

VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

MAGAZINE™

October 9, 2022

October 16, 2022



Sherri Parker Memorial
**Poker Run
AND Bike Show**

Suffolk, VA

FREE

End Of Summer Edition
AUGUST 2022

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from the editor’s desk

Welcome friends! You’re just in time to help us say so long to another summer as we put it in the books. This has been one of the first summers that many of us have been able to really enjoy in the past few years due to that ‘C’ word. Coming together with family & friends to share some good times is so priceless. Now that the days are starting to get shorter, people are wrapping up vacations, getting the kids back into school & flipping the calendar over to see that Fall is right around the corner. This is a good time to start dusting off your riding gear for the cooler weather will be here before you know it.

I’m sure you’re all familiar with a couple of the old sayings, “Respect” & the infamous, “It doesn’t matter what you ride, as long as you ride.” These two iconic phrases should actually go hand in hand. The main reason being is because unfortunately there are still a lot of folks out there that disrespect others for the kind of bike they ride. And I’m not talking about them just joking around either. Some are very serious about it & wouldn’t be caught dead riding with bikes not of their own kind. We are all adults and have our own individual tastes, budgets and passions. It really doesn’t matter what you ride. Whether you gas up or charge up, whether you are riding open on 2, 3 or 4 wheels, the bottom line is that we are all riding the same roads, riding for the same causes & enjoying the same wind in our faces as our fellow riders. Let’s all support each other out there & give that word “Respect” a universal meaning. We’re all equal at the foot of the cross (John 13:16) so why should it be any different out on the open road? ☺

With all the great events happening every weekend, we’d like to draw your attention to a couple of AAAmazing events in Suffolk, Virginia coming up on back-to-back weekends in October. October 9th is the 20th Annual Swamp Roar Motorcycle Rally, featuring an 80 mile scenic ride around the perimeter of the Great Dismal Swamp National Wildlife Refuge which ends at the Suffolk Peanut Festival - all registered riders & passengers get a commemorative pin & FREE admission to the festival. The following weekend on October 16th is the legendary Sherri Parker Memorial Poker Run & Bike Show, now in its 21st year. This incredible event includes the Memorial Poker Run, riding down Main St. in the Parade of Bikes (so much fun!) into Driver Village for the Driver Days Fall Festival. \$20 donation per person includes a complimentary t-shirt (cool design!) for the first 150 registrants so early registration is encouraged. To register for either event, make a copy of & complete the registration forms that are available on the Facebook pages for the Swamp Roar Motorcycle Rally, Driver Events or Virginia Rider Magazine. These are two AWEsome days of riding & super fun festivals that you won’t want to miss!

Next month we’ll be starting to feature businesses from our Rider-Friendly Business Directory on virginiarider.com. The directory is where you’ll find the best of the best rider-friendly businesses who have exactly what you need to help you enjoy life on 2, 3 or 4 wheels. The directory is the best resource for riders to find everything they need for their ride life so please stay with us so you don’t miss a thing! Keep those fantastic pictures coming too! Thank you so much for being here with us!

We’re here for You! Till we meet again....

Til we meet again, be safe & stay awesome!

Kelly



IN THIS ISSUE

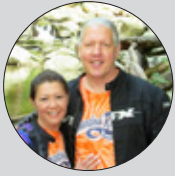
Do you have a **FACEBOOK GROUP** that brings riders together for day trips or rides in your area of Virginia or West Virginia? If so, we’d love to share a little info about your group. This month we are featuring the Virginia Electric Motorcycle Club, which just completed their first ride this month.



This month’s **Motorcycle Tire Guide**, features information on how tires affect the ride, Selecting a tire, and lots of information on something many of us may not give much thought to but is of ultimate importance, Sidewall specifications.



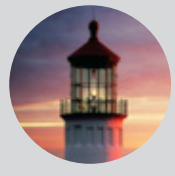
We may not think about our hands when it comes to riding, but they can certainly become a factor if they become numb or cramped. Although we can’t officially back these, here are some suggestions from fellow riders that may help with hand/wrist/arm numbness, fatigue or discomfort.



In **GREAT PLACES TO RIDE**, Marc and Rose take us on a journey on the Hatton Ferry. The Captain was answering questions, providing some history, and passing along stories of this gem of a landmark: “how years ago in days of old, when magic filled the air.” It was present today as well. And it’s always cool when your bike is on a boat. Cool indeed!



Camping is **GOOD FOR YOU** on many levels. It gets us outdoors and renews or instills an appreciation for nature. It gives us a chance to exercise in non-conventional ways. It helps us to be self-reliant and also gives us a new appreciation for our homes and what we have.



THE LIGHTHOUSE this month is the touching tale of a man whose father kept a pickle jar to put his pocket change in. The man recounts how the jar and what it meant shaped his life as a young man and how it continued to transform him as an adult.



Tom McGrath’s Law Group last month covered all the things a rider should do when involved in an accident. This month they cover all the things a rider should do with their motorcycle after an accident, including whether to repair it or not.

Kelly Collins - Owner/Editor
Virginia Rider Magazine
1385 Fordham Dr., Ste 105-270, Virginia Beach, VA 23464
(757) 822-4700 virginiaridermagazine@yahoo.com
@virginiaridermagazine - on Instagram & Facebook
www.virginiarider.com



Layout & Design
Gene Darnall
genedarnall@gmail.com

ON OUR COVER:
We have two great events coming up in October: The Swamp Roar Motorcycle Rally on the 9th, and The Sherri Parker Memorial Poker Run & Bike Show on the 16th, both in Suffolk. Details inside this issue.



The 20th Annual SWAMP ROAR MOTORCYCLE RALLY is October 9!



All registered riders and passengers receive a commemorative event pin and get to enjoy FREE admission to the Peanut Festival!

THE RIDE: This annual event features a scenic 80-mile ride around the perimeter of the Great Dismal Swamp National Wildlife Refuge. A portion of the proceeds from the ride will benefit nature-based tourism, interpretative and educational programs and habitat restoration within the Great Dismal Swamp National Wildlife Refuge.

THE CAUSE: Despite its foreboding moniker, the Great Dismal Swamp is one of few remaining American wildernesses. It is the largest intact remnant of a vast habitat that once covered more than one million acres of southeastern Virginia and northeastern North Carolina. Because of its geographic location and climate, the Great Dismal is known for its unique blending of northern and southern species. It is a haven for black bear, bobcats, river otters, rattlesnakes and many rare plants. Less fearsome creatures include 200 species of birds, yellow-bellied and spotted turtles, lizards, salamanders, frogs and toads. Lake Drummond, a 3,108-acre lake located near the center of the swamp is the largest of only two naturally occurring lakes in Virginia. It stands only 18 feet above sea level, and though it is 3 miles wide, it is only 5 to 6 feet deep, allowing great cypresses to rise from its still, shallow waters. Tannic acid from forest vegetation stains the water.

Despite its impressive size and age, the Great Dismal Swamp remains a mystery to most people. Its foreboding forests protect its wildlife and ward off intruders. But for those who venture in, the Dismal Swamp shelters a wealth of history and lore, flora and fauna. Visitors may participate in hiking, biking, nature photography, wildlife observation, hunting, fishing

and boating. Deer hunting by permit is available during the fall. Trails are open year round, sunrise to sunset.

Great Dismal Swamp Tours are available through the Suffolk Visitor Center – please see our Tour Page on www.visitsuffolkva.com. Call 757-514-4130 for more details or to make reservations.
3100 Desert Rd – (757) 986.3705

www.suffolkpeanutfest.com/swamp-roar-motorcycle-rally.html

SPECIAL FEATURES

- Arts & Crafts Exhibits
- Commercial Exhibits
- Gooberland Family Area Sponsored by Duke Automotive
- Touch-A-Truck

Monster Truck Rides | Teeny Tiny Farm Petting Zoo
Suffolk Art Gallery | Imagination Station by Art-Ventures
Carnival & Amusement Rides by Amusements of America -- America's Largest Traveling Amusement Park
Straw Maze | Tractor Tires Sand Box | Conchole
Tomahawk Toss

The Suffolk Swamp Roar Motorcycle Rally is Oct 9th! See details in centerfold

44th Annual SUFFOLK PEANUT FESTIVAL October 6-9, 2022

The Festival is Open to the Public

Thursday, 4:00pm-10:00pm
Friday, 10:00am-10:00pm
Saturday, 10:00am-10:00pm
Sunday, 10:00am-7:00pm

*Schedule of events is subject to change

Decorations Sponsored by
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Suffolk Executive Airport, 1410 Airport Rd Suffolk, VA 23434

SHERRI PARKER MEMORIAL POKER RUN AND BIKE SHOW OCTOBER 16, 2022

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 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, were lined up all the way down the street of her parent’s house the day of her funeral. 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. At last year’s event, a lady that attended was overheard saying she didn’t know Sherri but she could tell that she was truly loved....and she was. Sherri was a free spirit. She never met a stranger and brought home many strays...humans and animals. 26 years ago there weren’t many women that had their own bike. 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. The roar of the bikes rolling into town sounds like rumbling thunder and still gives us chills. There are Tears of love for the memory of a beautiful caring soul on many of their faces. As her twin sister, I can say that I am eternally grateful to the biker community. I couldn’t think of a better way to remember her, honor her life and do the best we can to heal. She will never be forgotten. When we see a supporter wearing her memorial Tshirt we remember her love of life, family, friends and enthusiasm for 2 wheels.



GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

Hatton Ferry and Fishin' Pig

The inspiration for this ride came from an Only in Virginia post of the top 10 best Barbecue spots in the state. One, near Farmville, The Fishin' Pig, caught my eye. Plotting the route on Google Maps, showed a surprise along the way. Crossing the James River near Scottsville, was a ferry we'd never been to. The day was shaping up to be a gem. And we had two of our good friends on board for the journey.

Henry Jordan met us at Base Camp Bovine at the Highland Hideaway on his Limited. A relatively short cruise through Augusta County found us in Waynesboro, where we met up with Ed Lang on his Tri Glide. Once past Afton Mountain, we were on some splendid back roads, passing through lesser known towns like Batesville, North Garden and Keene, enjoying every mile. It was another road to nowhere, void of fast food places and box stores. The smell of fresh cut hay gripped the air as we passed a country store.

We arrived at the Hatton Ferry shortly after noon. Captain Craig met us with a handshake and a friendly smile. I was immediately dumbstruck at the jaw-dropping height of the flood watermarks on the plank at the captain's shack. We all chatted for the next 15 minutes before we even thought about boarding the ferry. There was so much to take in. The Captain was answering questions, providing some history, and passing along stories of this gem of a landmark: "how years ago in days of old, when

magic filled the air." It was present today as well. And it's always cool when your bike is on a boat.

Once on board, I saw the poles, along with two cables on winches, one fore and one aft, attached with wheels, to the main cable spanning the river. "Surely," I thought, "He isn't going to push us all the way to the other side?" Then Captain Craig loosened the aft winch, lengthening the cable. He said the boat would now act like a sail and tack, using the river's current, to get to the other side. Well, ain't that just the coolest sh*t i've never seen! Pictures taken, and docked on the other side, we all said our thankys and goodbyes, knowing we'd just experienced something extraordinary, and taking with us, very pleasant memories, that will last a long, long time.

We were all very surprised that we were the first crossing on this beautiful day. The fare was just \$5 each, which went towards operational, maintenance and insurance costs. Since VDOT no longer is associated with the ferry, they rely on donations for crossings. It is the last operational, poled ferry in the United States. Anyone traveling near here, owes it to themselves to experience this. For more info, visit <https://www.facebook.com/people/Hatton-Ferry/100070247944589/>.

We were all good and hungry by the time we made it to the Fishin' Pig. There were several other bikes in the parking lot, hinting we were in for a treat. I was immediately pleased upon

entering, not only by the warm greeting and quick seating, but by the decor, which exceeded my expectations. Everyone enjoyed their meal. I had a bbq platter which had a nice smokey flavor, and sides that made me leave fat, dumb and happy. The manager checked on us and thanked us, on two separate occasions, for dining here. They also have a location in Waynesboro, VA.

There was more to come. The ride back would take us across the Blue Ridge Parkway. We were able to twist Ed's arm, and force him to go along with us, heading back. I think it was Henry's mention of "ice cream." We all had a bit of a head scratcher after passing a sedan a mile before the four lane merged into two. Then, at the last minute, the driver decides to ride next to Rose and I at the merge. I slow, opting to follow. Then the cage decides five mph under the speed limit is a good pace. I was thinking of names for this, but I don't think they would make it past Kelly, the editor.

Temps were now, high in the 80s, or Def Leppard-like. The stop at Buena Vista Overlook cooled things off a bit. I set up the pod of all triness for a pic. Blue sky dominated over a few scattered clouds with the sun at our back. I doctored it up with some filtering and grayscale.

Thinking the ice cream shop was only a block away, I bailed at a couple of open parking spaces in busy, downtown Lexington. We started walking down a side street, but no businesses were in sight. I checked my smart phone and discovered there was no signal. We walked back to the bikes to get a closer look on the GPS. And while we conversed with some folks admiring our bikes, Ed was doing something called, "asking for directions," inside one of the businesses. It was hot, but we still elected to walk the three blocks to Sweet Things, instead of repair. Ice cream never tasted so good!

We said goodbye to Ed. He was heading back north. It was our first time riding with him. He's one of the nicest guys you'll



ever meet, and I'm sure it won't be our last. On the way back in West Augusta, at one of the gas stations we stopped at earlier in the day, we bumped into Gavin and Holly, who were on their way home from the dealership we used to work at. A short, but exhilarating ride over Shenandoah Mountain and everyone was enjoying a cerveza at La Casa de Ritchie.


In what has become somewhat routine, it was another perfect end to a perfect ride. Henry, who lives a little further out than we do, estimated nearly 350 miles for the day. Existing in this manner, wind in the hair, cruising on a velvet ribbon, for miles and miles, day after day, week after week, and year after year, not only will change our lives, but our souls as well. Static is no longer an accepted form of existence. Like an infant soothed by motion, we have not outgrown the need. When we ride, not only is our lust for wandering satisfied, but the more it is, the younger we feel. And if I may ramble on, we may have just discovered another memorable tale that once couldn't be told, from the freedom we hold so dear.

Cheers and thanks for reading!


Marc Ritchie
Photos: Rose Grant




MOTORCYCLE TIRE GUIDE



What riders need to know about street motorcycle tires



MOTORCYCLE
INDUSTRY
COUNCIL



U.S. TIRE
MANUFACTURERS
ASSOCIATION

The information in this booklet represents the collective knowledge of a number of motorcycle tire manufacturers, the U.S Tire Manufacturers Association, and Motorcycle Industry Council staff and is intended to be a useful resource for motorcyclists. This booklet, however, cannot cover every possible example or aspect of tire usage. Consult the appropriate motorcycle or tire manufacturer for issues not addressed in this booklet.

Part 2 of 3 (continued from last month)

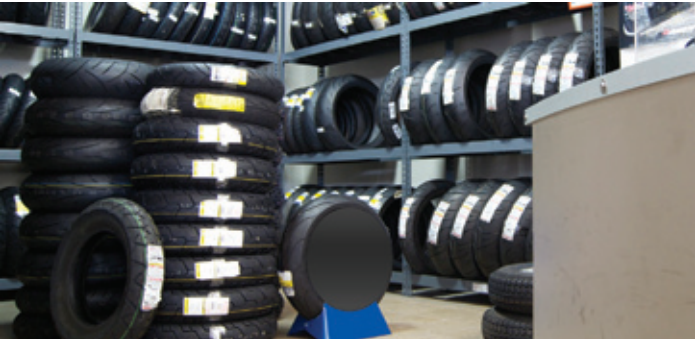
THE RIDE



Rubber is harder when it’s cold than when warmed up. Motorcycle tires are designed to provide maximum traction at specific temperatures. Riding moderately for the first few miles on the street will allow your tires to come up to proper operating temperature. Don’t take the freeway on-ramp near your home at maximum lean angle and corneringspeed before your tires

come up to temperature. Tire temperature is so important that professional racers actually use electric tire blankets to preheat the tires so they’ll have maximum grip when the green flag drops out on the track.

SELECTING A TIRE



Your motorcycle was designed to work in harmony with a limited selection of tires. The owner’s manual and tire information label will specify tire size, construction (radial or bias, tube-type or tubeless), load range, and service description (load index and speed symbol), and may identify the brand installed as original equipment. In addition, tires are specifically designed for use only on the front or rear wheel – because each tire has a different function – and the front and rear tires should match each other by being from the same brand and model line. Tires must also be mounted so the sidewall directional arrows correspond to the direction of travel. Motorcycle dealerships can recommend a variety of types within brands that best match your motorcycle and style of riding, whether commuting, touring, sport riding, or on- and off-road adventure riding. Some tires even use two different rubber compounds in the tread: a harder compound in the center for extra life when riding in a straight line and a softer compound on the outer edges for extra traction while leaning through turns. Note, too, that different tread patterns can make a difference in how your bike handles. For example, some patterns will resist tracking on the rain grooves that are cut into some highways. It is unsafe to install passenger car tires on motorcycle rims. The flat tread profile of a car tire is incompatible with the dynamics of a vehicle that leans as it corners. Plus, motorcycle tires and rims are designed with a different bead seat area than passenger car tires and rims. Ignoring this fact may cause inflation pressure loss while riding or the beads to break with explosive force resulting in possible serious injury or death.

TIRE SIDEWALL INFORMATION

Every street-legal tire sold in the U.S. will have a Department of Transportation (DOT) tire identification number (TIN) on the sidewall. The TIN begins with the letters “DOT” and ends with a four-digit date code. The four digits represent the week and year of production. For example, a date code of “4510” in the first photo means the tire was produced in the 45th week of 2010. The sidewall will also have a code indicating the size, plus a load index and a speed symbol as shown in these examples. The



Some tires use letter or inch designations instead of millimeters, as shown in the Cross-Reference Chart on page 9. In the second photo the “R” means radial-ply construction. In the third the “-” means bias construction. A “B” would mean bias-belted. Next is rim diameter, in inches: 17 in the second photo, 18 in the third. The “M/C” means the tire was designed for motorcycles.

Load Index Rating					
LI	lbs./kg.	LI	lbs./kg.	LI	lbs./kg.
33	254/115	51	454/206	73	805/365
34	260/118	52	467/212	74	827/375
35	267/121	53	481/218	75	853/387
36	276/125	54	494/224	76	882/400
37	282/128	55	507/230	77	908/412
38	291/132	56	520/236	78	937/425
39	300/136	57	536/243	79	963/437
40	309/140	58	551/250	80	992/450
41	320/145	59	567/257	81	1,019/462
42	331/150	60	584/265	82	1,047/475
43	342/155	61	600/272	83	1,074/487
44	353/160	62	617/280	84	1,102/500
45	364/165	63	639/290	85	1,135/515
46	375/170	64	661/300	86	1,168/530
47	386/175	65	677/307	87	1,201/545
48	397/180	66	694/315	88	1,235/560
49	408/185	67	716/325	89	1,279/580
50	419/190	68	739/335	90	1,323/600
51	430/195	71	761/345		
52	441/200	72	783/355		

that the W in parentheses has a different rating than a W without parentheses. Also note that tires with a “W” or “(W)” speed symbol are identified by a “Z” before the construction code in the tire size designation.

examples use metric designations. The first number is the nominal section width, in millimeters: 160 mm in the second photo, 120 mm in the third. The second number is the aspect ratio (ratio of section height to section width) which is a percentage, so for the 160/60 the section height is 60 percent of the section width, or 96 mm; for the 120/80 the section height is 80 percent of the section width, which also happens to be 96 mm.

Replacement tires must match or exceed the speed rating specified in the owner’s manual and tire information label to maintain motorcycle speed and handling capabilities. However, tire speed ratings do not imply that any particular motorcycle can be safely ridden at the maximum speed for which the tire is rated. Consult the motorcycle manufacturer or tire manufacturer for recommendations.



Speed Symbol Chart		
Speed Symbol	Maximum Speed	
P	93 mph	150 km/h
Q	99 mph	160 km/h
R	106 mph	170 km/h
S	112 mph	180 km/h
T	118 mph	190 km/h
U	124 mph	200 km/h
H	130 mph	210 km/h
V	149 mph	240 km/h
W	168 mph	270 km/h
(W)	more than 168 mph	more than 270 km/h

Examples:
Tire Designation Maximum Speed
160/70-17 M/C 72H 130 mph (210 km/h)
160/60ZR17 MC 72W 168 mph (270 km/h)
160/60ZR17 M/C (72W) Above 168 mph (270 km/h); consult the tire and motorcycle manufacturers for the maximum rated speed.

Cross-Reference Chart for Popular Tire Sizes*		
FRONT TIRES		
Metric	Alpha Numeric	Inch
80/90	MH90	2.50 to 2.75
90/90	MJ90	2.75 to 3.00
100/90	MM90	3.25 to 3.50
110/90	MN90	3.75 to 4.00
120/80	—	4.25 to 4.50
120/90	MP90	4.25 to 4.50
130/90	MT90	5.00 to 5.10
REAR TIRES		
Metric	Alpha Numeric	Inch
110/90	MP85	4.00 to 4.25
120/90	MR90	4.50 to 4.75
130/80	—	5.00 to 5.10
130/90	MT90	5.00 to 5.10
140/80	—	5.50 to 6.00
140/90	MJ85/MJ90	5.50 to 6.00
150/80	MV85	6.00 to 6.25
150/90	MV85	6.00 to 6.25
160/80	—	6.80 to 7.00
180/55	—	7.00 to 7.25
200/60	—	7.90 to 8.00
230/50	—	9.50

*Be aware of speed ratings, load index and dimensional differences when comparing tires with different size nomenclatures. For recommendations or additional information, consult the tire or motorcycle manufacturer.



EXTORTION 17

REMEMBER EXTORTION 17



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SPC SPENCER DUNCAN
CWO BRYAN J. NICHOLS
CWO DAVID R. CARTER
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TSgt JOHN W. BROWN
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PO1 (SEAL) AARON C. VAUGHN
SCPO KRAIG M. VICKERS
PO1 (SEAL) JASON R. WORKMAN
NAVY SEAL DOG "BART"

The EXTORTION 17 Ride on August 6, 2022 was a success. We had great weather and a great turnout and it was a fitting tribute to the memory of the 31 Heroes of EXTORTION 17 who made the ultimate sacrifice on August 6th 2011 in the Tangi Valley, Afghanistan. The Virginia Beach Police did an outstanding job of escorting the procession which is estimated to have had 250 or more motorcycles and 16 vehicles. It was an honor for me to be the second bike out in the procession.

- Thom Moriarty

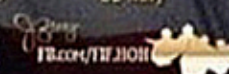


In Memory Of Heroes

In Memory Of 31 American Warfighters Lost When Their CH-47 Chinook Helicopter Was Shot Down Over Eastern Afghanistan 6 August 2011



FREEDOM ISN'T FREE



HONOR OUR HEROES



GOOD FOR YOU

CAMPING

How It Can Help Your Mental Health

No matter how you shake it, many of us are living through stressful times. Work stress. Home stress. Health stress. Maybe all of the above? If you've found your stress levels escalating lately, maybe it's time to escape into the great outdoors and take a camping trip. Articles about wilderness therapy and ecotherapy regularly pop up in mainstream magazines, and scientific research suggests that time spent outdoors can help reduce anxiety and mild to moderate depression. Whether you buy a tent or RV, or rent a cabin or glamping tent, spending time in nature is indisputably good for your mental health.

Here are six reasons why!

Tiny living is good for the soul

Most of us aren't minimalists and probably never will be, which means most of us own too much stuff and spend too much time taking care of it. Why not leave it all behind for a weekend of tiny living in a tent, cabin, or RV? Embrace your inner Marie Kondo and only pack necessities and things that spark joy. Having less stuff to worry about means you can spend more time hiking, biking, fishing, and pursuing your bliss in the great outdoors. Keeping an RV, tent, or cabin clean and tidy is also a snap because they're such small spaces compared to our homes. When you strip life down to the essentials, we often experience a clarity of mind that's hard to experience at home. A camping trip can be a time to relax and have fun, but it can also be a time to think deeper thoughts about our lives and reorganize our priorities.

Camping combats nature-deficit disorder

An increasing body of scientific evidence suggests that many Americans suffer from nature-deficit disorder, which basically means we're spending too much time indoors and too much time in front of our screens. What are the symptoms of nature-deficit disorder? Anxiety, obesity, lack of focus, and even depression. While one camping trip may not solve all of our physical and mental woes, a consistent outdoor lifestyle might. And regular camping trips should be part of any consistent outdoor regimen. But, if you have limited time off or don't feel like trekking cross country, just keep it simple and camp close to home. Small adventures can have big rewards for our mental health.

Camping gives us opportunities for exercise and healthy eating

Sitting inside all day can be tempting in a house or apartment filled with all of life's creature comforts, but sitting inside in a small space like a tent or RV (depending on the size of the RV) can be much less appealing. Camping drives us into the great outdoors and keeps us there all day. You'll be much more likely to spend time outdoors if there's a gorgeous view right outside your doorstep. Many campgrounds also have options for hiking, biking, fishing and swimming just steps away from your site. Many other types of vacations often lead to paying for expensive and oversized meals in restaurants, but camping trips allow us to make our own food and keep it as healthy as we want it to be.

Camping builds self-reliance

Heading out to the campground for a tent, cabin, or RV trip doesn't have to be an exercise in survivalism if you don't want it to be. But camping should inspire all of us to become more self-reliant. If you want to embrace your inner Bear Grylls, you can plan a backcountry camping trip. Or you can choose a private campground with a pool and a hot tub. It's all up to you. Either way, setting up camp and preparing your own food over an open campfire can teach all of us to rely less on others and more on ourselves. Packing up at the end of a trip also requires a bit of sweat, but putting in a little hard work makes you enjoy all of the fun moments even more. If you're traveling with kids, camping will also allow you to teach them lessons about stewardship and personal responsibility. These are lessons they can carry forward for the rest of their lives.

Camping allows us to be social or seek solitude

Camping is a great way to reconnect with family and friends far away from the distractions of the modern world. Spending evenings in conversation around the campfire can refresh your spirit and strengthen relationships with those you care about the most. But camping is also a great activity for those seeking solitude in a gorgeous natural setting. If you need time to meditate and find your inner Thoreau, then find a cabin or

campsite that's far away from the madding crowd. Camping can be whatever you want it to be. Just pick a campground and campsite that help you accomplish your goals for the weekend.

Camping gives us a new appreciation for home

We all need to get away and escape into nature. It's good for our bodies and it's good for our souls. The journey to the campground is filled with anticipation and excitement. The time spent at the campground can be relaxing or filled with high adrenaline adventure—or both. But the journey home is also important. When you return home after a camping trip, you'll find that your spirit has been refreshed and the cobwebs have been brushed away from your eyes. The familiar environment of your home will feel warm and welcoming again. You'll also have new energy to tackle the week ahead of you—and to plan your next great camping trip. Very few of us go just once. Instead, campers return again and again seeking better physical health and better mental health.

The campground is always waiting for us to return.



Source: <https://www.progressive.com/lifelanes/adventure/camping-mental-health/>



BIKE SAVERS

with John Peterson



MY SIDE PIECE

A few months ago I picked up a 'mutt' 50cc pit bike, just because it was so cheap – Twenty dollars, in fact! How can you say No to a \$20 bike?? I ostensibly got it for my six year old grandson, who up until now has been having fun riding his little electric car around the yard. But he's six now and beginning to outgrow that little toy, so I figured now is as good a time as any to introduce him to gas-powered fun, albeit at a comparatively 'safe' level.

I found it on Craigslist one night after browsing around just to see what was out there – you know how it is - and contacted the seller, who after a short discussion about why it was so cheap, said it has a compression problem – OK, no problem there – so I forked over my Jackson and brought it home – it was a cute little bugger!



His mom (surprisingly) was all for it! "He'll love it!" she said, as opposed to MY mother, who made me promise not to ride a motorcycle EVER! Sorry mom! (To be fair, I DID wait until I was 30 to take the MSF course and sling a leg over my 1985 Yamaha Virago, but that's another story for a different time).

But I didn't know what kind it was...Honda?? Yamaha?? TaoTao?? Apollo? What...? I had no idea. Even after trying to match the VIN, I still had no answer except that it came out of China. Then I discovered that all these little pit bikes are basically the same engine-wise, so I downloaded a Honda CRF50 manual and dug in.

I was feeling a little guilty, because I still had my '78 GL1000 up on the table that I had been working on trying to install an electronic ignition that was giving me fits for being so coy about getting a spark at the plugs, regardless of the new coils and wires I had put on, and I had sullenly backburnered it while I let the electrical problem percolate in my brain while I



tried to figure it out – still haven't, as a matter of fact. I'm not the sharpest tool in the shed when it comes to electricity. So I started working on this 'side-piece' of mine while I waited to get over being stumped by the Goldwing. Check out my previous column in Virginia Rider, 'Distractions', and maybe that'll help clarify things a bit.

Anyway, curious about the 'compression problem' this little bike had, I did a compression test on it and sure enough, it blew enough air through the carburetor intake to fly a kite with, so I pulled the head and found THIS! Yes, that's the piston crown, with no skirt! And a bit of twisted oil ring for garnish! I found this LOOSE in the cylinder, which was gouged pretty badly. This did not bode well, and I knew I was going to have to split the case to find any other surprises that were in there. So I did.



This is all the rest of the debris I found in the bottom of the case after splitting. Yeah, I'd say that's a compression problem alright!

Near as I can figure, the wrist pin through the connecting rod was so tight that it didn't let any oil get into it, eventually freezing up and ripping out the bottom of the piston, raining all that metal into the case. I can only imagine what that last ride was like. I wound up heating the con-rod and banging out the old wrist pin with a 5-pound sledge, it was in there THAT tight!

So with the help of a new gasket set, I was able to rebuild the little engine, but then to my consternation I discovered a washer left over on the bench...Damn! I HATE it when that happens!

Well, it has to go SOME where! I scanned through the manual and finally deduced that it originally sat on one of the transmission gears, which of course by this time was sealed up inside the rebuilt engine! DOH! Of course I took it all apart again – by this time I was pretty surprised by just how easy these things came apart – replaced the washer, and zipped it back up, no worries. But the Fates were not with me yet – I still had to place the new piston on the rod.

New parts are great; they're nice and shiny and capable-looking, and those little C-clips that retain the piston pins are no exception, until you go to install them. I placed the clip in the piston; I tried to press the clip IN to the piston's retainer groove...I pressed, and pressed, and cursed and nearly cut my finger several times using a screwdriver to press the demonic C-clip into its groove, until it finally let go with a "PING!" and disappeared into the stratosphere! Man, I hate installing piston clips.

And so, Dear Reader, that has led to what we used to call in the Air Force a 'work-stoppage'. I was hoping to have this month's column buttoned up for you with tales of my great success getting the little pit bike back on its wheels, but until I get some more of those infuriating C-clips in for my side-piece here, that payoff will have to wait. Which is cool, I guess...my Goldwing is wondering where I've been.

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.

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Sherri Parker Memorial

POKER RUN AND BIKE SHOW



**SUNDAY
OCT. 16, 2022**

Driver Village - Suffolk, VA
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)

Registration form available on
Facebook at
Virginia Rider Magazine page
or Driver Events page
You can also register on site
the day of the event

POKER RUN REGISTRATION

9:30am-11am

The Skeleton Key Bar & Grille (Back Entrance)
4300 Portsmouth Blvd., Chesapeake, VA
Parade of Bikes will stage at Sleepy Hole Park,
4616 Sleepy Hole Rd. Suffolk, VA 23435,
at 12:30pm prior to ride
into Driver at 1pm

BIKE SHOW REGISTRATION

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SWAMP ROAR MOTORCYCLE RALLY SUFFOLK, VA

SUNDAY, OCT 9, 2022

Biker registration begins at 8:00am
at the Suffolk Executive Airport on Highway 13,
just south of downtown Suffolk. Send-off begins at 11:00am.

Rain date: October 16
(Sherri Parker Memorial Poker Run & Bike Show)

REGISTRATION

\$20 per driver | \$10 per passenger
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for publication in materials used to promote the Suffolk Peanut Festival
and associated activities.

WAIVER FOR PARTICIPATION: I hereby agree to participate in the
Swamp Roar Motorcycle Rally produced by Suffolk Festivals, Inc.,
Tom McGrath's Motorcycle Law Group, and HollyDays, Inc.,
upon the understanding and condition that I agree to abide
by the rules, policies, and procedures of the festival.

I will not hold the City of Suffolk, Tom McGrath's Motorcycle Law Group,
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representatives, volunteers or agents responsible for loss of personal
property or for medical or dental expenses incurred as a result of said
participation including liabilities, expenses, or judgments, attorney's fees
or court costs, except claims caused by the gross negligence or willful
misconduct of the Suffolk Festivals, Inc.. In the event of injury, I give
permission to have myself or my child transported to the nearest
medical facility and have appropriate care administered.

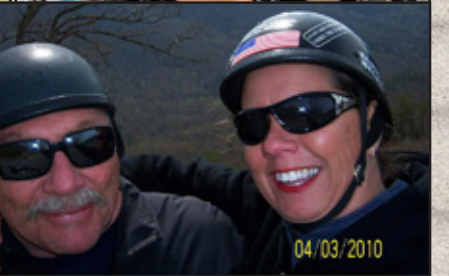
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(Parent or guardian if passenger is under 18 years of age)

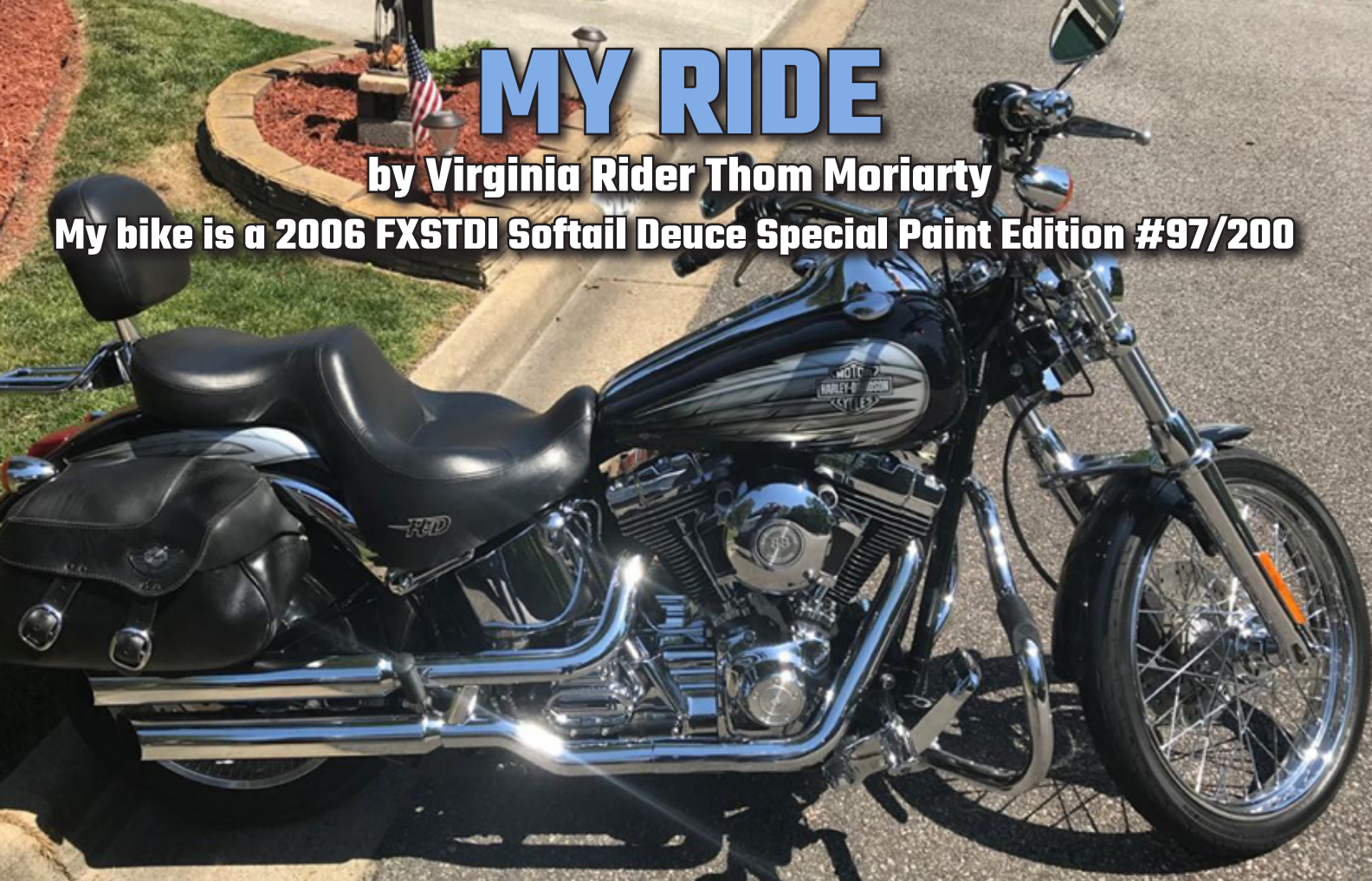
Date



MY RIDE

by Virginia Rider Thom Moriarty

My bike is a 2006 FXSTDI Softail Deuce Special Paint Edition #97/200



I began riding motorcycles in 1975 when I was in the Navy and stationed at Naval Air Station Alameda, California. Several of the guys I was stationed with bought bikes and we rode all over northern California. Really great riding with lots to see and do and plenty of mountains with winding roads and country roads with lots of twists and turns.

I rode until my son was about three years old and sold my bike in 1980 after a serious chat one night with an older biker who was showing me his scars from the surgeries he'd had after an incident in which he had no choice but to lay his bike down. I guess it kind of got to me and made me think about the responsibilities I had as a father, so I decided to sell the bike.

Fast forward many years later to a week or so before my 64th birthday when I was surfing the Internet and an ad for a motorcycle caught my attention. Something about the bike in the picture really caught my eye so I looked at more pictures of it and began wondering if perhaps it was too late from me to ride again. I left it at that except that a few days later, I revisited the website of the dealership to see if the bike was still there. It was. And again, it really caught my eye almost as if this bike was made for me and I was made for it. But there was one big obstacle – my wife. When I mentioned the idea of getting back into riding to her it was met with a look of grave concern and the utterance of the words: “Absolutely NOT!” And I could see that she was serious. She went on to remind me that I was about to be 64 years old and that the last time I rode

a motorcycle was almost 40 years ago. I had to agree that those were good points and I kind of left it at that.

My birthday came and went. About two weeks later she caught me at my computer looking at the picture of the bike which was still available at the dealership. I could tell she was not happy BUT she came over and asked: “Do you really want to get that motorcycle and start riding again?” And, I replied “Yes, I do, and if you let me get it, I will promise NOT to ride it until I pass the motorcycle safety course.” She hesitantly agreed and I called the dealership and let them know I was on my way to discuss the purchase of the bike. We negotiated a deal and I let the dealership know of the promise that I had made to my wife and that I would have to return tomorrow with a friend who would drive the bike home for me.

And that is the story of how, at the age of 64, not having ridden for almost 40 years, I got back into motorcycling on a bike that I was not able to ride for about a month after I bought it until I completed the motorcycle safety course and got the required “M” on my license. I bought the bike in 2018 and in 2019 I joined the Virginia Patriot Guard Riders and enjoy going on a variety of missions and riding with fellow veterans and members here in Southeastern Virginia and Northeastern North Carolina. I feel as though my bike and I were brought together for a purpose and that honoring America's veterans is part of that purpose. Funny thing is, every time I ride, I feel almost 40 years younger.



IT'S A GREAT DAY FOR A RIDE



Do you have a Facebook group that brings riders together for day trips or rides in your area of Virginia or West Virginia? If so, we'd love to share a little info about your group plus feature a great day of riding with you & the rider-friendly places you're visiting along the way. Message us on Facebook @virginiaridermagazine or email us virginiaridermagazine@yahoo.com.

About the group: The Virginia Electric Motorcycle Club



Welcome to the first Virginia Electric Motorcycle Club! Share what you ride and where you are located! Organizing meet ups, group rides, and camaraderie for all electric motorcycle owners in Virginia. Our rides are open to ALL.
Created by Ben Marshall, July 18, 2022.



First Club Ride 22'



Ben Marshall

ELECTRIFY SKYLINE DRIVE GROUP RIDE EVENT! AUGUST 26, 2022

Special thanks to Steven Day and Chris Reece for taking part in the first club ride for the Virginia Electric Motorcycle Club! Without even trying, we had motorcycles from each of the big 3 makers - Energica, Zero Motorcycles and LiveWire.

We know that some couldn't make because of work, location, etc - and we'll have a date and location that is more centrally located for the next club ride this Fall.

Thanks to Virginia Rider Magazine for the coverage leading up to the inaugural ride! We hope to see more riders at the next club event!



Testing 1-2-3 from the DMV Motorcycle Permit Test

The following questions are from real DMV written motorcycle permit tests. How many can you answer correctly?

During normal turns:

- (1) The motorcycle and rider should lean in the same direction.
- (2) The motorcycle and rider should lean in opposite directions.
- (3) The motorcycle should not lean.



Answer: (1) The motorcycle and rider should lean in the same direction.
Explanation: In a normal turn, the rider and the motorcycle should lean together at the same angle. In a slow, tight turn, the motorcycle should lean while the rider counterbalances by keeping their body upright.

A motorcyclist is usually most easily seen by other drivers when they are riding in which lane position?

- (1) The right
- (2) The center
- (3) The left



Answer: (2) The center
Explanation: If traffic allows, the center lane position is usually the best position for a motorcyclist to take when following a car because the center position will place them in the driver's rearview mirror. A motorcyclist should always be prepared to change positions if traffic or conditions require it.

To prepare for anything coming up on the road ahead, you should:

- (1) Stare straight ahead at all times.
- (2) Continually scan the entire road and all roadsides.
- (3) Consistently ride 10 mph under the speed limit.



Answer: (2) Continually scan the entire road and all roadsides.
Explanation: Your ability to handle dangerous traffic situations depends largely on searching for and identifying problems before meeting them. Looking far ahead of your vehicle does not mean you should simply stare at the center of the road. You need to continually scan the entire road, including the sides of the road.



The Pickle Jar



As far back as I can remember, the pickle jar sat on the floor beside the dresser in my parents' bedroom. When he got ready for bed, Dad would empty his pockets and toss his coins into the jar. As a small boy, I was always fascinated at the sounds the coins made as they were dropped into the jar. They landed with a merry jingle when the jar was almost empty. Then, the tones gradually muted to a dull thud as the jar was filled.

I used to squat on the floor in front of the jar and admire the copper and silver circles that glinted like a pirate's treasure when the sun poured through the bedroom window. When the jar was filled, Dad would sit at the kitchen table and roll the coins before taking them to the bank. Taking the coins to the bank was always a big production. Stacked neatly in a small cardboard box, the coins were placed between Dad and me on the seat of his old truck.

Each and every time as we drove to the bank, Dad would look at me hopefully. "Those coins are going to keep you out of the textile mill, son. You're going to do better than me. This old mill

town's not going to hold you back." Also, each and every time, as he slid the box of rolled coins across the counter at the bank toward the cashier, he would grin proudly "These are for my son's college fund. He'll never work at the mill all his life like me."

We would always celebrate each deposit by stopping for an ice cream cone. I always got chocolate. Dad always got vanilla. When the clerk at the ice cream parlor handed Dad his change, he would show me the few coins nestled in his palm. "When we get home, we'll start filling the jar again." He always let me drop the first coins into the empty jar. As they rattled around with a brief happy jingle, we grinned at each other. "You'll get to college on pennies, nickels, dimes and quarters," he said. "But you'll get there. I'll see to that."

The years passed, and I finished college and took a job in another town. Once, while visiting my parents, I used the phone in their bedroom and noticed that the pickle jar was gone. It had served its purpose and had been removed. A lump rose in my throat as I stared at the spot beside the dresser where the jar had always stood. My dad was a man of few words and never lectured me on the values of determination, perseverance, and faith.

The pickle jar had taught me all these virtues far more eloquently than the most flowery of words could have done. When I married, I told my wife Susan about the significant part the lowly pickle jar had played in my life as a boy. In my mind, it defined, more than anything else, how much my dad had loved me.

No matter how rough things got at home, Dad continued to doggedly drop his coins into the jar. Even the summer when Dad got laid off from the mill and Mama had to serve dried beans several times a week, not a single dime was taken from the jar. To the contrary, as Dad looked across the table at me, pouring catsup over my beans to make them more palatable, he became more determined than ever to make a way out for me. "When you finish college, Son," he told me, his eyes glistening, "You'll never have to eat beans again - unless you want to."

The first Christmas after our daughter Jessica was born, we spent the holiday with my parents. After dinner, Mom and Dad sat next to each



other on the sofa, taking turns cuddling their first grandchild. Jessica began to whimper softly, and Susan took her from Dad's arms. "She probably needs to be changed," she said, carrying the baby into my parents' bedroom to diaper her.

When Susan came back into the living room, there was a strange mist in her eyes. She handed Jessica back to Dad before taking my hand and leading me into the room. "Look," she said softly, her eyes directing me to a spot on the floor beside the dresser. To my amazement, there, as if it had never been removed, stood the old pickle jar, the bottom already covered with coins. I walked over to the pickle jar, dug down into my pocket, and pulled out a fistful of coins. With a gamut of emotions choking me, I dropped the coins into the jar. I looked up and saw that Dad, carrying Jessica, had slipped quietly into the room. Our eyes locked, and I knew he was feeling the same emotions I felt. Neither one of us could speak.

Direct your children onto the right path, and when they are older, they will not leave it.
Proverbs 22:6 NLT



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EASY DOES IT

Good food doesn't have to be complicated! Three ingredients is all you need to enjoy this good eats!

If you love cheese and ham, this easy to make, scrumptious to eat yums will likely become one of your faves to whip up any time of the year!

Here's your 3 ingredient line up:

- 1 ball pizza dough or dough pizza crust
- 8 oz. thinly sliced fresh deli ham
- 1 cup freshly shredded mozzarella cheese

Here's all you do:

Preheat oven to 400 degrees F. Roll out pizza dough on a lightly floured surface. Press to form a 12 x 8-inch rectangle.

Arrange ham slices evenly over dough to within 1/2 inch of edges. Sprinkle evenly with cheese. Starting at one of the short ends, roll up dough to form log. Pinch seam together to seal. Place, seam side down, on a greased baking sheet.

Ovens can vary so bake until deep golden brown, anywhere from 30 to 50 minutes

Good Food Simply Made

- check often after 30 mins depending on oven.

Let stand 10 minutes before cutting into 8 slices with a serrated knife.

Serve with mustard, horseradish sauce or whatever you like & Enjoy!

Bon appetit!



FIT FOR THE ROAD

IN GOOD HANDS – Hand Numbness

Motorcycle riders sometimes experience hand numbness, forearm fatigue, and other hand/wrist/arm discomfort. According to the Mayo Clinic, hand numbness is “usually caused by damage, irritation or compression of one of the nerves or a branch of one of the nerves in your arm and wrist”. As it happens, the ulnar and median nerves run right through the palms which are also the same spots which support your weight on a bike. Everyone is different so you’ll need to find what works for you. And of course, like any condition that persists, it is always best to get it checked out by a trained medical professional. Although we can’t officially back any of the following, here are some suggestions from fellow riders that may help with hand/wrist/arm



numbness, fatigue or discomfort: Rider Technique

- Lighten up on the grip/ avoid over gripping the bars.
- Put less weight on wrists. Hold weight up with core abdominal and leg muscles.
- Bring a small rubber or tennis ball on long rides and squeeze it on breaks
- Keep hands relaxed, upper body loose, only lightly touching and steering the bars.



- Grip gas tank with knees to keep weight off wrists. Ditto foot pegs.
- Shake out hands out every half hour or so
- Squeezing/pumping the hands to release muscle tension.
- Remove rings before venturing out.
- Increase exercise off the bike in order to Improve overall fitness and core strength.
- Place hands backwards to stretch fingers the opposite way.
- Move hands out beyond the end of the grips and rest pinky finger on the bar-end.
- Bike Mods/Gear
 - Replace stock grips with softer/foam grips.
 - Add grip covers/grip puppies Kuryakyn grips and palm rests
 - Add throttle lock, throttle rocker or throttle pads.
 - Wear well-padded gloves, like gel palm gloves.
 - Replace OEM bar end weights with heavier ones.
 - Adjust brake and clutch levers to straighten out the wrists.
 - Reposition your bars so your wrists are more straight
 - loosen the handlebar mounts/rotate the bars for a more comfortable angle on the wrist.
 - Reposition handlebars closer to the body, or choose a different bend.
 - Check tension on the steering head bearings to reduce vibration on the handlebar ends
 - Make sure seat is not set too high.
 - Use Anti-vibration risers.
 - Try cruise control attachments. The Crampbuster™ helps maintain steady control of the throttle.
 - Try heated grips: they’re like a heating pad for the hands.
 - Wear carpal tunnel arm braces

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

Stretching



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

Grip Strengthening



You can use a grip strengthening tool or grabbing a rubber ball works. Squeeze and hold for five seconds. Do three (3) sets of 10

Tendon Glide



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

Scapular Squeeze



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

Wrist Extension

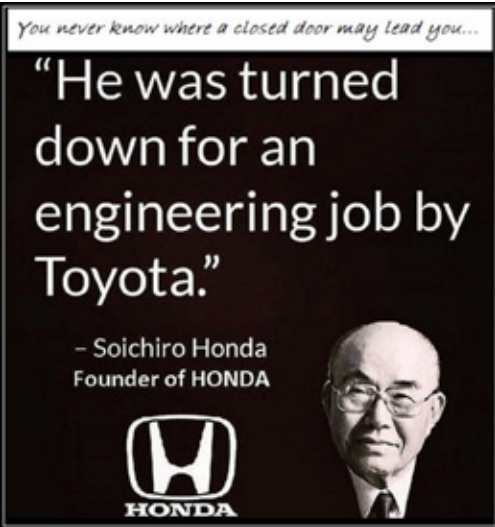
Hold a soup can or hammer handle in your hand with your palm facing down. Slowly bend your wrist upward. Slowly lower the weight down into the starting position. Gradually increase the weight of the object you are holding over time. Do three (3) sets of 10

Range of Motion

Flexion: Bend your wrist forward, hold for five seconds.
Extension: Bend your wrist backward and hold position for five seconds.
Side to Side: Gently move your wrist from side to side.
Do all of the above for three (3) sets of 10

Taking care of your body is top priority if you want to be able to enjoy riding so keep yourself in good hands so you can always stay fit for the road.

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





WHAT TO DO WITH YOUR MOTORCYCLE AFTER AN ACCIDENT

Most articles that you will read concerning what to do after a motorcycle accident pertain specifically to documenting the scene, seeing a doctor and calling an attorney – but what should you do with your bike?



After an accident, your motorcycle could be totaled, or it may just have minor cosmetic damage. Whether you should pay for those damages out of your own pocket, file a claim with your insurer or file a claim with the other driver’s insurance company depends on who was at fault and how serious the damage is. If you’re in a single vehicle accident (you lowside and your bike has some cosmetic damage, for example) and the cost of repairs is under your deductible or only slightly over your deductible, you may choose to pay for those repairs out of pocket. Riders involved in a multivehicle accident where the other driver is at fault should either file a claim with the other driver’s insurance company, or if the insurance companies are still investigating, consider filing with your own insurance company, who will, if they determine that you were not at fault, go after the other insurance company on your behalf and get your deductible back, as well as the money that they paid to you. You shouldn’t have to pay to repair damages you didn’t cause.

Checking Your Motorcycle After an Accident

If your motorcycle has been damaged in any way, it is best that you not attempt to ride it home after the accident. However, that is not always a practical option. If you feel that your only option is to ride your motorcycle home after an accident, you should do a basic once-over of your bike to make sure it’s still safe to ride.

Roll the motorcycle forwards and backwards; is it making any kind of strange crunching or rattling noises, or does it seem to be moving unencumbered by serious damage? Check your tires for cuts and gashes. Make sure there isn’t severe damage to your wheels that may prevent them from rolling as they normally would. Turn your handlebars to make sure you can control the motorcycle like normal. Make sure your clutch is still working properly. Before you start your bike, visually check your brake lines and look at the sight glass of your brake fluid reservoirs to make sure there hasn’t been a leak that might compromise your ability to brake. You should give your brakes a squeeze when rolling your bike to confirm it’s not harder to stop than normal. If the calipers are harder to squeeze than usual there could be a problem with the brake lines, or the rotors may have been bent during the accident. You shouldn’t try to ride even short distances if you can’t safely brake. Lastly you should also check your signals and lights. Although they may not prevent you from riding it’s still good to know if that’s something you need to put on your to-do list of repairs. Whether or not your bike is totaled may depend on a lot of the previously listed factors. From an insurance perspective, any vehicle is generally considered “totaled” if it would cost close to or more to repair the vehicle than what the vehicle is worth.

Should You Pay for Repairs or Just Replace It?

This depends on the rider, their attachment to their bike and the damage it suffered. In some cases, the choice may be up to you. Is the insurance company going to cut you a check to cover repairs? You could choose to sell your motorcycle for scrap or to someone who will restore it and take the money from your claim to buy a replacement bike. The insurance company may just decide your motorcycle is totaled and pay you its fair market value/actual cash value. The cash value will likely be based on a formulaic determination or the motorcycle value listed by the National Automobile Dealers Association (NADA) value minus depreciation. Be warned, this won’t be nearly as much as its original purchase price if you bought the bike new. You may need to take your motorcycle to a repair shop so they can send a repair cost estimate to the insurance company. Riders can choose where they take their motorcycle for a repair

estimate, but going to one of an insurance company’s preferred mechanics may speed up the process. The insurance company will take a preferred mechanic’s word for how much repairs will cost, then pay the mechanic for your bike’s repairs.

Can You Keep Your Bike If It’s Totaled?

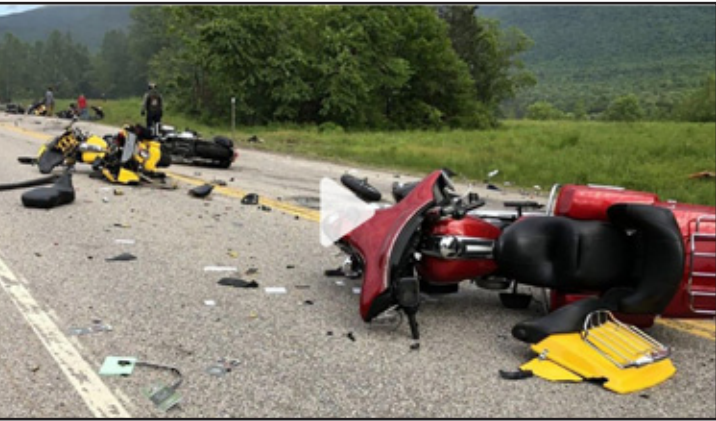
In most states the local DMV, based on the governing statutes and rules, brands the titles of totaled vehicles as “salvage” and the insurance company retains the vehicle and title as part of your loss settlement agreement. Insurance companies offset the claim payments for these totaled vehicles by auctioning them off for scrap. You may be able to keep a totaled motorcycle and even repair the bike (but you’ll likely get less back on your claim). It can be hard to get motorcycles with salvage titles insured, and for most motor vehicles a salvage title knocks about 20 to 40 percent off the resale value even after they’ve been repaired.

Vintage Motorcycle Insurance

There are several reasons to consider getting vintage motorcycle insurance if you have an older or custom motorcycle. For one thing, the NADA value on your motorcycle may be a lot lower than what you’ve actually put into your bike in terms of time and money. In some cases, a rider without adequate insurance may find out the value the insurance company puts on their motorcycle is nowhere near the repair or replacement cost. Making sure you have adequate vintage or custom motorcycle comprehensive and collision coverage is a must if you don’t want to get shortchanged on your insurance claim payment.

Get Representation After a Motorcycle Accident Injury

If you’re a rider in Virginia, South Carolina, West Virginia, North Carolina or Georgia who has been involved in a motorcycle accident, call the Motorcycle Law Group at (855) 529-7433. Our lawyers are riders, so they understand the unique challenges that face motorcyclists after accidents of all types. Riders worried about getting blamed for an accident that wasn’t their fault, and those concerned they won’t get the money they need to pay for medical bills or bike replacement costs, may benefit from working with The Firm that Rides®.



KNOW BEFORE YOU GO

Do you have an “M” designation on your driver’s license? Are you up to snuff on the motorcycle rules of the road in your state? Every state has their own statutes and laws regarding the operation and maintenance of motorcycles. Knowing these statutes not only allows you to avoid needless charges, it helps you to know when your rights have been violated. At The Motorcycle Law GroupSM we keep up with new and existing statutes affecting motorcyclists in Virginia, West Virginia, North Carolina and South Carolina. If you’re riding in any of these states, the statutes are good to know before you go.

In the spotlight this month: Exhaust Systems and Mufflers

VIRGINIA

Exhaust system in good working order (§ 46.2-1049).

Comment: Note that the above statute does not set a decibel level. It states that the exhaust must be stock or comparable to stock. Keep in mind that according to State Code, localities may adopt ordinances regulating noise from motorcycles which are not equipped with mufflers and an exhaust system which conform to the above statute.

No person shall drive and no owner of a vehicle shall permit or allow the operation of any such vehicle on a highway unless it is equipped with an exhaust system in good working order and in constant operation to prevent excessive or unusual levels of noise; provided however, that for motor vehicles, such exhaust system shall be of a type installed as standard factory equipment, or comparable to that designed for use on the particular vehicle as standard factory equipment. An exhaust system shall not be deemed to prevent excessive or unusual noise if it permits the escape of noise in excess of that permitted by the standard factory equipment exhaust system of private passenger motor vehicles or trucks of standard make. The term “exhaust system,” as used in this section, means all the parts of a vehicle through which the exhaust passes after leaving the engine block, including mufflers and other sound dissipative devices. Chambered pipes are not an effective muffling device to prevent excessive or unusual noise, and any vehicle equipped with chambered pipes shall be deemed in violation of this section.



Mufflers on motorcycles (§ 46.2-1050).

It shall be unlawful for any person to operate or cause to be operated any motorcycle not equipped with a muffler or other sound dissipative device in good working order and in constant operation. No person shall remove or render inoperative, or cause to be removed or rendered inoperative, other than for purposes of maintenance, repair or replacement, any muffler or sound dissipative device on a motorcycle.

WEST VIRGINIA

Mufflers; prevention of noise, fumes and smoke. 9; § 17C-15-34.

- (a) Every motor vehicle shall at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise. Such muffler shall be the muffler originally installed by the manufacturer of the vehicle or, if a replacement, the equivalent thereof. No person shall use a muffler cutout, bypass, or similar device upon a motor vehicle on a highway.
- (b) The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke.

If you have a question about any specific motorcycle law or feel that your rights have been violated, call us at (855) 529-7433 and speak with one of our personal injury attorneys who practice in Virginia and are familiar with current Virginia motorcycle laws.

Visit <https://www.motorcyclegroup.com/motorcycle-statutes> for more info.

Text Neck IS REAL!

TEXT NECK (noun)
Overusing your neck, back and shoulder muscles causing strain on your spine. Usually occurs when looking forward and downward for extended periods of time on any mobile device or object, such as a computer, e-reader, etc.

While technology can add convenience to our lives, there is no doubt that texting can be a pain in the neck!

ONE

THE FACTS

With an average adult head weighing 10-12 pounds, holding the head down increases the gravitational pull on the neck.

Long-term forward neck posture may lead to long-term muscle pain, fatigue, and chronic headaches.

IDEAL POSTURE

Align your ears with your shoulders and extend your chin.

One force exerted on an adult's head when viewing something at 60 degrees is equivalent to 60 pounds. (Average weight of an iPhone is 4.8 oz.)

TWO

OUCH!

These strains on your body are bound to take a toll on health over time, especially with the amount of time most people spend on phones. With the potential for "text neck," spending extensive amounts of time on your phone may be causing neck, back, head and overall health problems.

THREE

TECHNOLOGY IS EVERYWHERE!

While some adjustments to your lifestyle can prevent your health, set boundaries that work for you.

- No phone during meals
- No looking at phone for the rest of the day
- No texting while driving

Maintain a neutral spine whenever using technology.

Visit us for checkups to ensure you maintain your health.

As your chiropractor, we want to see you be the healthiest you can be so you can live a long and vibrant life. So put down those phones and connect with those around you.

Windconditioner

(wind-con-dish-uh-ner)

When the wind in your face is the only semblance of A/C a rider will get, and they wouldn't trade it for anything.

Almost a foot of sun at my place. Probably not gonna make it to work. Ya'll stay safe out there!

VIRGINIA RIDER

We're Here For You!



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

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

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