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MAGAZINE

TM

APPALACHIAN BACKROADS

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from the editor's desk

We're so glad to have you with us for this September edition of Virginia Rider. It's been a fantastic summer season. We hope you all have enjoyed lots of fun in the sun, vacations, road trips, and lots of adventures to pack away in your treasure chest of good times to remember.

Now, as we roll into the fall months, you get to enjoy the season that is loved the most by many riders...it's their favorite time of year & I have to agree with them, since I happen to love the cooler weather myself 😊 If you don't live in the mountainous areas of the Virginias & have not ventured out west for a ride yet this year, these next few months are the absolute best time to go! We have so many incredible places for you to go on adventures, shop for unique items, and eat the most delicious foods that you can't get anywhere else, with great places for you to stay as well. Some of the best places to go, you'll find right here on our pages, such as the Blue Grass Mercantile in Blue Grass, VA, Orange Cat Café at Moe Fatz in Franklin, WV, The Curly Maple in Monterey, VA, which is also a great place to stay! Another fantastic place to stay is at Fox Mountain Inn in Max Meadows, VA. And if you need some work done on your bike, the guys over at CycleLogikal in Mount Crawford, VA will take good care of you! If you're looking for some great places to ride this fall, these are our top picks for some of the best rider-friendly destinations in the Virginias.

Virginia hosts some of the nation's most exciting motorcycle roads that draw riders from all over the world! We're very fortunate to have the Heart of Appalachia with us as they take you through the Appalachian Back Roads, with over 1,500 miles of vetted byways, including the thrilling Back of the Dragon, which boasts 3 mountains, 438 curves in 32 miles. Check out their special feature section in the pages ahead, along with the centerfold for all the details. You'll see how you can find other exciting roads such as the Heartbreaker, the Corkscrew, the Woodbooger & our favorite, the Black Snake, which is featured on our front cover this month! ...plus many more unforgettable roads to ride. Now is the best time to plan your trip to the heart of all things fun for riders in Southwest Virginia. And don't forget to order your FREE map too!

This summer, the heat was brutal for a lot of riders so they didn't make it out to enjoy the road as much as they would have liked to. But that's all about to change with the cooler temperatures flirting with the calendar, and teasing us with the beautiful days and chilly nights. If you're looking for things to do or rides to participate in, you'll find plenty on our EVENTS page at our website virginiarider.com.

Speaking of events...we have some exciting special events gracing the pages of this month's issue: The 16th Annual Pink Ride on September 28th in Chesapeake, VA; The mountains are calling from Highland County, VA with their Hand & Harvest Festival, Oct 10th – 12th; Enjoy a scenic 80 mile ride around the perimeter of the Great Dismal Swamp on Oct 12th for the 23rd Annual Swamp Roar in Suffolk, VA; Oct 19th is the big day for the legendary Sherri Parker Memorial Poker Run & Bike Show in Driver Village-Suffolk, VA. Stay connected with us on Facebook & be sure to share your upcoming events with us so we can share them with all of our readers!

We wish you an amazing month filled with peace, enjoying life at home or on the road, & doing the things that make you happy. Until next time around,

Be safe & stay awesome,

Kelly



IN THIS ISSUE



GREAT PLACES TO RIDE For those of us who grew up far removed from any devices requiring a binary code, we still get it. We can still exist without those things, and enjoy life, discover wonderful people and places, and even experience that most profound of “F” words: fulfillment. Sometimes we just need a reminder that the only thing we need to turn on is an ignition switch on a motorcycle.



CHOOSING THE RIGHT MOTORCYCLE HELMET Wearing the right motorcycle helmet can mean the difference between life and death. We know it can also mean the difference between a comfortable and miserable ride. As you search through the many options—online and in stores—we have tips to help you find a safe helmet that fits.



THE BIKE SAVER Last month John was faced with the prospect of doing something he'd never done before – replacing the bearings in the rear wheel. At first he thought it would be academic – pop the old ones out, put the new ones in. But as he experienced after a few setbacks, it turned out to be a bit more complicated than that. Here's “The Hole Story.”



MUSIC AND MOTORCYCLES Christopher John Spedding is an English guitarist and record producer. In addition to his session work, Spedding pursued a solo career. He has released fourteen studio albums, and two live albums. His only solo hit was 1975's “Motor Bikin”.



REMEMBERING SHERRI PARKER Sherri Parker was tragically killed by a hit-and-run driver on July 27, 1993. It was a beautiful day & she was doing what she loved- riding her Harley Sportster. That October, her brother Craig started a festival- “Driver Days” to help the family & our community heal. That was 32 years ago.



THE LIGHTHOUSE What happens when you desperately need to provide food for your family and you have no money to pay for groceries? If you're Louise Redden, you pray that God will make a way. You place your grocery list, written on a piece of paper, on the scale to trade its weight for the same weight in groceries. The end of the story is in this issue.



WHAT TO DO BEFORE AND AFTER AN ACCIDENT The road is unpredictable, and accidents can happen at any time. There are several different aspects of accident preparedness: legal, insurance, and knowing what to do immediately after an accident. This means having proof that you were abiding by all laws when the accident occurred, and also knowing who you can call for legal assistance if you're ever injured.

September 2025

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OUR TEAM



Kelly Dannemann
Owner/Editor



Warren Ells
Layout & Design



Marc Ritchie
& Rose Grant
Great Places To Ride



John Peterson
Bike Savers

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

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

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



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



FEATURED IN THIS ISSUE

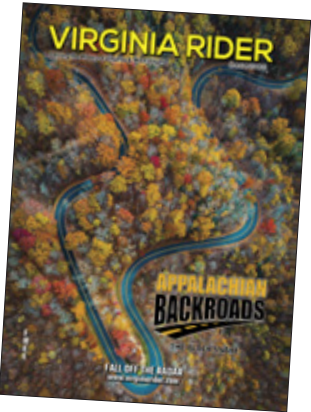
Appalachian Backroads

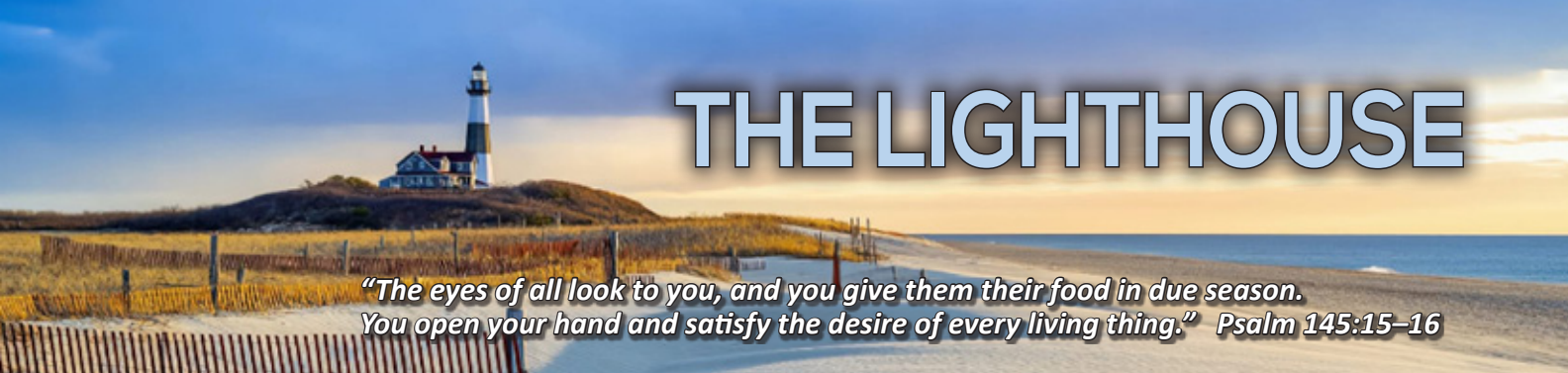
Over 1,500 miles of vetted byways climb to the edge of the horizon and descend thousands of feet to verdant valleys below. Connect to our Appalachian Backroads from the famed Back of the Dragon, which boasts 3 mountains, 438 curves in 32 miles. Spurs off the main routes offer one-of-a-kind adventures that will keep you coming back for more!



ON OUR COVER

The Black Snake is the “best of Virginia's west” ABR routes. It's a ride that travels through Virginia, into Kentucky....then back into Virginia. You will love stops at Pennington Gap, which boasts plenty of eats and sweets, and stop in Appalachia. In Appalachia, you can stretch your legs, get your cardio, and take a walk through the tunnel on the Powell River Trail!





THE LIGHTHOUSE

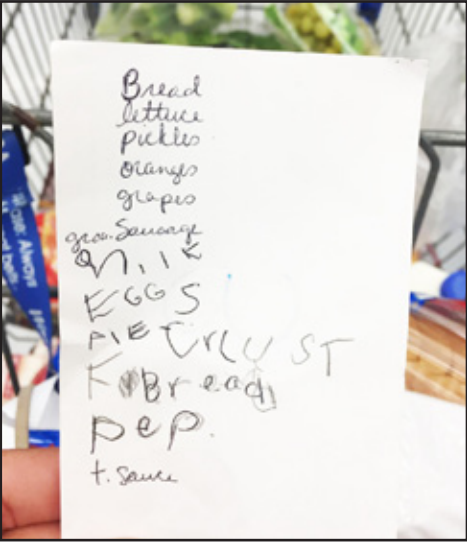
*“The eyes of all look to you, and you give them their food in due season.
You open your hand and satisfy the desire of every living thing.” Psalm 145:15–16*

The Grocery List



Louise Redden, a poorly dressed lady with a look of defeat on her face, walked into a grocery store. She approached the owner of the store in a most humble manner and asked if he would let her charge a few groceries. She softly explained that her husband was very ill and unable to work, they had seven children, and they needed food. John Longhouse, the grocer, scoffed at her and requested that she leave his store. Visualizing the family’s needs, she said: Please, sir! I will bring you the money just as soon as I can.” John told her he could not give her credit, as she did not have a charge account at his store.

Standing beside the counter was a



customer who overheard the conversation between the two. The customer walked forward and told the grocer that he would stand good for whatever she needed for her family. The grocer said in a very reluctant voice, “Do you have a grocery list?” Louise replied, “Yes sir.” “O.K.” he said, “put your grocery list on the scales and whatever your grocery list weighs, I will give you that amount in groceries.”



Louise hesitated a moment with a bowed head, then she reached into her purse and took out a piece of paper and scribbled something on it. She then laid the piece of paper on the scale carefully with her head



still bowed.

The eyes of the grocer and the customer showed amazement when the scales went down and stayed down. The grocer, staring at the scales, turned slowly to the customer and said begrudgingly, “I can’t believe it.” The customer smiled, and the grocer started putting the groceries on the other side of the scales. The scale did not balance, so he continued to put more and more groceries on them until the scales would hold no more. The grocer stood there in utter disgust. Finally, he grabbed the piece of paper from the scales and looked at it with greater amazement.

It was not a grocery list, it was a prayer which said: “Dear Lord, you know my Needs and I am leaving this in your hands”. The grocer gave her the groceries that he had gathered and stood in stunned



silence. Louise thanked him and left the store. The customer handed a fifty-dollar bill to the grocer and said, “It was worth every penny of it.”

Only God Knows how much a prayer weighs.

So many of us do not take advantage of the power God has given us. A prayer!



WATCH FOR MOTORCYCLES



DRIVER TIPS

- After a crash involving a motorcycle, drivers often say, “I didn’t see him.” Increased awareness of motorcycles will make you more likely to see them.
- Motorcycles are often hidden in blind spots or masked by objects or conditions outside the car (bushes, fences, bridges, the sun, etc.). Take extra time to look for motorcycles.
- Always assume a motorcycle is closer than it appears; its speed and distance is difficult for drivers to judge.
- Don’t expect that a motorcyclist will always be able to maneuver out of the way.
- Depending on road conditions, a motorcyclist may take longer to stop. Always allow more following distance behind a motorcycle.
- Motorcyclists often slow down by downshifting or rolling off the throttle, thus not activating the brake light. Allow more following distance, and at intersections anticipate a motorcyclist may slow down without visual warning.
- When you “Watch for Motorcycles,” see more than the motorcycle – see the person under the helmet. He or she could be your friend, neighbor, or relative.





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





GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

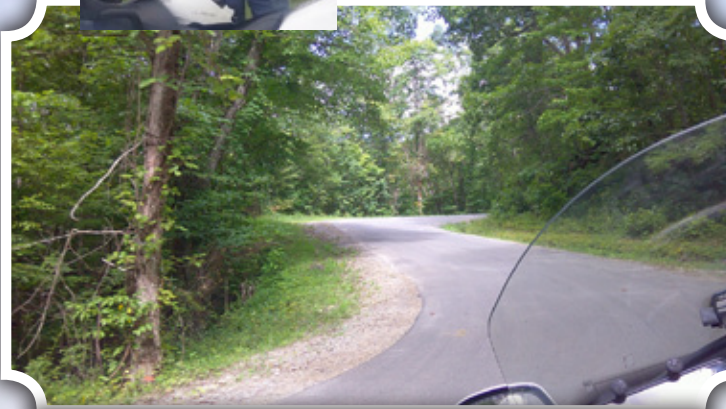
Oases Homing

Temps were on the rise again this August, with forecasts showing a high in the 80s. Since it was going to be classic Def Leppard weather, Rose and I, once again, chose the higher elevations of Virginia and West Virginia for this ride and donned the mesh.

Stopping for fuel in Monterey, we weren't quite there yet on the thermometer. I still had Windy's cowl flap air deflectors closed, with only her windshield vent open. Rose was still wearing fleece under her jacket, and we would be climbing even higher on 250 West. We weren't in any hurry for it to get warm. It would have been perfectly fine if it had stayed like this all day.

We had a spirited escort on the ascent, in the form of a sedan with a canine co-pilot. There wasn't any need to pass. We were already at max safe speed for turbulence from all the washboarding, ruts, and potholes. Briefly at altitude and the state line, it was as if we had passed a frontal boundary, where everything all of a sudden became smooth, and the captain turned off the seatbelt sign. We lost our escort on the descent. Seems four wheels brake better than two. And I wasn't going to test that theory.

Rose and I stopped in Huttonsville for plumbing and refreshments. We were going to be off the grid for a while. Windy was now in full tropical trim, and it was getting warm. We were only on 219 for a few miles before our turn. Right out of the chute, I was challenged with a right-hander requiring first gear and some clutch. I was thankful it was paved. As remote as this was, Google Maps had shown much of our route in street view mode. What was really surprising was how smooth it was. Usually, roads this remote are like proving grounds for Humvees.



It wasn't that long before we arrived at the parking area for Mill Creek Falls of Kumbrow. The last mile and a half was all gravel and downhill. Windy and her crew had no issues. As soon as Rose and I took our helmets off, we heard a huge splash. Once down the short boardwalk, this gem of a waterfall and swimming hole appeared before us. It was like a movie set. Two upperclassmen in high school were swimming with their golden retriever, and jumping off the top of the falls to the pool below. Rover, however, seemed right at home in the water, without getting airborne.

Rose and I managed to get a few, adolescent-free pics, with the pod-of-all-triness, while soaking it all in. It was such a beautiful place. And neither of us had ever been there before. We noticed all the rhododendron, which still requires the spell checker, and still manages to grow everywhere we want to be. It was all truly magical, especially for a place so relatively close by that had eluded us to this point. Visit <https://wvstateparks.com/parks/kumbrow-state-forest/> for more.



continued next page

I was a little concerned about getting back up to the paved portion with such a steep grade on gravel. Again, there were no issues. And second gear seemed to be a good choice for both grip and speed. An air-cooled crew might have some barking issues with a temperamental engine on a hot day, but once on pavement, it's all downhill from there.

219 is a gem of a road, and just a blast on Windy. Sometimes I find my arms are just along for the ride, resting on the bars, as I lean, ever so slightly, with 1200 lbs., to the bends in the road: something this kid with a 25lb. Schwinn never even imagined.

Sticking to our themes of gems and altitude, we made a left on 66 for Snowshoe. We weren't in the mood for pizza, but wanted to sit outside. The Junction Ale House was jammin' some Dave Matthews, so Rose and I followed our ears. It wasn't that busy on this Monday. It was right after the annual hill climb event, so things were relatively slow. Our waitress, Val, who was in college from Columbia, was taking good care of us. Our meal was terrific. And by the time we were ready to leave, Rose and I had become endeared, admiring her hopes and dreams, which set a bar, every parent would be proud of.

Rose and I passed on dessert. The ride home would provide all the treats we needed. 66, 92, 84 may sound like a football audible, but when it comes to riding, those routes turned out to be the right play on the return, and the icing on the cake.

The day was nothing short of electric. Everywhere Rose and I found ourselves, not only was it right where we wanted to be, but a slice of the best of everything this world has to offer. The energy we both felt was such a contrast to the heaviness, seemingly in play from everything that's on. It was all turned off. And life existed in actual, not virtual, time and motion: going places, doing things, meeting people,,, you know, stuff that's real. For those of us who grew up riding bicycles, far, far removed from any devices requiring a binary code, we still get it. We've known it all along. We can still exist without those things, and still enjoy life, discover wonderful people and places, and even experience that most profound of "F" words: fulfillment. Sometimes, some of us, myself included, just need a reminder from time to time that the only thing we need to turn on is an ignition switch on a motorcycle.

Cheers and thanks for reading!

Marc Ritchie
Photos and Great Tipper: Rose Grant



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MUSIC & MOTORCYCLES



MOTORBIKIN'



Christopher John Spedding (born Peter Robinson, 17 June 1944)[1] is an English guitarist and record producer. In a career spanning more than 50 years, Spedding is best known for his studio session work. As well as his celebrated work as a session musician, Spedding pursued a solo career, releasing his debut album Songs Without Words in 1970. Since then, he has released fourteen studio albums, and two live albums. His only solo hit was 1975's "Motor Bikin".

MOTORBIKIN'

Motorbikin', motorbikin', motorbikin', motorcycling
Movin' on the queens' highway
Lookin' like a streak of lightnin'
If you gotta go, go, gotta go motorbike ridin'
Listen to me and I'll tell you no lie
Too fast to live, too young to die
I bought a new machine and then they say
It takes your breath away

Motorbikin', motorbikin', motorbikin', motorcycling
Movin' on the queens' highway
Lookin' like a streak of lightnin'
Baby won't you come with me
I'll take you where you wanna be

Here I am again, I'm dressed in black
I got my baby, she's ridin' up back
We're doin' about ninety-five
I said: Oh, it's good to be alive

Motorbikin', motorbikin', motorbikin', motorcycling
Movin' on the queens' highway
Lookin' like a streak of lightnin'
If you gotta go, go, gotta go motorbike ridin'



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VIRGINIA RIDER

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Serving the Riders of Virginia & West Virginia

A special "THANK YOU" to DWhitt Artistry for sharing their amazing photo of last year's "DMV RIDE OUT" event for our August 2025 front cover.

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VIRGINIA RIDER

Magazine

Rescued is our favorite breed.

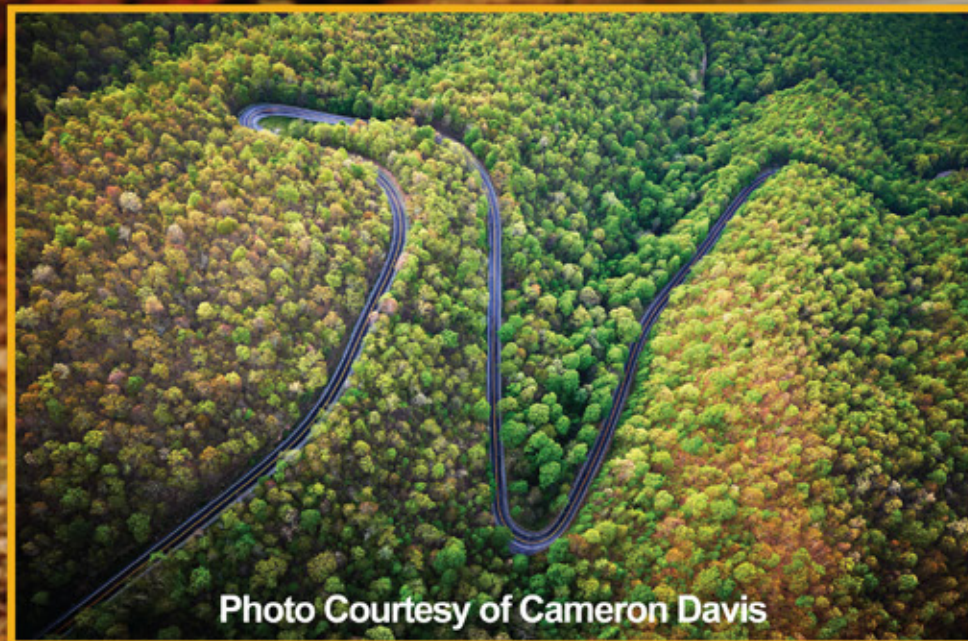
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"Do not save what is left after spending, but spend what is left after saving."

Warren Buffett

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24th ANNUAL SHERRI PARKER MEMORIAL POKER RUN & BIKE SHOW

Oct. 19th, 2025*Driver Village
Suffolk, VA

Sherri Parker was tragically killed by a hit-and-run driver on July 27, 1993. It was a beautiful day & she was doing what she loved- riding her Harley Sportster. That October, her brother Craig started a festival- "Driver Days" to help the family & our community heal. That was 32 years ago.

In October 2002, Sherri's twin sister, Holly & friend, Eddie Boyce, started a Poker Run & Bike Show in her memory. Her memorial event has become a reunion. Many of her friends have never missed it, & this is the 24th year! A lot of her friends volunteer & help each year & they're family. It wouldn't happen without them. Some have grown kids that ride with us & have their own children now that get the iconic logo t-shirt for the 3rd generation of their family...so cool!

The love of Sherri's life since she was 17 was Eric Farley. She met him when she was driving us around in our friend's dad's caddy when he literally walked out in front of us on Portsmouth Blvd. & she picked him up! From that day on, it was Eric & Sherri. You never saw one without the other, & those who knew Eric, you never saw him without a smile on his face & laughter!



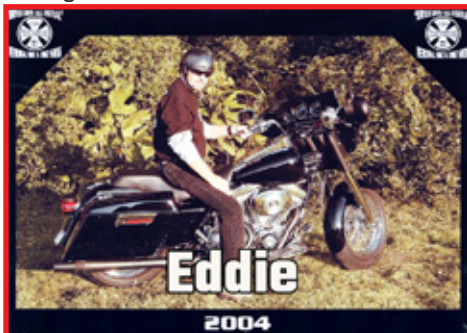
Eric



Eric & Sherri

The first bike they bought was a 1962 Panhead. They loved that bike. They had a mutual friend, Eddie Boyce whom they hung out with a lot. They rode together for many years to Daytona, Myrtle Beach, etc., with a large group of friends who attend her event every year. They were family.

Eddie was an awesome mechanic who could fix anything on a bike. He loved doing high-performance motor work. He & his son Jason had a shop in Driver for a while. Eddie rode his entire life & could ride anything.

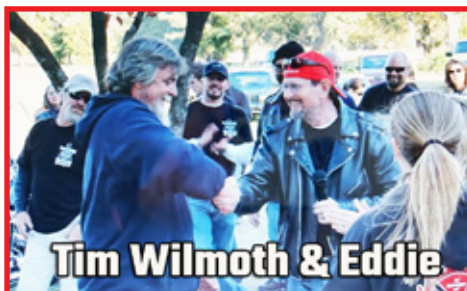


Eddie

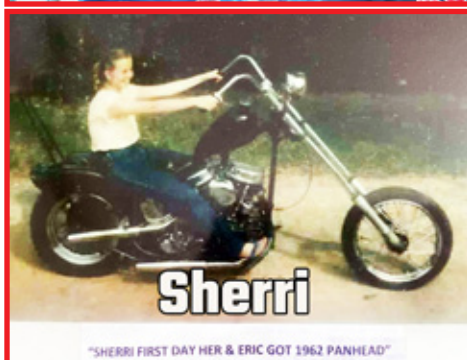
2004



Eddie



Tim Wilmoth & Eddie



Sherri

"SHERRI FIRST DAY HER & ERIC GOT 1962 PANHEAD"

So can Jason, who handles the Bike Show with Holly. Eddie was very well known & respected in the motorcycle community. He was very proud of Jason's knowledge & skills. Sadly, Eddie passed away this year on Jan. 21st. He will be with us in spirit & loving the rumbling noise! Last year, the day before Sherri's ride, Eric suddenly passed away. We were all in shock, of course & everyone was saying... "Eric & Sherri are together again". OCT. 19 is the 1st Anniversary of Eric's death & they will be together riding in with us...smiling! Thanks to Eddie and all of you, we have the best way ever to remember Sherri. We are eternally grateful & blessed. On the way to Eric's memorial, the song "If You Wanna Get to Heaven You Gotta Raise A Little Hell came on the radio...& that they did!....Ride Safe. Love & Respect



Sherri

Sherri Parker Memorial POKER RUN AND BIKE SHOW

SUNDAY, OCTOBER 19, 2025

Driver Village - Suffolk, VA

drivererevents.com



SHERRI PARKER MEMORIAL POKER RUN & BIKE SHOW REGISTRATION FORM

\$25 donation per participant includes complimentary t-shirt for the first 150 registrants. Detach and complete registration form and return with your check made payable to:

Sherri Parker Memorial Fund, Inc., c/o Holly Hoffer
and send to 4237 Driver Lane, Suffolk, VA 23435

Name: _____

T-shirt Size: _____

Street: _____

City, State, Zip: _____

Phone: _____

E-mail: _____

Waiver for Participation: I hereby agree to participate in the Sherri Parker Memorial Poker Run & Bike Show upon the understanding and condition that I agree to abide by the rules, policies and procedures of the Poker Run & Bike Show.

I will not hold the Sherri Parker Memorial Fund, Inc. or Driver merchants, agents or representatives, responsible for any loss of property or for medical or dental expenses incurred as a result of said participation including liabilities, expenses, judgments, attorney's fees or court costs. In the event of injury, I give permission to have myself or my child transported to the nearest medical facility.

Signature: _____ Date: _____

PLEASE CHECK ONE (Bike Show only):

- | | | |
|--|---|---|
| ☐ Touring | ☐ Ladies | ☐ Antique |
| ☐ Custom Bagger | ☐ Sportster | ☐ Special Construction (Competition Bikes) |
| ☐ Softtail | ☐ Foreign | ☐ Antique Patina |
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THIS IS A TAMA SPONSORED RIDE

\$25 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

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

12pm-1:30pm in Driver Village

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What's the difference between
how non-riders and riders
spent their summer?

THEIR SUMMER
(non-riders)



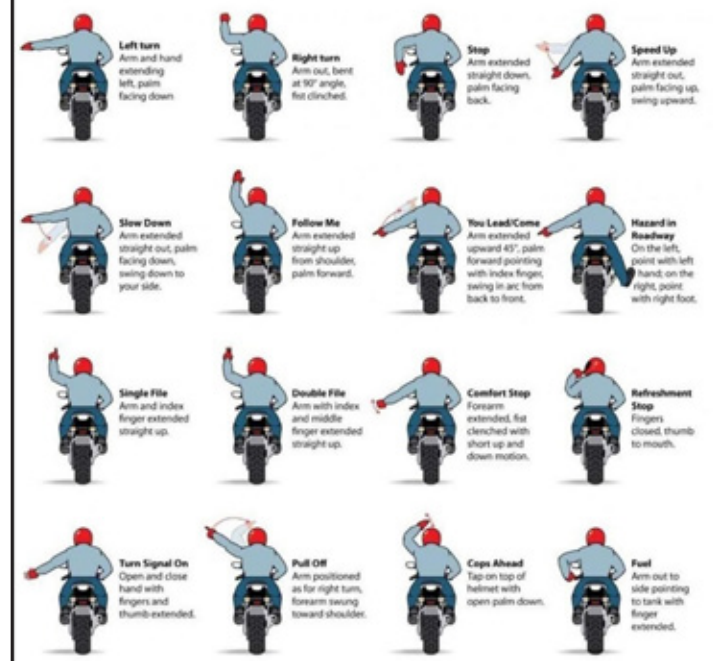
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THE BIKE SAVER

The ‘Hole’ Story

If you’ve been tagging along on my journey to rebuild my 1973 Honda CB550K, last month I was faced by the prospect of doing something I’d never done before – replacing the bearings in the rear wheel. At first I thought it would be academic – pop the old ones out, put the new ones in. But as I was about to find out, it’s a bit more complicated than that. Here’s The Hole Story.

Here’s the pic of the bike right after I’d gotten it home and off the truck; not too bad – yes, it was going to need a lot of work, so that’s what I set about doing.



After a period of about, oh, three or four months, I had thought I had finished it up – here’s the money shot:



Yes, she sure is purty – only one slight problem – it (originally) had the wrong wheel on the back! In this pic above, it has the correct wheel on it – finally – but I digress.

with John Peterson



I acquired the correct wheel from another bike builder who luckily had one lying around, but the bearings felt kind of crusty – I could turn them with my fingers, but they felt ratchety, so I figured it’d be good to change them out; how hard could it be, right..? (Insert a soft chuckle here, please).

Well, here’s the rear wheel and bearings before I started -



That round piece with the four holes in it is the bearing retainer. Those four holes are supposed to be there, essentially to help you twist off the bearing retainer after you drill out some small peen marks which you can access through those holes. You only need to drill down about an eighth of an inch... I – uh – ‘went a little deeper than that.’

If you’ve ever done this before (I hadn’t), this is a left-hand thread, which means it unscrews clockwise! I did not know this until after I had tried to unscrew it the regular way (to the left), before reading the manual (“Manual?? We don’t need no stinkin’ manual!”) and that retainer Just. Would. Not. Budge! I even got a fancy retaining ring tool designed to help you take that retainer off, but that damn retainer was tighter than a clam at low tide.

After consulting the Interwebs and literally DAYS of using MAPP gas (MAPP gas is like propane, just hotter) to heat it, using the special tool, copious amounts of PB Blaster, Kroil, screwdrivers, a variety of drifts, beating on it, harsh language and even more aggressive methods trying to get that sucker to move, it finally gave it up! And there was much rejoicing.

Here it is AFTER the battle...



Note the chewed-up holes there in the retainer face, mute witness to my violent efforts. The plastic seal is missing from the bearing itself because, in the course of using MAPP gas to heat up the hub, it got toasted enough to come off. Oh well; I wasn’t going to be using it anyway.



Also note those incredibly deep drill holes drilled through the retainer threads – yeah, they didn’t have to be that deep - only about an eighth of an inch. Ooops...those other marks on the face are from my desperate attempts to free it up – the retainer itself still works, but ‘live and learn,’ y’know?

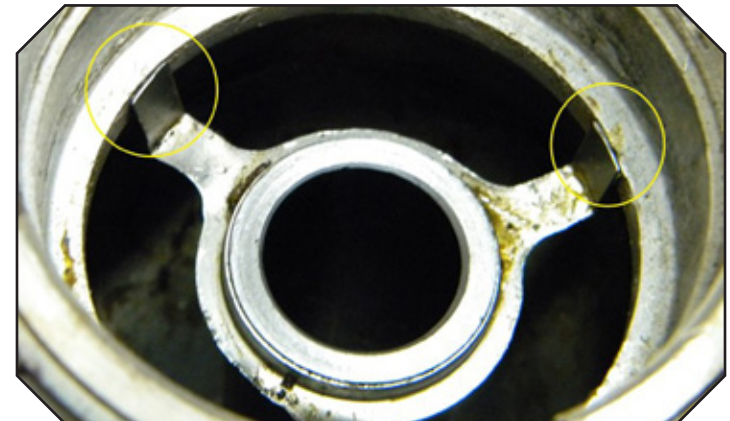
I was finally able to tap the bearings out but I still had much to learn, Grasshopper...

These two pieces are the bearing spacer – the teeth on the ends are a little bent from being taken out of the hub.



This little charmer’s sole purpose is to drive you crazy while you get it centered back in the wheel hub so you can slide the axle through the wheel; but what the manual doesn’t tell you is that those little teeth on each end have to go inside the wheel hub hole and flush to the inside hub edge so you can install the new bearings without them interfering with the spacer teeth.

It’s supposed to look like this when it’s in place - see how those teeth are spread against the inner hub lip but not interfering with the bearing seat...? That’s how you do it. You can easily spread them out with your fingers until you get the proper tension to keep the spacer in place.



After that, it’s a piece of cake – kind of. That little round, smaller spacer above the long spacer in the picture above this one has to fit into the smaller bearing hole, and THEN you fit the spacer teeth into the edge of that bearing hub – kind of tricky to do on the small end, but not too hard. You have to fish that littler spacer into place with a long drift or piece of wire in the bearing hub while it’s under the long spacer - but you can feel it when it seats; then you repeat the process for the larger bearing. When you finally get it right, the endorphin rush is incredible. The whole hard part of this procedure though, is definitely getting the bearing retainer off.

And that’s the Hole story! (Not ‘Whole’; “Hole”...get it?? Yeah, I know: aren’t I precious...) Then you slap the new bearings in, put the wheel back on the bike, and Bob’s your uncle! And then you go to start your beautifully restored antique motorcycle, and it DOESN’T! And then you start asking loud, dismayed questions with a word that rhymes with ‘truck’ in them!

But that, my friend, is another story. “Tune in next month when we hear The Bike Saver say - -” (Something he probably shouldn’t).

THE RIDER COMMUNITY Bikes and Coffee Charlottesville

THE RIDER COMMUNITY – We Are Better Together!

Each month, we will feature a different group from online riding communities so that riders can connect with each other in their home area or on the road in Virginia or West Virginia.

Bikes and Coffee Charlottesville

Charlottesville is pretty well known for its great Cars and Coffee meet, which has been going on for quite some time. I'd jump on one of my bikes and ride over, always having a good time with good conversations and sights, but it was hard to find the other bike people amongst all the cagers.

Last year, I heard of a newly formed passion project of Tom McDannel, Firefly Moto. It's an all-make motorcycle shop, born out of an overwhelming need, and the only one in town. I started there in October and saw an opportunity to start Bikes and Coffee Charlottesville. Since then, I've become the manager, and things are growing like wildfire. Right down the street from our shop is a bastion of Charlottesville small business and creativity, IX Art Park. The park has the perfect coffee shop, JBird, and a nice

shady parking area for bikes and coffee, not to mention a couple of great lunch spots after the meets. The IX owners and property manager were great to work with, so the location was set!

There are often community-driven rides planned to the meet, organized on the Facebook page or impromptu ones that are planned during to meet for afterwards. The vibe is unique, diverse, and all-inclusive with a nice touch of that Cville class. Come as you are; all bikes, trikes, and scooters are welcome.

We meet every first and third Sunday morning from 8 am to 11 am at JBird Supply Coffee Roaster, located at 969 2nd St SE, Charlottesville, VA 22902, in Studio IX.

Not far from the junction of Skyline Drive and the Blue Ridge Parkway, feel free to make Firefly Moto a destination and come anytime during business hours to see the inner workings of our shop.

Feel free to join us for the **Bikes and Coffee Charlottesville** group on Facebook to stay connected for all of our meets. If you have any questions, you can email me, Mark Wheeler, at markcwheeler84@gmail.com. We look forward to seeing you!



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SWAMP ROAR MOTORCYCLE RALLY SUFFOLK, VA

23rd Annual scenic 80-mile ride around
the Perimeter of the
Great Dismal Swamp National Wildlife Refuge.

SUNDAY, OCT 12, 2025

Biker registration begins at 8:00am
at the Suffolk Executive Airport on Highway 13, just south
of downtown Suffolk. Blessing of Bikes prior to send off.
Send-off begins at 11:00am. Rain or shine.

REGISTRATION

\$20 per driver | \$10 per passenger
Includes commemorative event pin and admission
to Suffolk Peanut Fest (a \$10 value)
Light breakfast provided, while supplies last.
First 100 drivers registered to receive ride t-shirt.

NEW for 2025
Inaugural People's Choice Swamp Roar Bike Show
\$10 Participation Fee | Awards Presented
~ plus ~ SWAP MEET

CASH or CHECKS ONLY
Please make checks payable to: Suffolk Festivals, Inc.
SuffolkPeanutFest.com



SPECIAL THANKS
TO PAM & BRIAN MATHIS
& BAYSIDE HARLEY DAVIDSON.



SCAN ME

HOW TO REGISTER

PRE-REGISTRATION AVAILABLE AT
SUFFOLK FESTIVALS OFFICE

Monday-Friday, 10am-4pm (Until Sept. 26)
440 Market St. 2nd Floor | Suffolk, VA 23434

Monday-Friday, 10am-4pm (Beginning Sept. 29)
Suffolk Festivals Office at Suffolk Executive Airport

MAIL TO: Suffolk Festivals, Inc. P.O. Box 1852, | Suffolk, VA 23439

ON-SITE REGISTRATION AVAILABLE. CHECKS & CASH ONLY.

Driver Name (Please print clearly)

Passenger Name

Address

City, State, Zip

Daytime Phone

E-mail Address

CIRCLE T-Shirt Size: S M L XL 2X 3X 4X 5X

CHECK ALL THAT APPLY:

- ☐ Swamp Roar Driver (\$20)
☐ Swamp Roar Passenger (\$10)
☐ Bike Show Entry (\$10)

CONSENT TO THE USE OF PHOTOGRAPHS:

I understand that photographs may be taken of me and/or my child at the Suffolk Peanut Fest and Suffolk Swamp Roar Motorcycle Rally 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., Tidewater Motorcycles, Law Tigers Motorcycle Lawyers, 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, Tidewater Motorcycles, Law Tigers Motorcycle Lawyers, HollyDays, Inc., or Suffolk Festivals, Inc., its staff, employees, 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.

Driver Signature

Date

Passenger Signature

Date

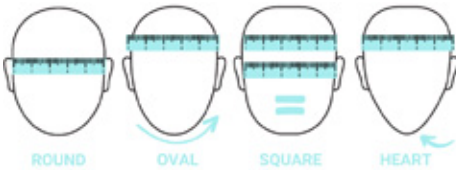
(Parent or guardian if passenger is under 18 years of age)

CHOOSE THE RIGHT MOTORCYCLE HELMET BEFORE YOU HIT THE ROAD

Wearing the right motorcycle helmet can mean the difference between life and death. We know it can also mean the difference between a comfortable and miserable ride. As you search through the many options—online and in stores—we have tips to help you find a safe helmet that fits.

Find Your Fit

SHAPE



Everyone’s head is shaped a bit differently, and that’s why helmets come in different shape styles—round oval, intermediate oval (the most common), and long oval. While we all generally have between a round and oval-shaped head, it’s important to determine your actual shape before buying a helmet. Use a mirror, or have a friend look down on your head from the top. Remember to focus on your head shape, not the shape of your face.

What To Do If You Feel Pressure Points In A Helmet

When trying on a helmet, take note of any pressure points on your forehead—a sign that the helmet is too round. Pressure points on the sides of your head indicate a helmet is too oval for the shape of your head. After you buy a new helmet, try wearing it for 30 to 45 minutes to check for pressure points before using it on a ride. These hot spots may not be immediately apparent, but can grow into painful problems over time.

SIZE



When measuring your head, use a cloth tape. Start it just above your eyebrows

and circle it around the thickest point in the rear of your head. Cross-reference this measurement with a helmet size chart. A helmet that is too loose will move around or will not sit down completely on your head. A correctly sized helmet will be a little tight, providing even pressure around your head without uncomfortable pressure points. It should not move when you shake your head.

Adjusting a Helmet

Some helmet manufacturers provide replaceable cheek pads and liners that let you adjust the interior shape and fit of the helmet. Beyond switching out these items or using these features, any alteration to the inside of the helmet will likely result in loss of warranty, and you risk compromising the integrity of the helmet. Your helmet should feel equally snug around the crown and tight in the cheeks.

STYLE

There are several different categories of helmets, each with different features that correspond to the various types of riding and different types of bikes, as well as various price points and safety features.

Choosing a Helmet Style

Full Face Motorcycle Helmet



- Aerodynamic features
- Comfortable
- Good ventilation

Modular Motorcycle Helmet



- Can be full-face or open-face
- Common with adventure dual-sport riders
- Good airflow and keeps dust and dirt out of your face

Dual-Sport Motorcycle Helmet



- Traditional models: Extended chin bar and visor require goggles
- Newer models have integrated face shields
- Good for all types of off-road adventures and weather conditions
- Off-Road Motorcycle Helmet

Off-Road Motorcycle Helmet



- Extended chin bar and visor require goggles
- Good for motocross, other off-road activities
- Good airflow

Hi-Viz Motorcycle Helmet



- Significantly increases your ability to be seen
- Offers an additional level of safety
- Available as an option on many helmet styles

Half Helmets and Open-Face Helmets



- Only provides some level of protection
- No chin guard, which increases safety risk
- Significant wind noise

Check Safety Ratings

Make sure your helmet has the DOT symbol on the outside back; this means it meets our Federal Motor Vehicle Safety Standard (FMVSS) No. 218.



NHTSA does not approve helmets or any other motor vehicle equipment, instead relying on a self-certification process. However, we conduct tests on some helmets to make sure they meet our standards. While our selection is typically random, we do take into account feedback and complaints from consumers in determining which helmets to test each year. If a helmet does not meet our standard when tested, we can issue a formal recall of the helmet, requiring that it be removed from stores. Our findings are posted to an online database.



DOT-compliant helmets sold in the United States must have a label on the back that contains the following wording and information: manufacturer and/or brand, model designation, DOT, FMVSS No. 218, CERTIFIED.

Labels on certified helmets made before May 13, 2013, simply read DOT.

Beware of Unsafe Helmets

While all motorcycle helmets sold in the United States are required to meet the federal standard and have the DOT certification label, there are online and brick-and-mortar retailers who sell what are known as “novelty helmets” that do not meet our safety standards. There are also fake DOT labels being sold to put on these unsafe helmets.

Novelty helmets are unsafe and will not protect you in the event of a crash. They should not be purchased and should not be worn while operating or riding on a motorcycle. If you are unsure of whether a helmet is unsafe, click below for some tips that can help you identify unsafe helmets.

How to Spot an Unsafe Helmet

- Unsafe helmets will be less than 1 inch thick and usually lack a stiff foam inner liner.

- Helmets meeting the DOT safety standard have sturdy chin straps with solid rivets. Unsafe helmets may have plastic buckles that can easily break in the event of a crash.
- Depending on design, unsafe helmets may weigh a pound or less. Helmets meeting the federal standard generally weigh about 3 pounds.
- Be suspicious of helmets with advertisements such as “thinnest helmet available” and “lightest weight helmet.”
- The DOT safety standard does not allow anything to extend further than two-tenths of an inch from the surface of a helmet. For example, while visor fasteners are allowed, a rigid spike or other such decorations indicate an unsafe helmet.
- A design such as the German Army or skullcap style may be a clue to an unsafe helmet. Unsafe helmets are noticeably smaller in diameter and thinner than ones meeting the DOT standard. However, some German Army-style helmets may meet federal requirements.



Source: <https://www.nhtsa.gov/motorcycle-safety/choose-right-motorcycle-helmet>





WHAT TO DO BEFORE AND AFTER AN ACCIDENT



The road is unpredictable, and accidents can happen at any time. There are several different aspects of accident preparedness: legal, insurance, and knowing what to do immediately after an accident.

If you do get involved in an accident, it's always best to have all your ducks in a row from a legal standpoint. This means not only having proof that you are abiding by all laws when the accident occurred, but also knowing who you can call for legal assistance if you're ever injured.

Insurance is not something you can get retroactively. Being proactive with your insurance coverage can help ensure that if the unexpected does happen, you won't be stuck holding the bill.

Most importantly, you need to know what to do if you are involved in an accident. The steps you take and the evidence you gather could be the difference between a full recovery and long-term financial pain.

Get the Necessary License Designation/Endorsements

Virginia: Class M (Both two or three-wheeled motorcycles), Class M2 (Just two-wheeled motorcycles), or Class M3 (Just for three-wheeled motorcycles)

To obtain a Virginia motorcycle designation, riders must:

- Pass a vision screening
- Pass the motorcycle knowledge exam
- Obtain a motorcycle learner's permit for 30 days
- Pass a motorcycle road skills test (Not every DMV offers the motorcycle road skills test – if you need one, check for availability)

Other Accident Preparedness Tips

- Always carry your license, registration, motorcycle insurance information, and health insurance cards with you when you ride
- Consider having a card in your wallet with "Emergency Contact Information" on it
- Keep your insurance up to date
- Research attorneys and relevant motorcycle laws if you ride

Know the Motorcycle Laws

Most states' motorcycle skills tests or written portions – if they're required – should give you a basic overview of motorcycle laws for your jurisdiction. But there's more to motorcycle safety and legality than the basics. If you passed the test a long time ago, it won't hurt to brush up on state laws that pertain to you.

Why are laws so important in an accident? If someone was doing something illegal and an accident happened, you want it to be the other driver who was in the wrong, not you. Following the laws may not always keep you safe from other drivers, but it can at least help ensure you're not the one who will be liable if a crash happens.

Make Sure Emergency Personnel Can Easily Find Your Contacts

Riders involved in accidents are often severely injured to the point where they can't call their emergency contacts themselves. That's why having a card with your emergency contacts in your wallet next to your health insurance cards may be necessary. You want any medical personnel to be able to easily locate your insurance information as well as know who they should contact in the event you need someone to make decisions on your behalf if you're incapacitated.

After an Accident



1. **Don't say anything about the accident to anyone.** In most states, you are required to check if anyone is injured and needs help, and you'll need to exchange insurance information and your driver's license – **but that's it. Never apologize or admit to an accident being your fault.**

2. You don't even have to speak to the police. You can tell them that, given the stress of the accident, you need to get medical attention or gather your thoughts before making a statement, which you can give at a later time.

3. Take photos of the accident scene yourself. Don't just trust the police or the other driver to gather evidence. If you've been injured, don't hesitate to call a friend or family member to come take cell phone video and photos of the accident for you. Try to get:

- Wide-angle shots of the vehicles where they landed before anything is moved
- Wide-angle shots of the debris on the roadway before it's cleaned up
- Close-up shots of the damage to the vehicles and your motorcycle

Also, try to talk to witnesses and get their contact information. A witness's testimony can be hugely important when it comes to insurance company negotiations. A witness is an impartial party who doesn't have any reason to mischaracterize what happened.

Accidents Aren't Predictable, But Good Insurance Can Provide Surety

If your motorcycle is your primary form of transportation, you likely need to replace your bike as soon as possible. Even if it's not, your motorcycle is a big investment, and it will be important for you to get compensated fully for its replacement costs.

Riders who still have a motorcycle loan on their bike purchase should strongly consider adding GAP insurance to their policy. Motorcycles, like cars, lose value quickly. If you buy a new bike for \$25,000, it will only be worth \$22,500 once you ride it off the lot. You can conveniently calculate your Loan Costs using a tool like a free motorcycle loan calculator. Putting 10,000 miles on it will knock off another significant percentage but you'll still owe nearly \$25,000.

If you get in an accident and your motorcycle is totaled, the insurance company will value it based on the bike's fair market value, which could be a lot less than what you still owe on your loan. GAP insurance makes up the difference between what you owe and what your motorcycle is valued at, so you don't end up having to pay off the remainder of a loan for a bike you no longer have.

Some other types of overlooked motorcycle insurance are gear coverage and classic motorcycle insurance.

Gear, especially good gear, is not cheap, and it's likely to get damaged in a serious motorcycle accident. Standard motorcycle insurance policies won't cover a lot of that gear (boots, chaps, leather jackets, etc.) – other than helmets (on some policies).

Classic motorcycle coverage is for riders who have spent tens of thousands of dollars and years of their life restoring a classic bike. Kelly Blue Book estimates a 1969 Harley-Davidson XLCH Sportster is worth about \$3,040. You may have put 10 times that into restoring the bike, but the insurance company doesn't care about your time or investment unless you've purchased classic/collector motorcycle insurance.

If you're riding a vintage or restored motorcycle and you just have normal coverage, consider contacting your insurer or shopping around to find out if classic motorcycle coverage is a better fit for you.

Get Help After a Motorcycle Accident

If you or a loved one ever does get into an accident, it's likely in your best interest to contact a motorcycle injury attorney. These personal injury attorneys have focused a significant part of their practice on learning about motorcycle law and assisting riders with some of the unique difficulties they face after an injury accident.

The Motorcycle Law Group is the Firm That Rides. We understand motorcycle accidents because we are riders and we've represented hundreds of people who have been in similar accidents. If you have questions, call us at (855) 529-7433.





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How to get the most out of a slurpee



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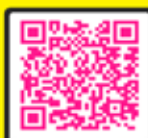


16th Annual

\$30

The Pink Ride

In Loving Memory
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April 1, 1967 - March 15, 2010



SCAN ME

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Kickstands up at 11:30 a.m.
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Food
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Admission Includes:
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OPEN AT
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