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from the editor's desk

Welcome back friends! Or if you're just joining us for the first time, it's good to have you here with us! Fall has always been a favorite season to ride as the temps start dipping a bit and mother nature opens the curtains for the annual show of color as the leaves put on their final performance of the year. It's a very special treat for riders who get to enjoy this magical wonder from front row seats with our knees in the breeze. The first act is just getting started out there and with the days going by so quickly you'll want to catch it before those beautiful leaves start to fall & the show comes to a close for the year.

From what we've heard from events coordinators, we were so glad to hear that there have been much better turnouts for rides and events this year than the past few. Some folks have still been a little reserved about coming out to be around big groups with the spikes in Covid numbers over the past several months. Hopefully next year we can get back to healthier days & record turnouts again....sending positive vibes for 2024!

We would like to encourage you all to get more involved with your riding communities by joining groups so that you can come together to ride for your favorite causes & make new friends who share the same passion for riding that you do. It's also good to be involved with groups so you can stay in touch with your old friends too & enjoy the special type of comradery that only motorcyclists know & understand.

To help Virginia riders come together, we will be launching a new page on our website in November that will feature links to active Facebook Groups open for riders in Virginia & West Virginia only. This will help riders find groups to join that are in their neck of the woods or in places that they ride. If you're in a Facebook riding group that is in the Virginias, please drop us a line to let us know the name of your group so we can include it on our page. The more connections you can make through these groups, the stronger and safer our motorcycle communities can be. Riders are better together.

We hope that you enjoy this edition of the magazine which has a lot of great reading from Great Places to Ride, Riding in the Rain, staying Fit For The Road, to a tiny powerhouse snack that is Good For You & so much more! Thanks for being here with us! We Love our readers & want you to know that ... We are here for YOU!

Until next time...Safe travels friends & don't forget to let your light shine everyday! ❤️

Kelly



IN THIS ISSUE



GREAT PLACES TO RIDE According to Marc, this is the most wonderful time of the year for riders: "When the air is cool and the leaves begin to change, marking a new season, the riding takes on a completely different flavor. Gone, are the hot, hazy, humid hours in the saddle, legs burning from the engine as thousands of bugs experience their final moments."



NIGHT MOVES The daylight hours may be getting shorter but that doesn't always mean that we're ready to go home just yet as the sun goes down. If you want to keep on riding into the evening, here's some important info for all you night riders out there



RIDING IN THE WIND Most motorcyclists have had the experience of going for a ride on a beautiful day, only to discover that the wind wasn't interested in giving them a nice, easy ride. Instead, you can find yourself being buffeted around the road in a way that's often quite scary for newer riders or people who haven't ridden in windy places before.



FIT FOR THE ROAD If you've ever taken a long motorcycle trip or a bumpy motocross course, you know that your fitness has a big impact on your comfort, both during and after the ride. When you're in shape, it's easier to control bikes of all sizes — plus, you'll experience less muscle soreness after a challenging ride.



COUNTRY ROADS Riding a motorcycle in rural areas can be a great way to get some practice miles in for new riders, or a peaceful ride for those who are used to having to weave through traffic, but there can also be some drawbacks as well. Here are the main reasons why riding in a rural area can make for a great trip, or why a rural area could be more of a hazard.



THE LIGHTHOUSE has to do with Ice Cream, Darts and Jesus. Related? You'll find out in this month's issue. A class trip with darts as one of the activities turned out to be a valuable lesson in competition, disappointment and discovering what's really valuable.



TOM MCGRATH'S MOTORCYCLE LAW GROUP
You just bought the bike of your dreams and you're ready to get out on the open road. As silly and miniscule as it may seem, where you put your license plate could get you pulled over. If you want to avoid an encounter with the police, here are some tips on motorcycle license placement to keep you riding.

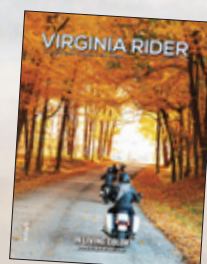
Kelly Collins - Owner/Editor
Virginia Rider Magazine
1385 Fordham Dr., Ste 105-270, Virginia Beach, VA 23464
(757) 822-4700 virginiaridermagazine@yahoo.com
@virginiaridermagazine - on Facebook
www.virginiarider.com



Layout & Design
Warren Ells
warrenellsdesign@gmail.com

ON OUR COVER

Even though summer's over, you can still fall in love with Fall. There are some beautiful riding days still to come this season, so plan your fall trips now.



Sherri Parker Memorial POKER RUN AND BIKE SHOW

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MISSING IN AMERICA PROJECT- VIRGINIA

MIAP-Virginia laid to rest the previously unclaimed remains of two veterans July 14, 2023. Additionally, we honored two veterans whose remains could not be specifically identified. Three of the four were as provided by the National Funeral Home of Falls Church and the fourth was provided by the Prince William County Sheriff's Office. Wagoner Gridley and PFC Kanka were veterans of WWI. They passed away 55 and 44 years ago respectively. Their remains reside in a mausoleum at the funeral home. After all these years, the cards/papers used to identify them could not be read, thus we could not be assured as to which one was who among the many with whom they reside.

The day started with Forrest the MIAP VA Coordinator, along with Tug & Snake from Brothers-In-Arms MC, providing a three-motorcycle escort from the Falls Church funeral home to Bull Run Harley-Davidson where they met the rest of the procession participants, Second Brigade MC, CVMA, ALR & VFW Riders, PGR Riders, Masonic Riders, and several independent riders, 29 motorcycles and approximately 10 cars. Under law enforcement escort by the Prince William County Sheriff's Office, we proceeded to Quantico National Cemetery where we were joined by 10 or 12 other vehicles.

At 1100hrs services and honors were provided for these four veterans. There was 60+ people to witness the honors provided to each veteran. Bryan Langerud sang the National Anthem. Chaplain Don Reid provided the Invocation. Larry Brink and Rachel Schumacher, MIAP Volunteers, read the names and tolled the bell for each veteran. David Shuma from Bugles Across America played taps. The US Army Honor Guard provided military honors with flag folding and presentation. Don Reid closed out with the Benediction. Followed by Garrett McKenzie playing Amazing Grace on the bagpipes. It was very hot that day, two men fell-out due to the heat and were attended to, but the escort and service went pretty well.

Article submitted by Tug, President, BIAMC, Yorktown * tug.biamc@gmail.com

Why We're Here

The purpose of the MIA Project is to locate, identify and inter the unclaimed cremated remains of American veterans through the joint efforts of private, state and federal organizations. To provide honor and respect to those who have served this country by securing a final resting place for these forgotten heroes.

The Missing in America Veterans Recovery Program (MIAP) (EIN: 20-8408832) is a Federal recognized Non-Profit Veterans Organization for the identification, location, verification, and movement of Veterans and their Dependents.

To learn more about the Missing In America Project visit <https://www.miap.us/> or join them on Facebook at Missing In America Project - Virginia <https://www.facebook.com/groups/291507854257887/>

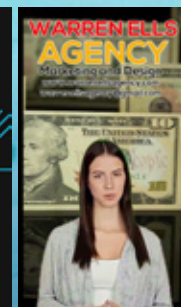
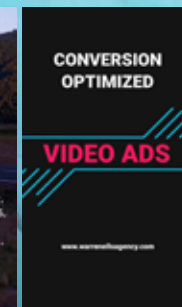


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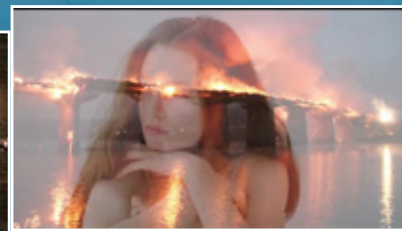
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GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

Falling off the Radar

As a rider, this has always been the most wonderful time of year. When the air is cool and the leaves begin to change, marking a new season, the riding takes on a completely different flavor. Gone, are the hot, hazy, humid hours in the saddle, legs burning from the engine as thousands of bugs experience their final moments. The riding pants, along with the thicker jacket and their liners, re-emerge from the sacred closet, ready to embrace the brisk and inviting wind. The neck sock, my old friend, is also right where I left it, just a couple seasons ago.

All of this preparation would seem to be folly, if the ride too, was not as extraordinary. Of course, it helps to have a more than capable machine, to take you and your Pillion to that special place in comfort, how far it may be, along with all of your crap, in case you have to take anything off along the way. The trick is not to end up experiencing the things you are trying to avoid by riding in the first place. And that for me, is crowds.

It must be a product of age. There is a point when we realize there is more sand in the bottom of our hourglass than the top, which makes waiting agony. And if I'm in the saddle, I'd better be moving, and with as few cages as possible. The notable attractions, with their entrance fees, long lines and traffic, while perfectly fine most any other time of year, are not the memorable experiences I want to have. So, might I suggest some alternatives where a long

day will actually be spent in motion with equally stunning scenery?

I may be biased. No, strike that. I am. As a resident, it's hard to beat Highland County, VA. The possible loops are as endless as there are hidden roads. And one of Rose's and my favorites is the ride from Meadowdale to Blue Grass. The valley is always stunning. But the first time we rode it in the fall, was like being between two tidal waves of magnificent color. Notable stops for eats include The Blue Grass Mercantile and The Curly Maple. And if you want to extend your range, Dean's Den, in Frost, will be at the end of another truly exceptional road: Mill Gap. The overdose of wide-open space in the wind here has no words.

One of the roads we had the pleasure of recently discovering was Bland Hills in WV. Immersed in mountains with vivid color amidst rock formations will leave quite an impression as will the panoramic vistas that await each crested hill. Paired with Horse Ridge and Germany Valley Roads, it's a great detour for any loops in the Franklin/Seneca Rocks area.

Another rider favorite is Highland Scenic Highway near Marlinton. While it may not check the intimacy box with respect to other tourons, there is no entrance fee, and the views are worth the torture of following a cage or two.

Rose and I were there last year this time, and the colors were spectacular. As cloudy as it was, they were still putting on a show and Rose couldn't get enough pics. Just be mindful of any early snows, otherwise you may have to take the Jeep.

Siple Mountain, Troublesome Valley and Schmucker Roads in Pendleton County, WV also provide great alternatives to the main roads in the area. You could even throw in Reed's Creek as well. Like the aforementioned gems, they will leave an impression and a memorable experience. You may even want to return and do it again. I've lost count on this end. There have definitely been some leg squeezes and deep breaths.

These are just a few of the less popular, but equally fantastic and memorable roads we've had the good fortune to ride over the years. Many of these are on our Virginia Rider YouTube Channel, posted with map links, so you can check them out before you go. Some of these rides can be quite lengthy, so if there's time, perhaps lodging is a possibility, to spend more time exploring. You may find them, as well as good places to eat, on our Rider Friendly Business Directory at virginiarider.com. If not, since the days are getting shorter and the sun is getting lower, it's always a preference, should it be an option to consider, to plan any rides heading home with the sun at your back. I would also suggest riding these roads in similar fashion for the most part. Like a stage, the leaves, colors and landscapes of nature's annual performance will be more enhanced with our celestial lightshow shining at them instead of us.

Cheers and thanks for reading!

Marc Ritchie
Photos and my Angel: Rose Grant



continued next page



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Motorcycle License Plate Placement Laws

Motorcycle License Plate Placement Laws

You just bought the bike of your dreams and you're ready to get out on the open road. Fresh air, travel and adventure await! Before you head out, there are a few things you want to make sure you have so you don't get yourself in trouble.

As silly and miniscule as it may seem, where you put your license plate could get you pulled over. If you want to avoid an encounter with the police, here are some tips on motorcycle license placement to keep you riding.

How to Display Your License Plate on Your Motorcycle

You should check your states laws regarding motorcycle license placement if you have concerns:

How license plates fastened to vehicle; altering appearance of license plates (§ 46.2-716).

Comment: The main thing is that the plate must be visible. For some reason some members of law enforcement believe that if you mount the plate vertically as opposed to horizontally that you are violating this statute. Nothing in this statute forbids the vertical mounting of license plates.

A. Every license plate shall be securely fastened to the motor vehicle, trailer, or semitrailer to which it is assigned:

1. So as to prevent the plate from swinging,
2. In a position to be clearly visible, and
3. In a condition to be clearly legible.

B. No colored glass, colored plastic, bracket, holder, mounting, frame, or any other type of covering shall be placed, mounted, or installed on, around, or over any license plate if such glass, plastic, bracket, holder, mounting, frame, or other type of covering in any way alters or obscures(i) the alpha-numeric information, (ii) the color of the license plate,(iii) the name or abbreviated name of the state wherein the

vehicle is registered, or (iv) any character or characters, decal, stamp, or other device indicating the month or year in which the vehicle's registration expires. No insignia, emblems, or trailer hitches or couplings shall be mounted in such a way as to hide or obscure any portion of the license plate or render any portion of the license plate illegible.

C. The Superintendent may make such regulations as he may deem advisable to enforce the proper mounting and securing of the license plate on the vehicle. License places must be securely fastened and clearly visible. Never cover it with materials.

A proper license plate should meet the following requirements:

- Be in good physical condition and pass inspection and approval of the Division of Motor Vehicles
- Be registered to the specific motorcycle by the Division of Motor Vehicles
- Display a sticker issued by the division indicating that it is used for general transportation

If you also own a motor vehicle, license plate registration is the same process.

License Plates for Antique Motorcycles

Antique motorcycles are 25 or 30 years old or older (depending on the state) and the licensing displays that it is meant to be a collector's item only. That means it's not necessarily driven solely for basic transportation. If it is registered as a classic motorcycle, it may also need a different license plate.

Antique motorcycles can still be driven. After all, what is the point of having a classic ride that you can't show off? Some states limit how and when they can be ridden:

- Participation in club activities, exhibits, tours, parades and other similar activities
- To test their operation and receive maintenance
- Recreational purposes on the weekend only

Why Your Motorcycle License Plate is Important

If you ever get pulled over or you have been in an accident, your license plate is a way for the police to identify who you are or who the motorcycle belongs to. A license plate will help if someone were to steal it or take it for a cruise and crash it.

The first license plates became mandatory back in 1901 New York, when then Governor Benjamin Odell Jr. signed a bill that required owners of motor vehicles in state to register. Back then, things were a little less structured. Basically, all you had to do was put your initials in a visible place on your motor vehicle. The letters had to be three inches tall, but you could use any material that you wanted.

Of course, everyone's initials got confusing. Once that system failed an official number was assigned to vehicle owners, rather than them using their own identification.

Not long after license plates came speed limits and other traffic laws intended to regulate how the growing number of drivers used the roads. Be sure to keep your license plate up to date, properly registered and placed accordingly on your motorcycle. You need it to be identified if you are ever in a motorcycle accident.

If you have been in an accident, call the Motorcycle Law Group today at 1-855-LAW-RIDERS. We know motorcycle law and we take care of our fellow riders like we would family.



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NIGHT MOVES

The daylight hours may be getting shorter but that doesn't always mean that we're ready to go home just yet as the sun goes down. If you want to keep on riding into the evening, here's some important info for all you night riders out there.....

Motorcycle riding at night: 10 safety tips

Is it OK to ride a motorcycle at night?

In most states, you can legally ride a motorcycle at night as long as you're properly licensed. In some states, you must be 18 years old to legally ride at night. Check your state's specific laws regarding night motorcycle riding before you head out. No matter your age, if you're riding at night, it's important to understand the risks and be extra cautious.

Riding a motorcycle is fun and freeing, but it can also be risky. According to data from the National Highway Traffic Safety Administration (NHTSA), motorcyclists are about **28 times more likely to suffer an accident-related fatality than drivers of other vehicles**. And riding at night introduces additional risks. If you need or want to ride your motorcycle at night, take extra precautions to help protect yourself and others. Here are 10 safety tips you can implement each time you go for a night ride on your motorcycle.



Understand the dangers of riding at night

Many road dangers that exist during the day for motorcyclists are amplified at night. For example, it may be harder for other drivers to see you, and you face an increased risk of encountering drunk drivers. Except for the rush hour times of 3–6 p.m., more motorcyclists die in nighttime accidents than during the daylight hours.

Decreased visibility

Even during the day, other motorists often fail to notice motorcyclists. With little to no light at night, their visibility is more limited, putting

you at a higher risk of not being seen until a collision is unavoidable.

As you'd expect, your own ability to see is dramatically reduced at night. Your visibility is often limited to whatever appears in your headlight beams and the lights of other vehicles around you.

Drunk drivers

The risk of being involved in an alcohol-related accident is much higher at night than during the day. This includes being hit by drunk or drug-impaired drivers in addition to operating a motorcycle after drinking. Here are some sobering statistics surrounding motorcycles and alcohol-related deaths: 32 percent of the 5,579 motorcyclist deaths in 2020 involved alcohol. In 2020, between the hours of 9 p.m. and 6 a.m., 48 percent of motorcyclists killed had a blood alcohol concentration at or above the 0.08 percent legal limit. Motorcyclists are more likely to drive drunk than other types of motorists.

Animals

Many animals are most active in the early morning and from 6–9 p.m. As the sun sets, it may be harder to see these animals. If you hit an animal while riding a motorcycle, especially a large animal like a deer, it could be catastrophic. Another consideration for animals on the road is the time of year. Summer months between July and September yield the highest rate of crash deaths involving animals. Not far behind are the autumn months from October through December. If you're riding your motorcycle during a high-risk time for animals on the road, take the following precautions: Slow down when driving through areas with frequent animal sightings. Be on the lookout for animals. If you see an animal, brake quickly instead of swerving. Assume there are multiple animals even if you only see one.

Drowsiness

Because of the low-light conditions, driving at night can quickly become monotonous and tiring. That fatigue can impair your ability to react while on the road. Night riding takes more concentration than riding during other times of the day. If you're feeling drowsy, take frequent breaks to help you stay alert, and scan the horizon and your mirrors instead of staring straight ahead.



Make sure your lights are working

If any of the lights on your motorcycle aren't working or aren't angled properly, it could severely reduce your ability to see—and other drivers' ability to see you. Before you do any night riding, make sure every light on every part of your motorcycle is working. You may need someone to help you check all the lights.

Use your high beams

As long as you're not blinding other drivers, use your high beams as much as possible to reduce eye strain and increase your range of vision. To avoid shining your high beams at other drivers, switch them off as you approach vehicles going the opposite direction, and turn them off if you're closely following another vehicle.

Don't look directly at oncoming headlights

As noted above, oncoming headlights can be blinding. Instead of looking directly into them, try looking at the right-edge line on the side of the road ahead. This will keep you within your lane and headed in the right direction. Don't look down and away—it could cause you to inadvertently steer out of your lane.

Consider wearing night riding glasses

While dark-tinted visors or sunglasses work great for bright sunny days, these items can impede your vision at night. Instead, consider wearing the following glasses: Yellow-tinted visors or glasses for low-light conditions like dusk. Photochromic visors that automatically adjust to light levels day and night. Clear glasses to protect your eyes while you drive at night with an open visor. Try various eyewear options to see what gives you the best nighttime visibility.

Clear your helmet's visor

While it's easy to ignore some dirt, dead bugs, and smudges on your helmet's visor during the day, these things can impair your vision at night. Regularly clean your visor using a microfiber cloth and a safe cleaning solution. Avoid abrasive materials and cleaners, which can scratch or cloud your visor and distort your vision.

Make yourself visible

As we noted earlier, poor visibility is one of the leading contributors to motorcycle fatalities at night. There are many ways you can make you and your motorcycle more visible.

Wear high-visibility clothing

High-visibility clothing is designed with reflective surfaces and bright fluorescent colors that help make you more visible at night. One study found that motorcyclists who wear high-visibility clothing are 37 percent less likely to be involved in a crash. An alternative to high-visibility clothing is a simple industrial safety vest, like what construction workers wear while working on roadways.



Use reflective tape

To make you more visible, consider adding retro-reflective strips of tape to your motorcycle and your riding gear. This tape is available in virtually any color, so you can choose the color and style that works for you.



Add more lights

Adding specialty lights to your motorcycle is a good way to increase your visibility—both your ability to see and other motorists' ability to see you. There are numerous types of lighting available: Brake light flashers: Brake light flashers modify your brake lights to flash rapidly when you apply the brakes. This may grab the attention of other drivers better than a steady brake light.

LED lights: LED lights are brighter and use less energy than incandescent bulbs. This can help you see farther and make you more visible to other drivers at night. Make sure your motorcycle is properly equipped to handle a switch to LED lights.



Headlight modulator: A headlight modulator switches your low beams from a steady light to a pulsing beam. This can help your lights stand out and get noticed, especially since many vehicles drive with daytime running lights. Auxiliary lights: Instead of replacing your current lights, you can add extra lights to your motorcycle. Numerous options available, including light strips and fog lights, can help you see farther while driving at night and make you more visible to others. If you're planning on adding or changing the lights on your motorcycle, make sure you comply with all local and state laws regarding vehicle lighting. Some lights are restricted because they're too bright and can be blinding to other drivers.

Leverage the lights of other vehicles

Your motorcycle's headlights are limited in how much of the road they can show you. Use the lights from other vehicles to your advantage. If you're behind another vehicle, scan the road ahead to see if their headlights expose any road hazards, like a pothole or road debris. Remember that four-wheeled vehicles can straddle debris in the middle of the road, but you can't. Be on the lookout for those hazards and be prepared to maneuver around them.

Maintain safe driving distances

When driving at night, give yourself more time and space between vehicles than you might during the day. With limited visibility, it's harder to see potential obstacles in front of you. While your motorcycle may have excellent stopping power, things can happen quickly at night, like an animal darting onto the road or a drunk driver acting erratically. The more space you give yourself to stop, the greater your chances will be of stopping safely and avoiding an accident.



Take breaks when needed

Riding a motorcycle at night can be particularly tiring because of the limited visibility and intense concentration needed. Signs of sleepiness include: • Not remembering the last miles you've ridden • Difficulty keeping your head up • Frequent blinking or yawning • Missing a turn or an exit • Drifting into other lanes or rumble strips. If you notice you're feeling sleepy, pull over in a safe spot and take a break. To help yourself feel more alert, consider drinking a caffeinated beverage or eating a high-energy snack. If your sleepiness is too severe, you may need to call a friend or family member to pick you up. Another warning sign to look out for is something called highway hypnosis. This is a trance-like state where someone drives normally yet doesn't remember driving. If you've ever arrived at your destination without remembering driving there or suddenly realized you were miles past your exit, you likely experienced highway hypnosis. To avoid highway hypnosis, consider these tips:

- Fuel your body with food
- Maintain proper posture
- Keep your body cool
- Listen to upbeat music
- Listen to talk radio or other engaging audio, such as a podcast or audiobook
- Take a stretch break

Highway hypnosis isn't the same thing as drowsy driving, since highway hypnosis usually doesn't interfere with driving safety. However, it's quite possible to shift from a state of highway hypnosis into drowsy driving, so be aware of other signs.

We hope these motorcycle safety tips can help you be a better and safer rider at night. Remember, understanding motorcycle safety and proper riding techniques is critical to helping you stay safe on the road. Understanding the risks involved with night riding and learning more about motorcycle safety can make you a better rider. However, accidents still happen. With the right motorcycle insurance coverage, you can be better protected.



Source: <https://www.dairylandinsurance.com/motorcycle/on-the-road/safety/riding-at-night> The general information in this blog is for informational or entertainment purposes only. View our blog disclaimer.



Most motorcyclists love to venture out onto country roads during the fall months so they can have a front row seat to the annual autumn leaves show of colors. Country riding brings some extra special challenges to even the most experienced rider...

Riding a motorcycle in rural areas can be a great way to get some practice miles in for new riders, or a peaceful ride for those who are used to having to weave through traffic, but there can also be some drawbacks as well. So, what makes these areas a good or bad place to ride? Well, here are the main reasons why riding in a rural area can make for a great trip, or why a rural area could be more of a hazard.

Openness

Unlike the cramped cities that create multiple lanes of traffic and issues with safety in regards to lane splitting, rural areas offer an openness that other places can't compete with. Riding through a rural area will give you time to speed up and stay at a decent pace for a majority of the time, and allow you to have a worry-free time while riding.

The freeways of a fast-paced city can be a pain to navigate through, even when you don't have to sit behind cars all the way to your destination. But rural areas offer open space so that you don't have to constantly ride with other vehicles right next to you.

However, this could also make for a boring ride when there is nothing to look at. Nice scenic routes will keep your senses occupied and focused, but with rural areas that have large stretches of dirt and gravel, you may start to drift off a bit.

This can be dangerous for those who aren't used to it and could end up causing some issues.

Speed

When it comes to riding in city areas, the slow speed that you may be forced to stay at can get very frustrating, very quickly. Being stuck in tight traffic and having to slow down to maneuver around vehicles that are packed together can be annoying, to say the least.

Rural areas offer riders a more open space that allows you to speed up and keep a consistent pace while riding to make getting to where you're going much easier. You don't want to have a powerful bike just to be stuck at a crawl that doesn't let you flex your motorcycle's muscles.

So, riding in rural areas can get you the most out of your bike and allow you to test the limits of what your bike can do, without having to slow down because of pesky traffic.

However, this could become an issue as well. Just like when you are driving a vehicle, you may begin to feel like you have to speed up to get past the long stretches of land. This could cause you to speed up too much and earn you a speeding ticket, or you could end up losing control of your vehicle. When riding a motorcycle, you can have the same issue, and it could cost you in the end.

Weather changes

One issue that you may need to consider thoughtfully when riding in rural areas is the weather conditions. This may be a positive or negative thing depending on the weather when riding, and it could make it safer or more dangerous.

If the weather is nice and sunny, then riding through long stretches that let you spread out and feel at peace when riding could be great. However, if there are routes with terrible road conditions, then you could end up in a bad situation.

Rural areas during a rainstorm could cause the road to flood with mud because of the water mixing with all the dirt on the side of the road. This could be a huge issue for riders caught in a long stretch of road without any towns nearby.

Thunder and lightning storms are also an issue because of the risk of falling power lines. This can be a high risk when in the city as well, but with other cars, buildings, and other items in the way, you are unlikely to be affected. But in a rural area with nothing else around, your chances of getting struck increase significantly. So, this is something that you should think about when riding through rural areas.



Wildlife

The risk of wildlife affecting your ride while in a major city or suburb may sound a bit strange. Well, it is, because this is not something that you will likely encounter when riding. However, in more rural areas, this could be a much bigger issue than you might think.

In areas where there are more animals roaming free, there is always a higher chance of wildlife wandering onto the road. For riders who have become accustomed to highway and suburban street riding, this could cause some major problems.

Luckily, in most areas, there will be signs that warn riders and drivers that certain types of animals are known to be in the area. This can help you be more aware of being in an area of land where animals have been seen near the road before. However, if you come face to face with wildlife, what do you do?

Well, the first thing that you should do when riding on a ride marked for possible wildlife is ride defensively and not offensively. This means that you should slow your speed a bit, and watch for animals nearby.

Sometimes, if you know that no one is around you, then you may see an animal on the road and be able to swerve around it. But if you have other riders or drivers nearby, you can't always afford to do that. So, knowing what you will, and can do, in that situation will help keep you safer on the road – even if you encounter wildlife.

Fuel

If you are hoping to take a long ride in a rural area, then you have likely thought about the difference in the amount of fuel that will be used. Similarly, to cars driving on the streets, compared to highway driving, you can also save some fuel by riding on a rural road.

The difference between sitting in traffic or having to strategically dodge cars on the street can cause more wear and tear on your bike, and cost you more fuel. So, if you are on a more open rural road, then you will get better gas mileage and be able to go further on the gas in your tank.

Higher Fatalities

Riding through open roads and seeing fields surrounding you may make you feel like you have a lower risk of an accident while riding. However, a National Highway Traffic Safety Administration (NHTSA) study shows that this may not be the case.

According to the NHTSA, there is a 42% higher rate of fatal crashes of rural roads when compared to busy stretches of highway and city streets. Around 4% of these fatal crashes were from those riding a motorcycle.



This increased rate could be due to wildlife wandering onto the road, a rider losing control because of weather conditions, or because a rider is trying new things on an open road where they believe it to be safer. Whatever the case may be, the fatality numbers are higher in rural areas, so riding on these roads could end up costing a lot more than some insurance money.

Cornering

For those riders who like trying out new things, a rural area with no one around may seem like the perfect place to practice. And, although this is much safer than doing tricks on a street or freeway, this could end up causing you problems in the end.

Riders who are more comfortable on their bikes may want to test out their tight cornering skills when they see an area with no other cars or bikes around. However, the rates of accidents and fatalities that come from these types of accidents are increased in rural areas because of this.

This is likely linked to the fact that avid riders will not try out these skills on a city street or freeway since they know the risks, but it doesn't change the fact that the number of accidents is higher on these roads.

Whether or not you feel comfortable riding your motorcycle on rural streets, you should still be aware that you could get into an accident even with no one around. In fact, the study that was mentioned earlier talked about the number of single-rider accidents being higher in rural areas. This means that many were riding alone and lost control of the bike.

So, even though you may feel safer testing out your riding skills with few vehicles around, remember that you still have a high chance of crashing and getting injured even when on these types of roads.

Whether you are thinking about going for a long trip, or you just want a short day-ride to a rural area, remember that there are things that you need to think about before riding however you want. City riding may seem like a more dangerous pastime, but rural areas can be a dangerous alternative if you aren't prepared. So, know what you're getting into before heading out on a rural road.

Safety first!



VIRGINIA RIDER MAGAZINE

Source: <https://beginnerriders.com/riding-in-rural-areas/#openness>



THE LIGHTHOUSE

Show me the right path, O LORD; point out the road for me to follow. – Psalm 25:4

ICE CREAM

Last week, I took my children to a restaurant.



My six-year-old son asked if he could say grace. As we bowed our heads, he said, "God is good. God is great. Thank you for the food, and I would even thank you more if mom gets us ice cream for dessert. And liberty and justice for all! Amen!"

Along with the laughter from the other customers nearby, I heard a woman remark, "That's what's wrong with this country. Kids today don't even know how to pray. Asking God for ice cream! Why, I never!"

Hearing this, my son burst into tears and asked me, "Did I do it wrong? Is God mad at me?" As I held him and assured him that he had done a terrific job and God was certainly not mad at him, an elderly gentleman approached the table.

He winked at my son and said, "I happen to know that God thought that was a great prayer." "Really?" my son asked. "Cross my heart." Then, in a theatrical whisper he added (indicating the woman whose remark had

started this whole thing), "Too bad she never asks God for ice cream. A little ice cream is good for the soul sometimes." Naturally, I bought my kids ice cream at the end of the meal. My son stared at his for a moment and then did something I will remember the rest of my life. He picked up his sundae and, without a word, walked over and placed it in front of the woman.

With a big smile, he told her, "Here, this is for you. Ice cream is good for the soul sometimes."

THE DART TEST

A young lady named Sally relates an experience she had in a seminary class given by her teacher, Dr. Smith. She says that Dr. Smith was known for his elaborate object lessons.

One particular day, Sally walked into the seminary and knew they were in for a fun day. On the wall was a big target, and on a nearby table were many darts. Dr. Smith told the students to draw a picture of someone that they disliked or someone who had made them angry, and he would allow them to throw darts at the person's picture.

Sally's friend drew a picture of a girl who had stolen her boyfriend. Another friend drew a picture of his little brother. Sally drew a picture of a former friend, putting a great deal of detail into her drawing, even drawing pimples on the face. Sally was pleased with the overall effect she had achieved.



The class lined up and began throwing darts. Some of the students threw their darts with

such force that their targets were ripping apart. Sally looked forward to her turn, and was filled with disappointment when Dr. Smith, because of time limits, asked the students to return to their seats. As Sally sat thinking about how angry she was because she didn't have a chance to throw any darts at her target. Dr. Smith began removing the target from the wall. Underneath the target was a picture of Jesus.



A hush fell over the room as each student viewed the mangled picture of Jesus; holes and jagged marks covered His face, and His eyes were pierced.

Dr. Smith said only these words, "In as much as ye have done it unto the least of these my brethren, ye have done it unto Me." Matthew 25:40

No other words were necessary; the tears filled eyes of the students focused only on the picture of Christ.

GOOD FOR YOU

Pumpkin Seeds



Fall has long been considered "Pumpkin Season" so we thought it would be the perfect time to share some great information about one of our favorite healthy snacks to ride with...Pumpkin Seeds!

Pumpkin seeds are so good for you! They're highly nutritious and may be associated with health benefits, including improved fertility, better heart health, and enhanced blood sugar control.

Pumpkin seeds may be small, but they're packed full of valuable nutrients. Eating only a small amount of them can provide you with a substantial quantity of healthy fats, magnesium, and zinc. Because of this, pumpkin seeds have been associated with several health benefits, including improved heart health, prostate health, and protection against certain cancers. What's more, these seeds can be easily incorporated into your diet.

Pumpkin seeds are flat, oval seeds with a nutty, slightly sweet flavor. If you're up for a labor-intensive challenge, you can scoop the cream-colored whole seeds from inside a pumpkin, separate them from the stringy orange flesh, rinse, and then try one of the many suggested tricks to remove the olive-green seeds from their shells. These include boiling or roasting the seeds and using various tools, from a rolling pin to a food processor. Or you can simply buy the already-shelled seeds, which are also known as pepitas.

Pumpkin seeds are one of the best natural sources of magnesium, a mineral that's important for keeping blood pressure in check. They're also a good source of several other minerals, unsaturated fats, and fiber. For an extra fiber boost, you can even eat the whole seeds with the shells intact: toss with a little olive oil, spread on a cookie sheet, and bake at 300° F for 30 to 40 minutes.

You can also lightly toast raw pepitas and add them to salads, soups, breads, muffins, grain dishes, or trail mix. Some stores carry pumpkin seed butter (similar to peanut butter) and Pumfu, a product similar to tofu but made with pumpkin seeds instead of soybeans.

Yummm!



Source: <https://www.health.harvard.edu/heart-health/seed-of-the-month-pumpkin-seeds>



Health Benefits Of PUMPKIN SEEDS

GREAT SOURCE OF MAGNESIUM 1/2 cup of pumpkin seeds contains 92% of your daily value of magnesium	NATURAL ANTI-DEPRESSANT Contain L-tryptophan, a compound effective against depression
IMPROVE BLADDER FUNCTION Pumpkin seed extract may support and improve bladder function	MAY HELP PREVENT CANCER The phytosterols that lower cholesterol also protect against many kinds of cancers
KILL PARASITES Used traditionally in many cultures as a natural treatment for tapeworms and other parasites	MAY HELP PREVENT OSTEOPOROSIS High in zinc, pumpkin seeds will naturally prevent against osteoporosis. (Low intake of zinc is linked to osteoporosis)
LOWER CHOLESTEROL Contain phytosterols, compounds that have been shown to reduce levels of bad (LDL) cholesterol	PROSTATE HEALTH Promote prostate health and help with difficult urination associated with an enlarged prostate



IN THE WIND

Tips for Riding a Motorcycle in Wind

Most motorcyclists have had the experience of going for a ride on a beautiful day, only to discover that the wind wasn't interested in giving them a nice, easy ride. Instead, you can find yourself being buffeted around the road in a way that's often quite scary for newer riders or people who haven't ridden in windy places before.

So, no matter where you're riding, it pays to know how to handle a motorcycle in the wind. Fortunately, once you've gotten the hang of it, riding in the wind can be a relatively simple fact of life. These tips will help you master windy conditions on two wheels.

Wind and Your Motorcycle

One of the first things you'll need to think about is how well your type of motorcycle is suited for riding in wind. This can vary a lot between motorcycles, but there are some common themes regarding how different types of motorcycles behave.

Lighter motorcycles, like most sport bikes and some naked, tend to get pushed around by the wind more than heavier bikes. A fairing, like the kind you'll find on a touring bike or a sport bike, is often helpful in cutting through the wind. Conversely, the lack of fairing on a naked bike or cafe racer can often mean that you spend more time fighting the wind on the highway.

Heavier motorcycles such as cruisers and touring bikes are usually a little more stable in the wind, thanks to their chunkier build and lower center of gravity. If you have the choice, it's better to ride one of these instead of a sport bike when winds are high.

If high winds are common in your area, consider adding a windscreen to your motorcycle. You may also want to avoid adding large amounts of attachments like saddlebags and panniers, which can cause your bike to behave more unpredictably in the wind.

Types of Wind: Tailwinds

A tailwind, in which the wind is blowing from behind your motorcycle, is the easiest type to ride in. You might not even notice the tailwind unless it's fairly strong. The major safety issue of tailwinds is that they can cause your bike to move faster than you're ready for, which means you need to increase your braking distance and ride more carefully in general.

Types of Wind: Headwinds

Headwinds, in which the wind is blowing from the front of the bike, can be more challenging than tailwinds. The key to dealing with headwinds is to "tuck in," leaning forward and down over your bike's gas tank to make your body more compact and reduce the amount of surface area that the wind meets. Drop a gear if you feel that you need a little more oomph behind you.

Types of Wind: Crosswinds

Crosswinds are winds that blow from your left or right side, and they're usually the most challenging type of wind to ride in. They can be downright scary when they seem like they're about to blow your bike into a different lane or off the road completely.

In a crosswind, the best thing to do is loosen up. Keep a relatively relaxed grip on the bars, put your elbows out a little bit like you're riding a dirt bike and don't try to correct every time the wind moves you slightly. Stay in the middle of the lane as much as possible to help you avoid being blown into oncoming traffic or onto the shoulder. While it might seem counterintuitive, this will actually improve your stability.

Other Tips for Riding Safely in Wind

* Know how the terrain around you changes the wind. Riding through

mountains or buildings, for example, can mean wind that changes direction constantly and dramatically. Be especially careful when exiting a tunnel, coming out from behind a mountain or traversing any other area where the wind may come up suddenly after being blocked.

* Remember that big trucks and other large vehicles can create their own wind drafts. Know the best practices of riding around trucks and stick to them.

* Ride with a good set of Bluetooth motorcycle speakers and an intercom to make sure you're able to keep in touch with other riders in high winds. A hands-free voice command system will also ensure you can keep your hands on the bars at all times when riding in challenging conditions.

* Take breaks more frequently and monitor how your body feels. Riding in high winds can be very tiring because it requires a lot of muscle.

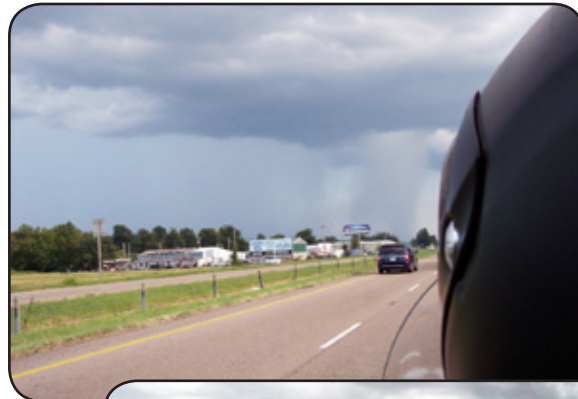
* Wear a complete set of protective motorcycle riding gear, and remember that you might want insulated gear to block the chilling effects of the wind.

Stay safe out there!



VIRGINIA RIDER MAGAZINE

Source: <https://www.cordosystems.com/blog/tips-for-riding-a-motorcycle-in-wind/>



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VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

All of the articles & pictures in Virginia Rider are contributed which helps us keep the magazine FREE for our readers to enjoy great content & awesome photos. 😊 We greatly appreciate it when riders share their photos of being out on the road for our SHOTZ pages that are featured in every issue. Sometimes we are so taken by them that we will place them on our front cover! This was definitely the case when we spotted a picture from Virginia rider, Amanda Hoffner, in the Charlottesville Motorcycle community page. It was surely "cover-worthy" & appeared on the front of our "So Long Summer" edition. Thanks a bunch Amanda for sharing your amazing photo with us!

If you have pictures that you'd like to share with us, we'd love to see them! You are welcome to email as many pics as you want, as often as you'd like. Our email address is virginiaridermagazine@yahoo.com. We look forward to seeing your fun and adventures of the road soon!

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EASY CREAMY SOUR CREAM CHICKEN CASSEROLE

PUTTIN' ON THE RITZ!

As we start getting into "comfort food" season, we wanted to find yummy recipes to *Fall* in love with that give us a warm hug while keeping things simple & easy for our busy lifestyles. With only a handful of ingredients, this scrumptious casserole checks all of those boxes & will likely have you whipping this one up a few times a month!

Note: This recipe is so easy to make it your own by seasoning however you like & adding in your choice of extras like rice, cheese, bacon, etc... You can also swap out French fried onions vs the Ritz...Yummmz! 😊 Bon appetit! ❤️

With that said, let's get to cooking!...

Your starring lineup:

- 4 boneless skinless chicken breasts, boiled and cut into small pieces
- 1 cup sour cream
- 1 (10 3/4 ounce) can cream of chicken soup (mushroom can be substituted)
- Any kind of veggies you want such as broccoli, mixed vegetables, corn etc...
- 25 Ritz crackers or more if you like
- 1/2 cup butter, melted
- salt and pepper

Here's all you need to do:

1. Preheat oven to 350°F.
2. Boil chicken breast until tender; drain and cube.
3. Spread evenly over the bottom of a square casserole dish.
4. Salt and pepper to taste.
5. Mix sour cream, vegetables and chicken soup in a separate bowl.
6. Spread the sour cream, veggies and soup mixture over the chicken in the casserole dish.
7. Crush the Ritz crackers and spread over top of the casserole.
8. Spoon melted butter on top over all.

Then bake in a 350°F oven until top is golden brown, approximately 20-30 minutes.



FIT FOR THE ROAD

Cardio

Exercises to Get You in Shape for Motorcycle Riding

If you've ever taken a long motorcycle trip or a bumpy motocross course, you know that your fitness has a big impact on your comfort, both during and after the ride. When you're in shape, it's easier to control bikes of all sizes — plus, you'll experience less muscle soreness after a challenging ride. These four exercises can help you build muscle strength and cardiovascular fitness to get you in shape for any motorcycle adventure. For more information, call us at Indian Motorcycle® of Orange County or visit our location in Westminster, California, serving Los Angeles and Orange County.

Mountain Biking



Mountain biking is a fantastic way to improve your cardiovascular fitness — ride uphill for a few minutes, and your heart rate is sure to skyrocket. This sport uses many of the same muscles as motorcycling, especially if you're tackling challenging trails with plenty of twists and turns. It's particularly great for your core, which works hard to stabilize you and help you control the bike. You'll also develop fast reflexes as you navigate tight corners and twisting trails.

Pull-Ups



Riding a motorcycle requires a surprising amount of upper body strength. To build muscle in your biceps, lats, and delts, try pull-ups. Don't worry if you can't do a full pull-up in the beginning — it takes time to master this challenging exercise. If you're working out at a gym, you can use the assisted pull-up machine to support your lower body. Alternatively, loop a thick exercise band around the bar and put the end around one foot; the tension will provide a gentle lift as you complete the pull-up.

Crunches or Sit-Ups



A strong core is crucial for motorcycle riding; it supports you through every move you make on the bike. Crunches and sit-ups are an easy way to build core strength. Try many different variations, including bicycle crunches, exercise ball sit-ups, oblique crunches, and toe-touch sit-ups.

Lunges



Get your lower body ready for riding season by incorporating lunges into your everyday routine. If you have a limited amount of space, start with traditional forward and backward lunges. For extra mobility, try walking lunges. Any time your workout starts to feel too easy, add weight for extra resistance.

Squats



Squats are another great lower-body workout; they build strength and flexibility in your quads and glutes, which is helpful when you're changing directions or positions on a motorcycle. When you squat, make sure to keep your chest up and your bottom pushing back. Practice both weighted and unweighted squats. After a few weeks of regular exercise, you'll notice a difference in the way your body feels, both on and off your motorcycle. Keep yourself moving and stay fit for the road!

Source: <https://www.indianmotorcycleorangecounty.com/blog/exercises-to-get-you-in-shape-for-motorcycle-riding--40980>

VIRGINIA RIDER

MAGAZINE™

2023 MOTORCYCLE EVENTS CALENDAR

Get the most up-to-date information on motorcycle rides & events in Virginia & West Virginia on the EVENTS page at

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Start planning your riding season adventures today!!!



THE WET RIDE

Autumn weather can be so crazy and unpredictable. From coastal Virginia to the wild and wonderful mountains of West Virginia, forecasts can range from a mixed bag of sunshine and clear skies one day, then heavy rain and thunderstorms the next. Always plan ahead and check your local weather forecast for anything that might be popping up while you're out enjoying the open road.

TIPS FOR RIDING YOUR MOTORCYCLE IN THE RAIN

Who on Earth would ride a motorcycle in the rain? Perhaps surprisingly, the answer is: Lots of people! From cross-country tourers to folks who rely on their motorcycle for everyday transportation, there are many kinds of riders who need to know how to safely handle a motorcycle when it's raining.

Avoid riding in the rain unless you're an experienced rider (or you have no choice).

Riding in the rain isn't ideal for newbies. When you're still working on mastering the fundamentals, rain is one more complicating factor that you don't want to deal with.

That said, there may be times when you can't avoid riding in the rain. Even if your first instinct is to get off the road and find a safe place to wait out the downpour, rain skills will help you avoid panicking and allow you to get to safety. The more you prepare for the eventuality of nasty weather, the better you're likely to do when it arrives.

No matter how carefully you watch the weather reports, it's always possible to get surprised, especially if you live in an area that gets a lot of rain. And if your motorcycle is your only ride to work, you might have to rev up anyway. Cue up the Doors' "Riders on the Storm" on those Bluetooth motorcycle speakers—today, we're learning the basics of riding in the rain.

Adjust your riding to the conditions.

In the rain, your stopping distance will increase and your tires' traction will decrease. That means you need to adopt a much more cautious riding style. Prioritize long-distance braking, use the throttle cautiously and in smooth increments and wait for a sunny day to tear up that straightaway.

Don't forget that you're harder to see in the rain. Motorcyclists already have a hard time getting drivers to notice them, so be prepared for rain to make it worse. Ride defensively and never assume that anyone sees you.



Bring suitable rain gear.

Your motorcycle gear should always match the situation you're riding in, which is why it's so important to bring the right rain gear for your motorcycle:

- Your helmet should be full face or modular, and it should be equipped with an anti-fog visor or breath guard to prevent it from misting up.
- If you suspect you're going to be riding in the rain, a full-on motorcycle rain suit is the best way to stay dry. Getting one is a great investment for riders who live in areas with a rainy climate.
- Using a motorcycle Bluetooth headset to communicate during the ride? Make sure to grab a waterproof model like the Cardo Packtalk series, which are designed with a fully waterproof enclosure.
- Get some visibility enhanced riding gear to help motorists see you in the rain.



Be aware of hazards on the pavement.

The rain itself isn't the only hazard that will affect the pavement during the rain. One that you might not expect? Oils that have soaked into the pavement get brought to the surface within the first few minutes of rain, and they can make roads much slicker than you might be prepared for.

Some standard features of the road also become more dangerous in the rain. Stay away from dividing lines and other painted road features, as these will often be more slick than the road around them, and avoid manhole covers as well.



Make sure your motorcycle is in good working order.

You don't want to take on the rain if your bike isn't in the best shape possible. A good pre-ride inspection will help you spot most potential issues before they occur. Pay especially close attention to the following when rain might be in the forecast:

- Your tires should be rated as all-weather tires and have plenty of tread.
- Your chain should be well-lubed to help it shake off water droplets.
- Your headlights and turn signals should all be in good working order.



Source: <https://www.cardosystems.com/blog/5-tips-for-riding-your-motorcycle-in-the-rain/>



Wind Therapy

"Rode Skyline Drive today from Swift Gap to Front Royal. Great day out." - Clayton Rhoades Hanover, VA



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The cautious don't live at all



SUICIDE OR SAFE SIDE... WHICH ARE YOU ON?



HELMET - considered the most important piece of protection a rider can use. An approved helmet protects against head injuries, cold weather and flying objects.

REFLECTIVE VEST - makes you more visible during hours of darkness.

JACKET/LONG SLEEVED SHIRT - jackets or long-sleeved shirts can help reduce or prevent abrasion injuries.

GLOVES - well-padded gloves protect your palms, knuckles, and fingers.

PANTS - long-sleeved pants help resist abrasion and can protect against sunburn, windburn or hypothermia.

BOOTS - boots provide protection against foot and ankle injuries.