stretch of road that you ride. Be careful. Especially in hairpins, start far at the outside: otherwise, the corner may become so tight that you will be forced to come to a stop mid-corner.

On the throttle. Always try to keep the throttle open (a bit) during a corner.



The corner will certainly be easier that way. When going up, keep the speed above the minimum that is needed not to stall, because you don't want to stall in the middle of a hairpin, and squeezing the clutch while going up won't help either. If you descend, keeping the throttle open often is difficult, but do try, as it will make life easier.

Stalling. When your motorcycle is going to stall mid-turn, let it stall. \*Don't\* pull the clutch: the motorcycle will go backward, down, and you would be pulled along.

**UPWARD: REAR BRAKE** - When you ride upwards, you can use the rear brake during turns: that will stabilize the bike, and it allows you to keep the throttle open during the turn.

**DOWNWARD: FRONT BRAKE** - But downward, the rear brake is of no use: the rear wheel almost carries no weight, which means it will stop turning very easily when you apply the rear brake. If you ride steep downward and you have to brake, use the front brake.

Why no rear brake downward? If you ride downward, almost all the weight of the bike is on the front wheel. Therefore, it is very easy to lock the rear wheel when you use the rear brake. In that case, the rear wheel will try to get past the front wheel, which will take you and the bike down. Try to use the compression of the engine to brake, and when you need more brakes, use the front.

**DOWNWARD** Preferably with the throttle open! - Riding up is not a problem, most of the time; it is riding downward that is the most difficult. Try to use the engine brake: shift downward until you have the right speed without the

throttle, or with a bit of throttle. In a turn, open the throttle a bit. When it is so steep that your speed is too high, even in the first gear, you will have to use the brake as well (the front, that is).

**FEAR OF HEIGHTS**

Look in front of you - Do you have fear of heights, and do you get dizzy when looking down? Then don't! Concentrate on the road ahead, and look forward: far, far forward.

**STOPPING and GETTING AWAY**

Upward - If you have to come to a standstill while riding upward, you can keep your foot on the rear brake. Just keep the bike in the first gear, and it's easy to ride away again. When the surface of the road is a bit loose, let the clutch go slowly to ride away, until you feel the bike push into the springs. At that moment, you open up the throttle a bit, and you let go of the rear brake. Remember that you easily pull a wheely this way, especially when you are loaded with gear or with a pillion. So pull away \*gently\*.

Downward - Downward, you come to a standstill with the front brake. Pulling away is even possible without the engine.

**PARKING**

Mind the other traffic. Remember, when you park to enjoy the views, or to take a picture, that you park your motorcycle in a spot where it can be easily seen from both sides. Sometimes you think to see a spot that is perfectly fit to park, and it happens to be a spot to let cars pass each other on narrow roads. Those spots are there for passing, so don't use them!

Sloping surface: While parking, you will notice the results of the three dimensions in the mountains: where you would otherwise feel the surface with



your foot, there may be nothing... the surface is sometimes further away than you are used to. So look where you stop, and check which foot to use to carry your weight.

Foot on the back brake: If you stop while riding upwards, you should make sure that your right foot can stay on the peg, because you need the back brake in that situation. Try to park your bike with its front pointing upwards: otherwise, it might ride off the side stand. Also: keep it in first gear.

The side stand: If you have to park with the front of the bike pointing downwards, the bike could fall, even when parked in gear, because sometimes gravity pulls harder. And always try to check the situation with respect to riding away again. In principle, it is no big deal when you first have to let the bike go a bit downward, but if you would have to turn it at the same time, getting away could become a bit of a problem.

**THE WEATHER**

Change of weather. You may experience huge changes of temperature when riding upwards or downwards in the mountains. So always carry something warm, and especially something which keeps out the rain. What is also likely to happen, is that you ride in sunny weather, and suddenly, after a corner, you enter a thick fog. The weather high in the mountains can change very suddenly, from summer to winter, from thunderstorm to clear skies, from snow to fog. So carry warm cloths, a jacket to keep the rain outside, and sunglasses.

Slippery. Above a mile elevation, it may even be below 0 during summer,

which means a chance of slippery roads, or even black ice.


Dark. Mind tunnels. Not all tunnels have lights inside. When you enter such a dark tunnel, with your sunglasses on, from the blazing sun, you won't be able to see anything at all. Some of these dark tunnels have a sometimes very narrow curve as well! The road in a tunnel is often wet. So really watch out when it's freezing! Only use your horn when it's absolutely necessary (most of the time there will be a sign asking you to use your horn in such a case).

**BEING POLITE**

Allowing people to pass. When you are experiencing your first mountain miles, your speed will probably be much lower than the speed of people who are used to riding or driving in the mountains. Especially people living there will know each corner, and are able to ride certain passes blindfolded. Don't be tempted to try to keep in front of them. Try to maintain your own comfort speed, and let people who are faster than you in corners, pass.

**KNOW the RIGHT OF WAY**

There may not be many intersections on mountain roads, but right of way still applies. In this case, cars and bikes going uphill always have right of way. This is because going uphill takes significantly more power and preparation. It's also why most steep grades are typically two-lane for overtaking while downhill side is just one. You may encounter a vehicle on your lane of the road going uphill. If he is overtaking a slower vehicle, he has right of way. So slow down a bit and give him/her room to overtake. Don't open up the throttle after each corner to make up for a slow corner: on the contrary, use straight stretches to slow down, so people can easily



get past you. When you are getting used to mountain riding, and your own speed gets higher, you will notice that some people will let you pass in the same way, and you will be grateful. So, check your mirrors often!

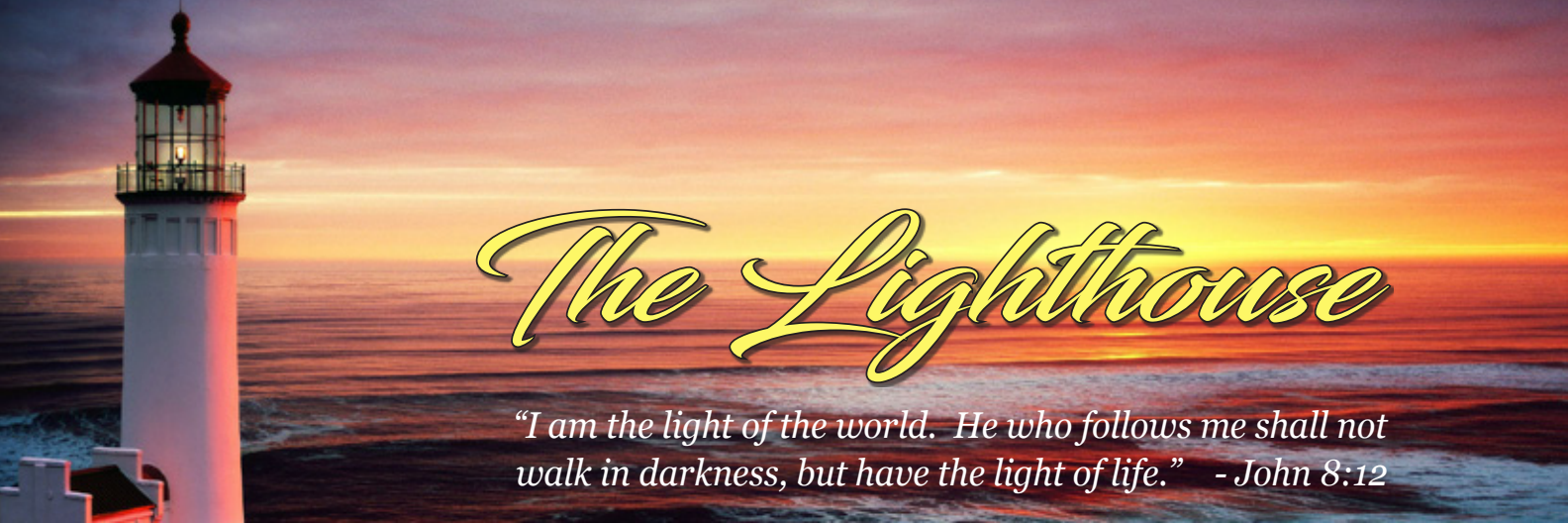
Oncoming traffic. The same politeness also applies to oncoming traffic. Try to determine for whom it is most easy to stop (which will often be you, the motorcycle rider). When you see a bus, don't enter a hairpin with the idea that the bus will have to wait because you have as much right on that hairpin as the bus, but find a place to pull aside instead. Most people who ride and drive in the mountains are very courteous, as you will notice, and it is a pleasant feeling to be one of them.

Less oxygen. If your motorcycle doesn't have injection, you may experience a badly running engine at heights. The air becomes thinner, and your bike will receive less oxygen, while the amount of fuel stays the same: so the mix will become too rich. Some motorcycles will protest. The fuel consumption rises (with a well running engine, fuel consumption will decrease in the mountains), and the engine seems to want to give up.

Miles in a day. When planning your trip, keep in mind that you will cover much smaller distances in the mountains, especially when you go up and down through hairpins. A distance of 30 miles doesn't mean that you will be there in half an hour! It applies even more for the distance on the map: on the road, you will cover vertical miles as well. Also keep in mind that gas stations on top of mountain passes are rare.

The mountains are calling...are you going?





# The Lighthouse

*“I am the light of the world. He who follows me shall not walk in darkness, but have the light of life.” - John 8:12*

## A LETTER FROM GOD



Good morning,

As you got up I watched and hoped you would talk to me. Just a few words, such as thanking me for something good in your life yesterday or last week would do.

But I noticed you were busy selecting the right clothes for work. I waited again to hear from you. When you ran around the house collecting papers, I knew there would be a few minutes to stop and say hello, but you never slowed down.

I wanted to tell you that I could help you accomplish more than you ever dreamed possible if you would just spend some of each day with me. At one point, you waited fifteen minutes in a chair with nothing to do. I waited to hear from you.

Then I saw you spring to your feet; I thought you wanted to talk to me, but you ran to the phone and called a friend. I watched as off to work you went and waited patiently all day long to hear from you. With all your activities you were too busy to talk with me.

I noticed at lunch you looked around; maybe you just felt embarrassed to talk to me. You glanced three tables over

and noticed some of your friends talking to me before they ate, but you wouldn't.

There was still more time left, and I hoped that we would talk. You went home and had many things to do. After they were done, you turned on the TV; just about anything goes there and you spend many hours watching. I waited as you continued watching TV and ate your meal but again you wouldn't talk to me.

At bedtime you were totally tired. After you said good night to your family you plopped into bed and fell asleep. I had so much wanted to be part of your day. We could have had so much fun and accomplished so much together.

I love you so much that I wait every day for a thought, prayer or thanks. Well, maybe tomorrow! I'll be waiting.

Your Friend,  
God

-Author Unknown



## DO MOTORCYCLES REALLY MAKE YOU STRONGER AND SMARTER?

We've all heard the concerned friend, mother, uncle or spouse's plea against the dangers of riding. But what good in life doesn't have its risks? When we take every safety precaution, motorcycling can be enjoyed as much as any other sport – And that's exactly what it is- a healthy, low-impact, aerobic sport activity that could help you land some great abs while enjoying a timely adventure to your favorite hot spot or relishing the freedom of the open road. When you find yourself in the inevitable midst of a loved one's fear for you safety, try to share the positive aspects of riding, like the research-backed health benefits it brings you.

### YOUR BRAIN ON A MOTORCYCLE

While a great body is always something to appreciate, an active and healthy brain is priceless. When we drive a car, we sit in a sedentary manner. Navigating a motorcycle requires more work, physically and mentally, which activates the prefrontal areas of the brain. In lay terms, this means riding keeps your brain functioning at its current prime and helps establish higher levels of concentration.

A study by Kawishima at the University of Tokyo, titled "The relationship between motorcycle riding and the human mind," tested male motorcyclists between 40 and 50. They evaluated two groups, regular use cyclists and a non-rider control group. Each individual was examined for brain function and cognitive skills.

After two months on two wheels, research results were able to conclude riders who drove their motorcycles to the office daily had increased cognitive functioning when compared to those who did not. When they analyzed the data produced by the men, who were also asked to repeat a set of numbers in reverse order, consistent motorcycle riders' scores had increased more than 50 percent. In contrast, the control group's scores slightly decreased.

It was also found that these improvements would be lost if regular use of a motorcycle ceases.

In addition to keep your mind on its best game, riding has been proven to have a positive impact on mental health, helping mood and reducing stress. The study's rider participants noted that after 60 days of consistent motorcycle use, they had reduced stress levels and were generally happier. You know that adrenaline rush you get each time you accelerate on your bike? That's the release of endorphins. Not only do endorphins feel great, they help improve your mood as well. Indirectly, riders gain more exposure to direct sunlight, which increases Vitamin D and helps overall mood. Money saved from spending on fuel for a motorcycle as opposed to a car, truck or SUV can also help bring down personal stress levels.

As substantial as they are, the benefits of motorcycle riding are not solely mental. They're significantly physical as well.

### TOTAL BODY FITNESS

Did you know that you could get your entire daily exercise through riding? A calorie burner similar to fast walking, motorcycling generally burns around 200-300 calories per

hour. Want to burn even more calories? Ride against the wind! (Fast fact: competitive race riders- please only do this in a safe environment with proper training- can burn up to 600 calories an hour as a result of the exercise required to control a bike at extremely high speeds)

While burning these calories, you're also gaining a full body workout. The muscle use and energy required to maneuver a motorcycle help make your abdominal muscles stronger. Who doesn't want to be able to say they maintain their six-pack motorcycling?

Since motorcycles usually weigh at least a few hundred pounds, riders must use their bodies to help safely balance and steer. This demands use of nearly every muscle, which, over time, improves muscle tone!

Riding has also been proven to make a positive difference for individuals suffering from Type 2 diabetes or weak knees. The exercise that one gets from riding impacts body chemistry, decreasing insulin use. This increase in insulin sensitivity also tells your body to store less fat, which can help you make significant strides with weight loss goals. As true of any other form of exercise, no one is claiming riding is a cure for diabetes. Nonetheless, it can help! As a result of the intense use of thigh muscles in motorcycling, riders end up with stronger knees and become less susceptible to knee injuries.

So next time you get sick of the daily treadmill grind or solving tedious puzzles to keep your mind running strong or if just don't have time for any extra personal maintenance in your day, change things up! Try getting that mental and physical fitness in by doing something you already love- like motorcycling.

Source: <https://theridingcenter.com/do-motorcycles-really-make-you-stronger-and-smarter/>





# TIPS FOR GROUP MOTORCYCLE RIDING



For motorcycle riders, there's nothing sweeter than hitting the open road with a group of your friends. No one knows that better than GEICO Motorcycle. But group trips can be chaotic, so having some guidelines to follow is important. With that in mind, here are 10 top tips from the Motorcycle Safety Foundation and the American Motorcyclists Association that will help ensure a safe group ride.

- Keep the group small; ideally 5-7 riders max. If your group is larger, consider splitting up into multiple groups with different lead and chase riders.



- Before hitting the road, hold a riders meeting to discuss the route and where you'll be stopping for fuel and food.
- Pick a lead rider. He or she should have lots of experience, be good with directions and know the skill level of everyone in the group.



- Choose a chase rider who will bring up the rear and make sure people don't fall too far behind.
- Go over basic hand signals. There's nothing worse than trying to yell, "I'm on empty. Let's pull over for some gas!" at 60 mph, while wearing a helmet.
- Make sure your bike is maintained in tip-top shape and the gas tank is full. You don't want to be the person who derails a two-day trip on mile three. At least one person in the group should carry a first aid kit and basic tool kit, and everyone should have a cell phone.
- Don't ride next to someone else. Instead, stagger yourselves within a lane. That will give you enough room to swerve around any obstacles or hazards. Keep at least two seconds of distance behind the rider directly in front of you. Avoid side-by-side formations, which reduce the amount of maneuvering space you each have and increases risks of getting your handlebars tangled up. When turns get sharp or visibility is bad, switch to single file.
- While riding, don't become mesmerized by the bike in front of you. (That's especially easy to do on long-distance trips.) Instead, keep your eyes on the road and remember your training.



- Keep eyes on each other by periodically checking your rear-view. Make sure everyone is able to keep pace and slow down if necessary.
- When the time comes to park, try to get everyone off the road as quickly as possible. And wherever you stop, make sure there's enough space for your entire group. It's no fun trying to cram 100 bikes into the parking lot of a small roadside diner.

Group riding is about teamwork and communication, so pay attention to the rules and everyone will be able to enjoy the ride. And review these important motorcycle safety tips to stay safe whenever you hit the open road.

Source: <https://www.geico.com/living/driving/cycle/10-tips-for-group-motorcycle-riding/>



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# 6 REASONS YOU NEED TO MAKE YOUR DIRT BIKE STREET LEGAL

By Justin Dake

You know that feeling when your friends are going out to ride around town and you can't go with them because you only have a dirt bike?  
If you had a street legal dirt bike, you would have no idea what I'm talking about.



Dirt riding is an awesome part of motorcycle culture, one we're proud to have right in our name. I don't need to tell you how awesome dirt bikes are, but it's no secret that riding a dirt bike on the road is highly illegal if you don't have a license plate, insurance, and all the proper equipment. It can be done but the risk is huge – you could lose your bike, your license, and a ton of money. Don't make that bet. There are plenty of obvious reasons why a street legal dirt bike is an awesome thing to have in your arsenal of gas-powered weaponry, so let's count down the top reasons you should make your dirt bike street legal.



**It's Better than Tinder, Facebook, or Meet My Dog**  
It's a fact of life: bikes bring people together. Even if you don't know a single person on Earth you're going to have tons of friends within the first 2 weeks of riding on the street. And f\*\*k finding love on Tinder, meet someone who rides... or just fall in love with your bike.  
#relationshipgoals



**Go Anywhere, Anytime**  
Ever pull into the McDonald's parking lot when you meant to pull into Taco Bell? In a car you'd have to get back on the road to make the switch. Not on a dirt bike. Of course, we can't legally support you hopping curbs... or cutting medians or riding epic wheelies on public roads. So yeah, don't do stoppies, don't find random jumps all around town, no sliding, and NO BURNOUTS. NO HOONING! We mean it .



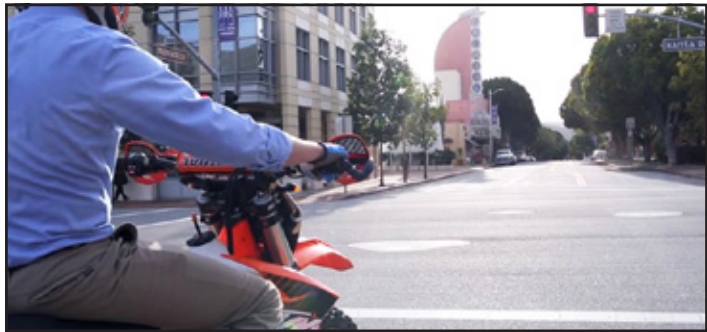
**Customize to Your Heart's Content**  
A street legal dirt bike is the Swiss Army knife of motorcycles.

They're so versatile and can conquer all sorts of terrain with ease. A street legal dirt bike opens up a whole new world of convenience. Ride it to work, class, downtown, down a dirt road, or across the country. Friends are doing some motocross this weekend? Ride there, get muddy, and ride home. Other friends are doing a track day this weekend? Like, on pavement? Throw on some street tires and get your knee down. But not only can you build a functional machine, you can make a damn good looking one too.

**Form and Function**  
With a street legal dirt bike you have the chance to design something that reflects your personality. Knobbies, street tires, wrapping, hydro dipping, custom fairings, bar risers, exhaust... you have the power to produce a bike that doesn't look like anybody else's, anywhere, with a flavor that's uniquely yours. In no time flat, you'll be breaking necks all over town and on the trails.



**Two Bikes in One**  
With a street legal dirt bike you won't have to switch over to your street bike – you're already on it! Pick up some quick-change axles, find a spare set of wheels, throw some knobbies on them, and boom – you can go from street to mud in under 30 minutes. Leave 'em on until the next time you want to ride the street, switch over to your street tires, and boom – thirty minutes later you're on a street legal dirt bike. If you're lucky enough to have several bikes, you know there's an adjustment period when switching between them, especially from street to dirt or vice versa. If you have a street legal dirt bike it's like having two bikes in one. You already have an intimate connection with your bike from riding it on dirt. You know its power delivery and handling, and if you take that to the street or a paved track you'll be way ahead of where you'd be if you had to learn a different bike. We strongly support the dream of owning as many bikes as possible, but we also know that's not always possible. When you've sold your car, your furniture, your clothes, your Xbox, and your sticker bomb fairings, and all you're left with is one bike, you'll be thankful it's a street legal dirt bike.



**More Money, Less Problems**  
Since you no longer need a stable full of bikes to do all the riding you want, you're saving money right off the bat. Here's another one.

What do you drive every day? A truck? A 5-liter 'Stang? Unless it's a moped, there's no way it gets the kind of gas mileage a bike gets. Switching your daily to a street legal dirt bike means you'll get more than twice the MPG's you normally get. Not to mention if you hoon around in a car the same way you hoon around on your bike, that 20 MPG commuting average goes waaaaay down. Have all the fun you want on your bike and you'll still get 40+ MPG. How would you like to spend less than half of your current gas bill every month? Multiply that out and the money you spent on a license plate and registration will pay for itself very quickly, not to mention you'll get over 500 Smiles Per Gallon everywhere you go. Har har. Street legal dirt bike 1 – dinosaur juice 0.

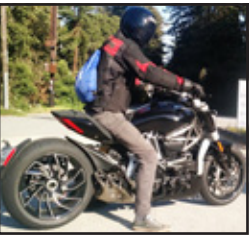
Goodbye, Traffic!



Are you tired of sitting around on a motorcycle while huge SUVs take 30 seconds to get to 45 MPH? The wait is over, because with a street legal dirt bike you can get right around that traffic. Unless you live in California filtering between cars is illegal (and obeying the law is cool), but you can definitely shoot smaller gaps than a car can, and even driving legally you will get places much faster. As for the fist-shakers and horn-honkers of the world, who cares about that? If you're obeying laws, you're not hurting anyone, and you're not being dangerous, then we say #!\*k the haters.



**Make Your Dirt Bike Street Legal Today**  
Sure, you could do it yourself. You could spend hours and hours poring over your state's rules about dirt bikes and legality, rules which often change at the drop of a hat. You could cross your fingers that all your paperwork is correct the first time, because if it isn't, you'll be paying for it in cash and wasted time. And after all that, it could still go wrong. Instead, give Dirt Legal a call when you're ready to get on the road. We've been doing this for a long time and our process is the quickest and most painless way to make a dirt bike street legal. That's backed by our 100% Money Back Guarantee – if we can't make your dirt bike street legal, you get a full refund. Just call us at 800-994-7513 or email us at [info@dirtlegal.com](mailto:info@dirtlegal.com). Or visit our Dirt Bike Conversions page by visiting <https://www.dirtlegal.com/services/dirt-bike-street-legal-registration>.



**About the Author**  
Justin Dake once caused a traffic jam on the Oakland Bay Bridge. His most recent motorcycle sent a rod through the radiator while he was riding it. He expects his good luck to continue.

Source: <https://www.dirtlegal.com/blog/2018/2/17/why-you-need-to-make-your-dirt-bike-street-legal-today>



# TRAIL BLAZERS

## Amazing Benefits of ATV Riding

Did you know that riding an ATV can give you the same physical and mental health benefits as a workout in the gym? Who knew an extreme sport such as this can keep you healthy and fit! Here are just some of the many benefits of ATV riding:

### Helps your mental health

Riding on ATV is very helpful for your mental health and it is because riding is such a fun thing that will make you to go out and ride in the wild, and get your mood up thereby making you to feel happier.

In fact, riding itself burns a lot of adrenalin which is healthy for your body and mental health. It will let you be in the moment and have peace of mind. Also, I assure you that every time you ride an ATV, you will automatically feel and be happier.

### Helps your physical fitness

It might surprise you, but riding an ATV really helps you to stay fit. Studies have proven that riding just once a week helps your physical fitness and muscle strength.

### Better breathing

While riding an ATV you breathe in much more oxygen than normal which greatly helps your endurance, fitness and even to avoid heart disease. Riding in itself requires you to work effectively with your body, and when you ride, you need to stretch your body muscles which makes you strengthen them.

### Burns calories

Driving an ATV or Side-by-Side can tax your system and ramp up the calorie burn. ... This ultimately translated to a



total calorie burn of 960 calories, at an hourly rate of about 320 calories per hour. That's roughly the same number of calories I'd burn walking at a 3.5 mile per hour pace.

### Outdoor Outing

Above all health benefits, ATV riding also makes people of all ages to experience the sunshine and fresh air instead of being a couch potato all day. This experience of fresh air, as well as the feel of sunshine, helps in providing many nutrients like Vitamin-D that is required by your body to function well.

### Great exercise

You might have not thought of this before, but ATV riding is a great way to get some exercise in. It's not comparable to lifting weights or going for a run, but riding does get your heart pumping and works your muscles, as you have to be tight to be in control of the vehicle.

### Relieves stress

Riding an ATV is one of the best ways that you can reduce stress and pressure. That's because when riding an ATV you go out into nature and breathe fresh air and in the process helps you to release adrenaline which makes you forget everything to feel calm and enjoy.

It's the way to adventure

Every time you hop your ATV it will be an adventure. If you really want to enjoy riding to its fullest, ride with friends or join an ATV group.



### Accelerates blood flow and endurance

Riding an ATV significantly increases your heart rate and increases your adrenaline as well as endorphin, and in fact when you ride, you increase your breathing rate by about 6 times more than your normal breathing rate which helps you to improve your heart rate.

### Improving Endurance

The amount of effort you put while driving your ATV on rough and specifically designed roads can help in improving the cardiovascular strength of your body while making an improvement in your endurance. If a ride is an hour or so long, this means you are making the full use of your arm and leg muscles all throughout your driving and this increases the heartbeat in the process. Even the



activities like simple paddling and use of hand gears can contribute in providing you a good exercise.

### Balancing

Your leg muscles can strengthen by simply using them while riding an ATV and maintaining balance all throughout. As you speed up, down the hills and over the jumps, the legs muscles work up their way in your body resulting in a perfect balance in and out.

### Long season

Among the best things about ATV riding is that they have a long season and in fact, you can ride year round because they are resistant to almost all weather conditions and you can ride on different road conditions like on snow, mud, and water.







Call 1-804-408-4189

GET A FREE CONSULTATION

# Injured in a Motorcycle Crash?

The LAW RIDERS Are Ready to Answer Your Questions and Fight for You

CONTACT THE LAW RIDERS



FREE CASE EVALUATIONS



NO COST UNLESS YOU WIN



DECADES OF EXPERIENCE

## How the Motorcycle Crash Injury Lawyers at Tom McGrath's Motorcycle Law Group Fight for You

One of the ways insurance companies make record profits is by convincing people injured in motorcycle accidents to accept less money than they deserve. The Motorcycle Law Group is committed to making sure you get fair compensation for your medical bills, lost wages, pain and suffering and motorcycle damage.



### Don't Let The Insurance Company Use Being A Rider Against You.

Insurance companies know riders have an unfair reputation for recklessness, and they'll try to use that to spin the accident as your fault.

### Get Your Medical Bills Covered.

You shouldn't have to pay out of pocket for injuries someone else caused.

### Make Up For Lost Wages.

Motorcyclists frequently miss days, weeks or even months of work after a car crash. The responsible driver should pay you for your lost time. Catastrophic injuries that

result in disabilities can also jeopardize your earning capacity, making you eligible for future lost wages compensation.

### Your Pain And Suffering Matters.

Despite what the insurance company says, the pain and reduced quality of life you're suffering justify additional compensation on top of your medical bills and lost wages. Riders injured in serious accidents may be forced to deal with disabilities and ongoing pain for their rest of their lives, which is why it's important to work with lawyers who know how to make a compelling case for future pain and suffering damages.

## Get One-on-One Representation from a Dedicated Motorcycle Lawyer

Many attorneys say they represent victims of motorcycle accidents. But ask them: Do they also ride? Every attorney at Tom McGrath's Motorcycle Law Group does.

Our success rate for favorable settlements and jury outcomes in motorcycle crash injury cases is thanks to our knowledge of motorcycle physics, motorcycle and traffic laws, and an understanding of how bikes are operated with the hands, feet and mind.

Most importantly, we have a passion for the motorcycling lifestyle and can effectively and sincerely communicate to the jury, judge and insurance companies the reasons we ride and the laws that guide our community.

## Meet The Law Riders



MATT DANIELSON



LIZ SORRELL



CHAD FULLER



KATIE FULLER



TYLER STILES

## Contact The Law Riders Today

The motorcycle crash lawyers at the Motorcycle Law Group represent injured riders in Virginia, South Carolina and North Carolina. Call 1-804-408-4189 to schedule a FREE consultation with The Law Riders.

RICHMOND, VA  
804-805-4607

NEWPORT NEWS, VA  
757-349-1876

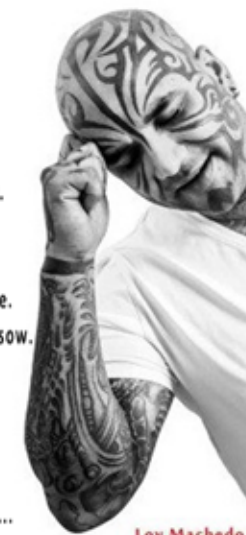
COLUMBIA, SC  
803-672-6356

RALEIGH, NC  
919-351-6959



## Twenty-one reasons why English is Hard to Learn.

1. The bandage was wound around the wound.
2. The farm was used to produce produce.
3. The dump was so full it had to refuse more refuse.
4. We must polish the Polish furniture.
5. He could lead if he would get the lead out.
6. The soldier decided to desert his dessert in the desert.
7. Since there was no time like the present, he thought it was time to present the present.
8. A bass was painted on the head of the bass drum.
9. When shot at, the dove dove into the bushes.
10. I did not object to the object.
11. The insurance was invalid for the invalid.
12. There was a row among the oarsmen on how to row.
13. They were too close to the door to close it.
14. The buck does funny things when does are present.
15. A seamstress and a sewer fell down into a sewer line.
16. To help with planting, the farmer taught his sow to sow.
17. The wind was too strong to wind the sail.
18. After a number of injections my jaw got number.
19. Upon seeing the tear in the painting I shed a tear.
20. I had to subject the subject to a series of tests.
21. How can I intimate this to my most intimate friend?...



Loy Machado  
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"Working hard for something we don't care about is called stressed; working hard for something we love is called passion."  
-Simon Sinek

Don't look back.  
You're not going that way.





# GET PREPARED TO RIDE

## With the T-CLOCS pre-ride bike inspection plan!

**T-CLOCS** is the acronym for a simple but thorough pre-ride inspection plan created by the internationally recognized Motorcycle Safety Foundation - the same steps that our Service Consultant takes when a motorcycle comes in for a service visit.



### **T: TIRES, WHEELS + BRAKES**

- Air Pressure
- Bearings
- Tread
- Brakes
- Spokes

### **C: CONTROLS**

- Levers
- Switches
- Cables
- Hoses
- Throttle

### **L: LIGHTING + ELECTRIC**

- High-and-low-beam
- Taillights
- + Brakes
- Turn Signals
- Wiring Conditions

### **O: OIL + FLUIDS**

- Fluid Levels
- Leaks

### **C: CHASSIS**

- Frame
- Tension
- Handlebar
- Chain/belt
- Suspension

### **S: SIDE STAND**

- Tension Spring on Jiffy Stand

## WE WANT YOU TO JOIN



Why should you join ABATE? For the preservation of your freedom to ride a motorcycle, on and off road, today and into the future. Meet other motorcycle enthusiasts in your community and join them to promote motorcycling through participation at State and Chapter meetings, meeting with Virginia legislators and local officials, chapter rides, rallies, benefit rides, bike shows and more.

- ♦ Join a group actively protecting and defending your rights
- ♦ Meet people who love freedom and having a good time
- ♦ Enjoy discounted memberships for additions in the same household
- ♦ Get your first year free if you are 18 to 29 years old

Check out the local chapter nearest you at [abateva.org](http://abateva.org)  
**BECOME INVOLVED AND JOIN TODAY!**

Join us at the Motorcycle Lobby Day Planning Meeting in Richmond on January 19th and Motorcycle Lobby Day on January 20, 2020 to speak with our legislators directly about motorcycle issues.

Visit <https://vcomonline.org/vcom-events/lobby-day-2020/> for details