

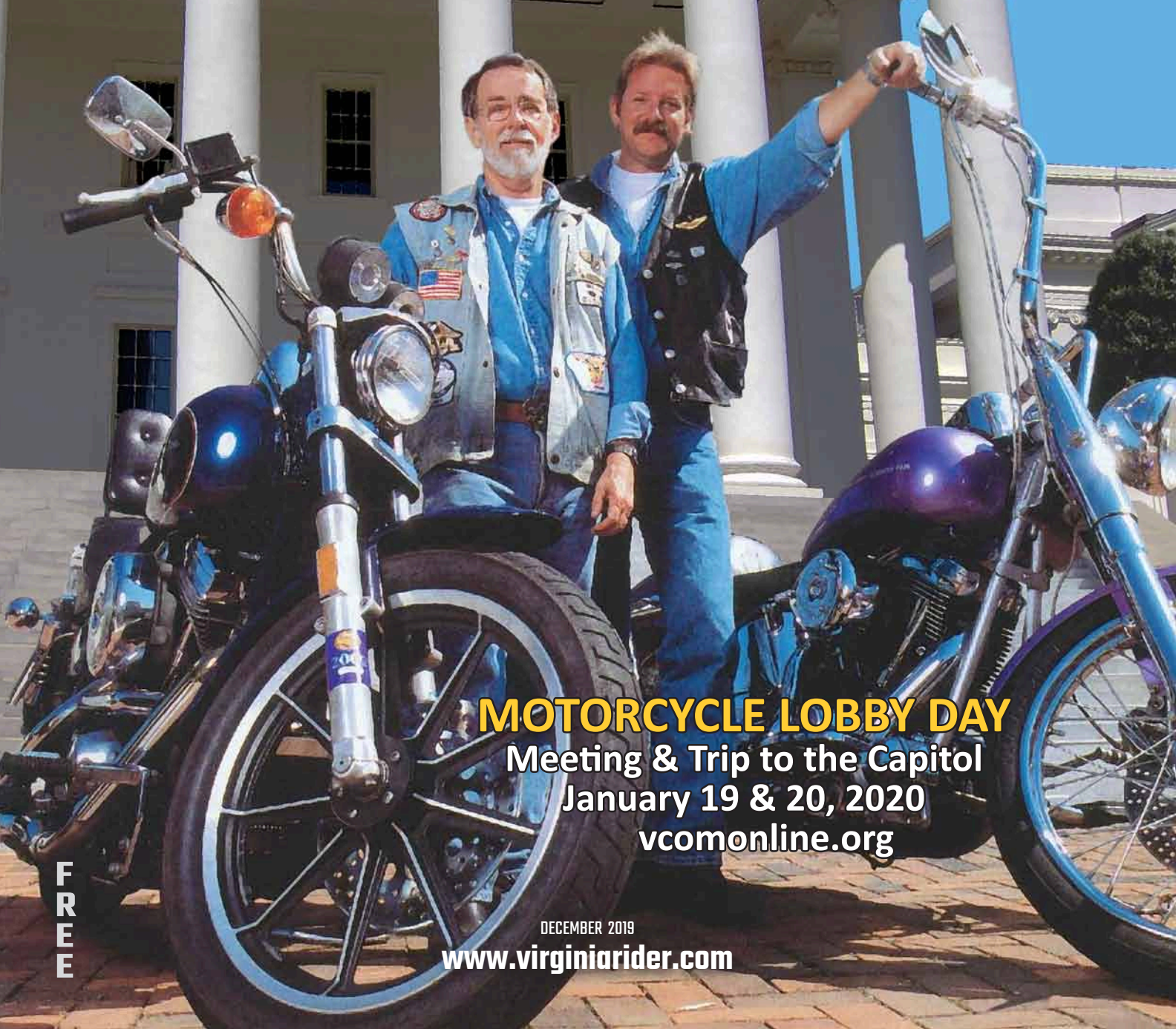
VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

Magazine™

VIRGINIA COALITION OF MOTORCYCLISTS

The Past, Present & Future Of The Venerable Motorcycle Rights Organization



MOTORCYCLE LOBBY DAY

Meeting & Trip to the Capitol

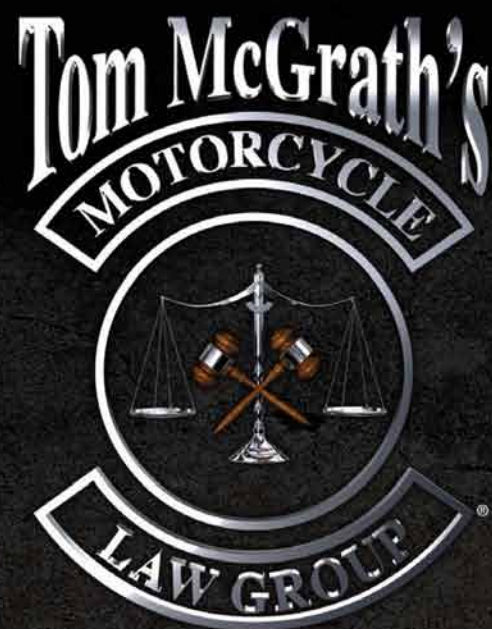
January 19 & 20, 2020

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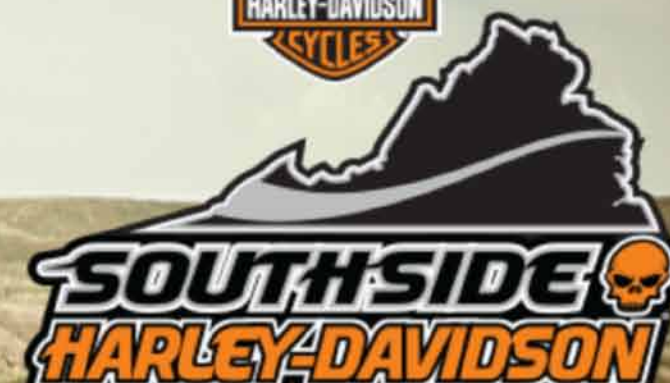
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from the editor's desk

Season's greetings friends! We can't believe that 2019 is coming to a close already! The months have really flown by since we launched earlier this year in March and we've loved every minute of every month since then, putting the magazine together! Even though we've been publishing motorcycle magazines for the past 15 years, we knew that the first year of Virginia Rider was going to be the most challenging for us. The biggest challenge was spreading the word about this new magazine. We quickly learned that Virginia Rider was welcomed with open arms & our name has spread like wild fire, growing our readership so far to over 21k! We are truly grateful to all of the amazing businesses who advertise with us. It's their financial support that helps us bring Virginia Rider to our motorcycle communities throughout Virginia & West Virginia each month.

I have to admit that we encountered some bumps in the road & had plenty of "oh, sh*t" moments, but with a lot perseverance & faith we overcame all of the obstacles that we'd met along the way. As the new year turns the numbers to "2020", which is synonymous to "perfect vision", we would like to share with all of you what our visions & hopes are for the year ahead:

- To actively promote rides & events through the magazine, social media & our website to help increase attendance
- To encourage readers to be more active in their local motorcycle community so that they can experience new friendships with other riders in their area
- Promote the participation of riding courses for beginning riders, refresher courses & for advanced riders to sharpen their riding skills
- Continue to bring the latest & greatest information on motorcycling & motorcycle safety
- To provide the best & most trustworthy rider-friendly businesses in VA & WV

We invite you to start the new year off by attending the most important event of the year in the state of Virginia for motorcyclists... Motorcycle Lobby Day Meeting & trip to the Capital on January 19th & 20th, 2020. Details are on the front cover & in the centerfold of this issue. Come out to meet VCOM, the people who make the roads safer & your riding more enjoyable. They want to meet you & share a lot of important information that is crucial to ALL Virginia motorcyclists. Afterwards they'll be providing a free meal & fellowship. Come support your right to ride & be there!!! We will post updates in January on our Facebook page.

The new year's song, "Auld Lang Syne", which roughly translates to "for old times' sake", is about honoring one's friends and reminiscing about the year that's gone by. You all have given us some awesome times to treasure from this year & we can't THANK YOU enough for the tremendous support you've given to us. We wouldn't be here without YOU!

May you live as long as you want & never want as long as you live! Here's to a healthy, safe & joyful New Year - Cheers!

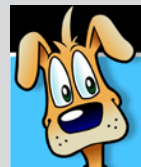
Stay awesome,

Kelly

IN THIS ISSUE



There are lots of new models of bikes and ATVs **MAKING TRAX** in 2020. Jennifer says, "I can tell everyone that three things are an underlying theme in not only the new models for 2020, but for all upgrades across the board: more power, lighter weight and more technology."



We've been featuring cute pooches who ride for the last eight issues. Now it's time to decide who gets your vote for the **RUFF RIDER** of the year. Send your vote via private message on the Virginia Rider Magazine Facebook page @virginiaridermagazine.



VCOM, the Virginia Coalition Of Motorcyclists, has been championing the rights of riders since 1992. We'll learn the history of the organization, what's currently happening and what their plans for the future are.



TOM MCGRATH'S MOTORCYCLE LAW GROUP article deals with the worst outcome of an accident - a fatality while riding. As Matt Danielson says, "VCOM believes that reducing motorcycle injuries and fatalities should be the goal of each and every rider."



GREAT PLACES TO RIDE are now also cold places to ride, but as Marc points out, "it's a pain in the butt putting on all that gear to some, even though it's going to keep us warm and comfortable. But ask yourself one thing: what else would you rather be doing?"



In **SHOTZ**, our monthly pictorial, we'll feature your pics of rides, bikes, friends and anything else relating to bikes that you'd like to share with us. Send 'em in!



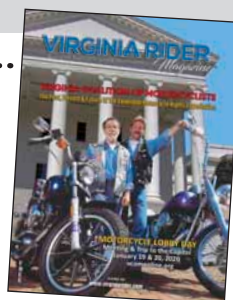
The **LIGHTHOUSE** makes the case for giving in the spirit of Santa Claus this year, as well as pointing out the connection between the original Santa, Saint Nicholas, and Jesus, whose birth we celebrate this time of year.



The "winter blues" are characterized by the mild depression, lack of motivation, and low energy that many people experience during this cold season. **GOOD FOR YOU** has some tips to beat the blues.

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ON OUR COVER:

The Virginia Coalition of Motorcyclists has been a voice for the rights of riders for 27 years and counting. They invite you to join forces with them to make that voice louder than ever.

As we're welcoming in Winter this month, we're also giving a big warm welcome to Summer! Summer Kirby, the newest member of our Virginia Rider team!

Summer Kay

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EVENTS

★ Jan 19th & 20th

Motorcycle Lobby Day Meeting & Trip to the Capital – Richmond, VA

ALL RIDERS ARE INVITED! The Virginia Coalition of Motorcyclists (VCOM) and Tom McGrath's Motorcycle Law Group invite all interested motorcyclists to attend this year's Motorcycle Lobby Day Meeting. This year it will be held on Sunday, January 19, 2020. Beginning at 1:00 p.m., Virginia Coalition of Motorcyclists lobbyists will lead an informational meeting at the Holiday Inn Richmond Downtown, located at 201 East Cary Street, Richmond, VA 23219. At this meeting we will discuss this year's legislation affecting motorcyclists. We will also give pointers on how to talk to your legislators about these important issues we face. Later that evening, attendees will enjoy a free dinner. The following morning, Monday the 20th, we will leave the hotel at 8:00 a.m. sharp for our annual trip to the Capitol. The 20th is a holiday, so many people will be off work. After lobbying our legislators, we will head to Penny Lane Pub where The Motorcycle Law Group will provide lunch to all who attended as a thank you for coming to support Virginia motorcyclists. This year we intend to pursue two legislative initiatives that came out of this year's Motorcycle Legislative Roundtable. One bill will clarify that it is illegal to blow grass onto the roadway. Grass on the roadway can be a hazard to motorists, especially motorcyclists. The other piece of legislation will seek to change the law in order to allow motorcyclists options when traffic is backed up or stopped. Two states currently allow some form of lane filtering / splitting. VCOM is currently working on the precise language of the bill and will provide it prior to the meeting. We often find ourselves on the defensive end of legislation. VCOM lobbyists keep watch for bills which negatively affect motorcycling as well. As these bills are filed we will identify them so that we can discuss them at Lobby Day and convince legislators to oppose them. I encourage everyone who can to join us. It is a lot of fun, it is educational, and most importantly it shows the legislators that motorcyclists are a significant and active portion of the electorate. For more information you may call VCOM at (800) 437-9434. For Room Reservations call (804) 788-1600. Make sure to ask for the VCOM Lobby Day rate. We hope to see you at Lobby Day.

★ Apr 4th & 5th

Shenandoah Valley Motorcycle Expo – Woodstock, VA

Saturday 9am to 7pm; Sunday 10am to 3pm. Largest Inside Motorcycle Event in the Valley. Motorcycle Show. Motorcycles from Mild to Wild. Swap Meet. Live Bands. Cream Corn Wrestling Sat. at 1pm. Bikini Contest Sat. at 3:30pm; Tattoo Contest Sun at 2:30pm. Shenandoah County Fairgrounds, Woodstock, VA. Gate admission \$10/Day or \$15/Weekend Pass. Bike entry & vendor forms available at jwwmotorsports.com. For more info: (540) 533-7913 or email jwilkins@jwwmotorsports.com. Show committee and promoter are not responsible for accidents or injuries.

★ Jun 11th - 13th

4th Annual South Central Bike Fest – Chase City, VA

Vendors, Games, Live Music, Great Food! Charity event to benefit the Barksdale Cancer Foundation and the Mecklenburg County Cancer Association. Vendors & Sponsors Wanted! Contact Lee Brankley (434) 210-1503. Also find us on Facebook!

To have your event listed in our event calendar here & online, send us an email with your event & your flyer if you have one. Events received by the 15th will be in the next month's magazine.

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Small businesses give more to our local charities, youth teams and events. But they can't support our community without your patronage.

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VIRGINIA RIDER
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Go to www.virginiarider.com home page and join the AMA today!



WE WANT YOU TO JOIN



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

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

Check out the local chapter nearest you at abateva.org
BECOME INVOLVED AND JOIN TODAY!

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

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

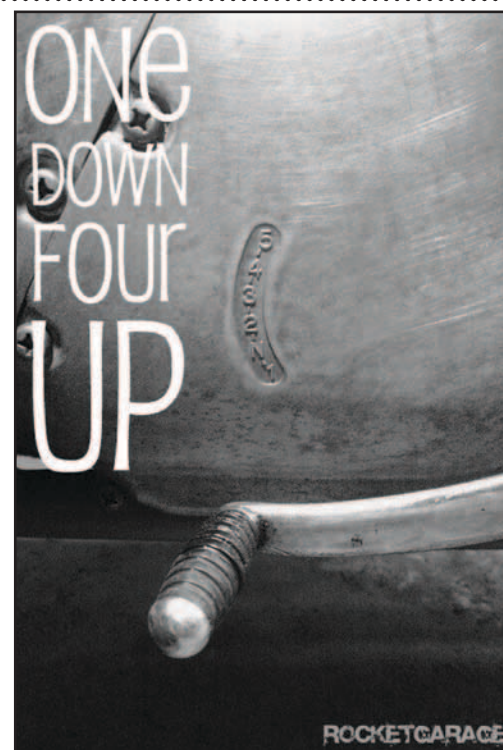
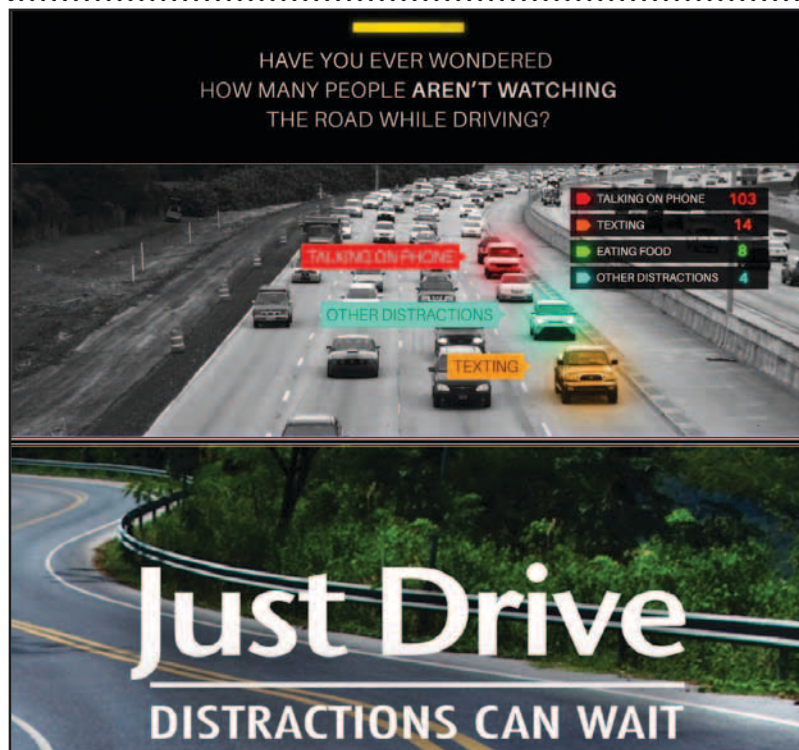




MY RIDE

Virginia Rider: BOB DE NOVA

My name is Bob De Nova from Lynchburg, VA I ride a 2007 Harley-Davidson Electra Glide Classic with a California Sidecar Daytona trike conversion kit.



Every state has their own statutes and laws regarding the operation and maintenance of motorcycles. Knowing these statutes not only allows you to avoid needless charges, it helps you to know when your rights have been violated.

In the spotlight for December:
USE OF HIGHWAYS BY MOTORCYCLES

Policy of the Commonwealth regarding use of highways by motorcycles; discrimination by political subdivisions prohibited (§ 33.2-109).

Comment: If you attempt to use any public roadway, parking lot, parking garage etc . . . you may not be denied access because you are on a motorcycle. Even some private facilities were built with public funds and are therefore subject to this statute. If you feel you have been denied access please contact Tom McGrath's Motorcycle Law Group and we will handle the situation for free.

In formulating transportation policy; promulgating regulations; allocating funds; and planning, designing, constructing, equipping, operating and maintaining transportation facilities, no action of the Commonwealth Transportation Board, the Commonwealth Transportation Commissioner, or the Virginia

Department of Transportation shall in any way have the effect of discriminating against motorcycles, motorcycle operators, or motorcycle passengers. No regulation or action of the Board, Commissioner or Department shall have the effect of enacting a prohibition or imposing a requirement that applies only to motorcycles or motorcyclists, and the principal purpose of which is to restrict or inhibit access of motorcycles and motorcyclists to any highway, bridge, tunnel, or other transportation facility.

The provisions of this section shall also apply to transportation facilities and projects undertaken or operated by counties, cities, towns, and other political subdivisions of the Commonwealth where public funds have been used in whole or in part to plan, design, construct, equip, operate, or maintain the facility or project.

At The Motorcycle Law GroupSM they keep up with new and existing statutes affecting motorcyclists in Virginia. If you have a question about any specific motorcycle law or feel that your rights have been violated, call them at 1-800-321-8968 and speak with their attorneys who practice in Virginia and are familiar with current Virginia motorcycle laws.

Visit motorcyclelawgroup.com/motorcycle-statutes/virginia for links to all Virginia Motorcycle Statutes.



BEATING THE WINTER BLUES

December marks the official start of winter. Even though the holiday season is filled with festive spirits and Christmas cheer for many, with the days being shorter and the nights longer and colder, even the best of us can get the blues this time of year. The “winter blues” are characterized by the mild depression, lack of motivation, and low energy that many people experience during this cold season. Luckily, there’s a lot you can do to both prevent the blues from coming on and to get yourself back to normal if they’re already here.

EXERCISE



As if we needed another reason to get fit! Exercise isn’t only for maintaining your weight and staying healthy. It’s great for relieving the stresses of life. Plus, the effects of a good workout can last for several hours after you hit the showers. You’ll have more energy throughout the day, and your metabolism will stay elevated too. Exercise also helps your mind by releasing those “feel good chemicals” that improve your mood. You don’t necessarily have to go to the gym. Find an activity that you enjoy for 30 minutes out of each day – one that gets you moving and your blood flowing.

EAT A HEALTHY DIET & STAY HYDRATED

What and when you eat has a great affect on your mood and energy. Avoid refined and processed foods (like white



bread, rice, and sugar). These foods are not only lacking the nutrients your body craves, but they zap your energy levels and can affect your mood—causing depression, lack of concentration, and mood swings. Incorporate the good healthy carbs, such as whole grains, fruit and vegetables. These healthy foods provide your body and mind with nutrients, and stabilize your blood sugar and your energy levels. It’s important to stay hydrated and drink plenty of water. Our body is made up of 70 percent of water and no matter what time of the year, requires good hydration. Your body uses water in all its cells, organs, and tissues in order to regulate and maintain all of your bodily functions. It’s recommended to drink 6 to 8 glasses a day during the winter and more if you are staying active. You can get your water from soups, teas, water-based fruits and vegetables also. These natural sources of water will help keep you hydrated and keep you healthy.

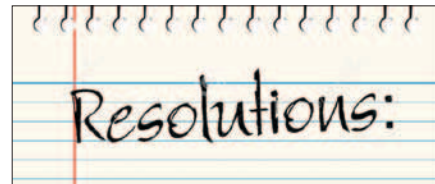
GET SOME SUN



Most people know that sunlight provides us with Vitamin D. But did you know that it also improves your mood?

Winter days are shorter and darker than other months, and because of the cold weather, a lot of people spend less and less time outdoors. Lack of sunlight can cause many people to become depressed—without knowing why! Similar to exercise, sunlight exposure releases neurotransmitters in the brain that affect mood. Try to spend a little more time outdoors. Keep your shades up during the day to let more light in. Sit near windows in restaurants and during class. Try changing the light bulbs in your house to “full spectrum” bulbs. These mimic natural light and actually have the same affects on your mind as the real thing.

ACT ON YOUR RESOLUTIONS



A recent study from the CDC showed a strong link between healthy behaviors and depression. Women who exhibited healthy behaviors (like exercising, not smoking, etc.) had less sad and depressed days than those whose behaviors were less than healthy. Although researchers studied women, the results are likely similar in men.

AVOID BINGE DRINKING



Staying in with a cold beer or a nice glass of wine may seem like the only thing to do in the winter months,

and many people who feel down also tend to turn to alcohol when they’re feeling down. But alcohol is actually a depressant, and rather than improving your mood, it only makes it worse. Avoiding alcohol when you are already depressed is a good idea. Moderate drinking is fine for most people, but binge drinking (defined as having 5 or more drinks in one sitting) is never a healthy choice. The morning after will have you feeling sick, depressed, and even more tired, which will affect many aspects of your life. This will make your low energy and bad mood even worse.

TREAT YOURSELF



Having something to look forward to can keep anyone motivated. Winter seems endless! But if you plan something exciting, your mood improves when you’re anticipating it and when the event actually comes. Plan something that’s fun to you - a weekend trip, a nice long ride with friends where you have frequent stops to warm up, take a class, start a hobby, go to a play or a show, have a girls or guys, night out, or go to a sporting event.

RELAX!



You’re busy! Work, class, family, friends, appointments, meetings - even if you enjoy being busy, everyone needs some time off. Don’t be afraid to say “No” to extra opportunities (covering a shift for a co-worker, bringing food to your son’s

class party). Try to spend a few minutes each day doing nothing! Read a book or magazine, sleep in on the weekend, go to bed early, try some meditations, or take a yoga class. Relaxation, especially in the form of yoga, can alleviate stress and leave you with a calm energy. Mental exercises like meditation and positive thinking can help keep depression at bay.

EMBRACE THE SEASON



Instead of always avoiding the cold and the snow—look for the best that it has to offer! Take up a winter sport like snow racing or riding trails, ice skating, snowboarding, hockey, or even sledging! Enjoy these opportunities while they last - after all, they’re only here a few months per year. Staying active will boost your energy. Seeing winter in a positive light, with all the fun activities that it has to offer, will keep your spirits high.

GET SOCIAL SUPPORT



Don’t underestimate the power of friends, family, mentors, co-workers, and neighbors. Who can you turn to when you’re down and need a pick-me-up? Keep a mental list of these special people and don’t be afraid to ask for help or encouragement when you need it. Something as simple as a phone call,

a chat over coffee, or a nice email or letter can brighten your mood.

CATCH SOME ZZZZ’S



People naturally want to sleep a little bit more during the winter. But with all we have going on, sometimes sleep is the first thing to go. With a little time management, and some self-discipline, you can meet your shut-eye needs. Aim for 7-9 hours each night, and try to keep your bedtime and waking time consistent. Put your phone down & turn off the TV at least 30 minutes before you hit the sack for a more restful sleep. That way, your sleeping patterns can normalize and you’ll have more energy. The ideal room temperature for optimal sleep is between 60F and 67F degrees, which is related to deeper sleep. Try not to oversleep—those 12-hour snoozes on the weekend can actually make you MORE tired. Don’t forget naps! A short (10-30 minute) afternoon nap may be all you need to re-energize midday.

Have a Happy & Safe Winter!





GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

Instincts Locked In The Highway Gear

Rose asked me, “What shirts are we wearing?” I could tell by the pitch in her voice, she was extra excited and cheerful. We always wear shirts we bought together on our rides. They don’t always necessarily match, but it’s one of our many “things” that have become a riding ritual routine for us. I was sharing that happy place with her as I raided the Sacred Closet, snatching the “juice”, otherwise known as heated gear for the first time since last spring.

We met our good friend, Mike Fisher, at White’s Wayside, for our delicious, locally grown and farm fresh breakfast. We’d like to thank them for coming on board with the magazine. We think it’s a great fit and look forward to helping get the word out for this wonderful oasis worth riding to!

Having sold most of their previously loved steeds in their touring stable, Jennifer, at Wayne Cycle Shop, was putting us on the last remaining Gold Wing we hadn’t ridden before. Rose and I were going to rock some yellow and chrome with our black and white. “I think we’ll get seen,” I thought to myself. The fog light kit wouldn’t hurt matters either. Fresh battery and price recently reduced, it was clearly ready to go, as the engine came to life, the instant the starter was pressed. Visit www.waynecycle.com, or stop by for a test ride, for your opportunity at a truly affordable touring bike. They’ll also hook you up with the right gear!



The Blue Ridge Mountains were a little smoky heading up 340 to our right. I reached back and gave my Bride to Be’s leg a squeeze and took a deep breath. She gave me a thumbs up, indicating everything was good. We were in fifth gear, so I grabbed a little juice turning the controller, and instant warmth surrounded my upper body, arms and hands with my Gerbing Heated Liner and First Gear Heated Gloves. It wasn’t really that cold, but my mangina was starting to feel a little chill.



Reaching Elkton, Mike pulled up alongside to our right at the light. Sensing his possible retaliatory intensions for turning his heated grips up to 6 when his bike was parked, I immediately covered the chromed engine stop switch. When you ride with someone as long as we have, you can pretty much instinctively sense their every move. This would prove extraordinarily significant later in the ride.



Traffic was light and we got to enjoy the twists and turns at Bogart-free riding speeds most of the way to Luray. We stopped at Cooter’s for a break and a brief trip back in time. The museum is one of the most well done time capsules, with replica cars, memorabilia, pictures and artifacts, from one of America’s favorite shows 40 years ago. It’s not often you get a pick of your bike with one of the most iconic cars in history and not walk funny after purchasing something from the gift shop.



Uncle Bucks, in Luray, was a hit as always. Just before arriving, a yellow pickup truck was heading towards us. I just had to wave at him:) Our outstanding waitress asked us what we wanted to drink. “I’ll have a triple shot of Jim Beam,” I jokingly replied to a packed dining room vividly staring at these out of season bikers. If you’re a fan of home cooked food, especially open-faced roast beef sandwiches with real mashed potatoes and gravy, and great service, you just might leave fat, dumb and happy like I do here every time.

We all enjoyed a spirited ride over Thornton Gap. Once an almost weekly routine, where Rose and I once lived, it didn’t take long to get re-acquainted with our long lost friend: 211. We were very surprised at how well this experienced machine came out of the corners. It was like sport mode on the new models. The road surface was clean and relatively fresh, allowing the Dunlop Elite’s to work on their chicken stripes all the way to the charming little village of Sperryville: to visually reminisce the rolling slide show we were once so much a part of.

It was now completely overcast. Old Rag, however, remained largely unobstructed in spots, continuing our animated tour on 231 towards Madison. This is, in my opinion, one of Virginia’s best scenic byways, especially when travelled southerly, as this direction reveals stunning views of the Shenandoah National Park while locked in the highway gear.

Our Cowboys and Steelers, two-wheeled away game, continued all the way to Crozet on 810. Like last month’s riding story, I think we only saw one post office and a country store, and mostly roads without paint for the next hour. At the next gas station, we made plans to stop at the overlook on Afton Mountain, before heading back. Once again, Rose and I encountered a car in the left lane heading up the hill on 250, afraid to pass the truck next to it, but unwilling to switch lanes before the merge. I worriedly looked in the mirror to see how many other vehicles behind us were forced to do 40 mph as well. Fortunately, everyone was tracking.

The overlook was closed for tree removal. Rose and I pulled off in the left turn lane. Mike was nowhere to be seen. I passed my U-turn currency test and headed back to the overlook only to find woodchuck trucks. We both figured he may have either bailed, or headed to the first overlook on the parkway, as an



alternate. It wasn’t two minutes after we were parked there unpacking the tripod, that we heard the roar of his Magna Flows heading towards us: instincts.

Pics taken, we said our goodbyes. I tried my best not to do my stumbling Chevy Chase impression and kick the helmets down the mountain while picking them up off the curb. Wouldn’t that be a hoot? I could sense the sun getting low in the sky as a cold breeze filled the air. We saw three other bikes this whole ride. Even though it was a Thursday, a couple of short months ago, we would have been waving a lot more.

I often question why the off-season waiting room is so popular here, especially when many of the roads remain untreated as long as they are. Is it because there are fewer bikes on the road and cagers are more oblivious to us than ever? Or maybe we can’t find anyone to ride with, or we’re intimidated when attaching electrical “things” to our bikes. I think if more riders had adequate gear, all of these obstacles would be overcome, and December, January and February, wouldn’t be four-letter words to motorcyclists. Yeah, it’s going to be winter soon, and it’s going to be cold, and it’s a pain in the butt putting on all that gear to some, even though it’s going to keep us warm and comfortable. But ask yourself one thing: what else would you rather be doing?

Cheers and thanks for reading!!

Marc Ritchie

Photos: Rose Grant





THE SPIRIT OF GIVING

My grandma taught me everything about Christmas. I was just a kid. I remember tearing across town on my bike to visit her on the day my big sister dropped the bomb: "There is no Santa Claus," jeered my sister. "Even dummies know that!"

My grandma was not the gushy kind, never had been. I fled to her that day because I knew she would be straight with me. I knew Grandma always told the truth, and I knew that the truth always went down a whole lot easier when swallowed with one of her world-famous cinnamon buns.

Grandma was home, and the buns were still warm. Between bites, I told her everything. She was ready for me.

"No Santa Claus!" she snorted. "Ridiculous! Don't believe it. That rumor has been going around for years, and it makes me mad, plain mad. Now, put on your coat, and let's go."

"Go? Go where, Grandma?" I asked. I hadn't even finished my second cinnamon bun.

"Where" turned out to be Kerby's General Store, the one store in town that had a little bit of just about everything. As we walked through its doors, Grandma handed me ten dollars. That was a bundle in those days.

"Take this money," she said, "and buy something for someone who needs it. I'll wait for you in the car." Then she turned and walked out of Kerby's.

I was only eight years old. I'd often gone shopping with my mother, but never had I shopped for anything all by myself. The store seemed big and crowded, full of people scrambling to finish their Christmas shopping. For a few moments I just stood there, confused, clutching that ten-dollar bill, wondering what to buy, and who on earth to buy it for. I thought of everybody I knew: my family, my friends, my neighbors, the kids at school, the people who went to my church.

I was just about thought out, when I suddenly thought of Bobbie Decker. He was a kid with bad breath and messy hair, and he sat right behind me in Mrs. Pollock's grade-two class. Bobbie Decker didn't have a coat. I knew that because he never went out for recess during the winter. His mother always wrote a note, telling the teacher that he had a cough; but all we kids

knew that Bobbie Decker didn't have a cough, and he didn't have a coat.

I fingered the ten-dollar bill with growing excitement. I would buy Bobbie Decker a coat. I settled on a red corduroy one that had a hood to it. It looked real warm, and he would like that. I didn't see a price tag, but ten dollars ought to buy anything. I put the coat and my ten-dollar bill on the counter and pushed them toward the lady behind it.

She looked at the coat, the money, and me. "Is this a Christmas present for someone?" she asked kindly. "Yes," I replied shyly. "It's ... for Bobbie. He's in my class, and he doesn't have a coat." The nice lady smiled at me. I didn't get any change, but she put the coat in a bag and wished me a Merry Christmas.

That evening, Grandma helped me wrap the coat in Christmas paper and ribbons, and write, "To Bobbie, From Santa Claus" on it ... Grandma said that Santa always insisted on secrecy.

Then she drove me over to Bobbie Decker's house, explaining as we went that I was now and forever officially one of Santa's helpers. Grandma parked down the street from Bobbie's house, and she and I crept noiselessly and hid in the bushes by his front walk.

Suddenly, Grandma gave me a nudge. "All right, Santa Claus," she whispered, "get going."

I took a deep breath, dashed for his front door, threw the present down on his step, pounded his doorbell twice and flew back to the safety of the bushes and Grandma. Together we waited breathlessly in the darkness for the front door to open. Finally it did, and there stood Bobbie. He looked down, looked around, picked up his present, took it inside and closed the door.



Forty years haven't dimmed the thrill of those moments spent shivering, beside my grandma, in Bobbie Decker's bushes. That night, I realized that those awful rumors about Santa Claus were just what Grandma said they were: Ridiculous!

Santa was alive and well ... AND WE WERE ON HIS TEAM!

SANTA CLAUS & JESUS

There was a special Christian who lived a long time ago: His name was Nicholas, and we call him St. Nicholas because saint means someone who belongs to God, just like we do. In St. Nicholas' town there were many poor children. They didn't have enough food, clothes, or toys. St. Nicholas used his money to buy food, clothes, and toys for the poor children. He didn't want them to be embarrassed by his gifts, so he gave secretly.

St. Nicholas also told everyone about Jesus and how much God loved them. Many people became Christians because of what St. Nicholas said. Then some mean people who hated Jesus put St. Nicholas in jail to keep him from telling people about Jesus and from helping people. St. Nicholas kept on telling people about Jesus until the mean people finally had him killed.

Because of how much St. Nicholas loved Jesus, and because of the many gifts he gave the poor children of his town, we still remember St. Nicholas at Christmas time. All of the gifts he gave, and all of the Christmas presents we give, are to remind us of the very best gift anyone ever gave: when God the Father gave His only Son, Jesus Christ, to us for our salvation.

Today there are many people who don't know the truth about St. Nicholas. They call him 'Santa Claus,' and they tell children pretend stories about him living at the North Pole and having elves and reindeer. But we know the truth, and when we see a department store Santa Claus or a picture of Santa Claus in a magazine, we remember the real Santa Claus, St. Nicholas, who loved Jesus so much and whose life and death remind us about God's gift of Jesus Christ to us."

By learning this true story and sharing it, children are able to enjoy Santa Claus while being reminded of the gospel and the true meaning of Christmas, the real reason for the season...the birth of Jesus, our Lord and Savior.

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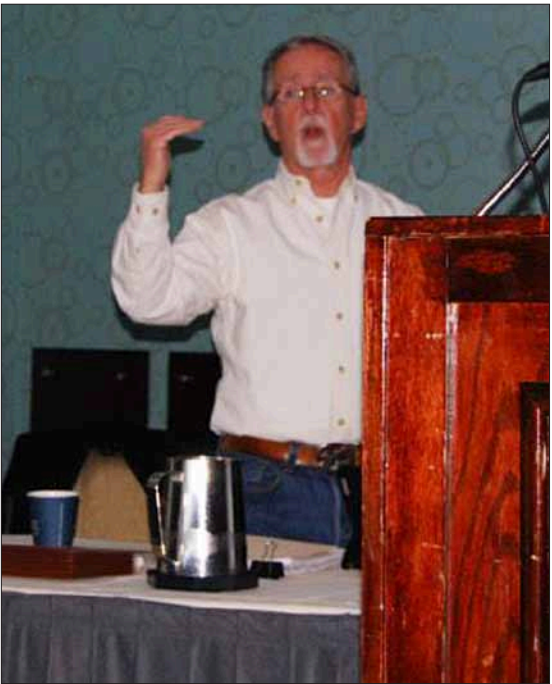
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THE VIRGINIA COALITION OF MOTORCYCLISTS

Protecting the Rights of Virginia Motorcyclists Since 1992

This summer a commission was convened by the Chairmen of both the Virginia Senate and House Transportation Committees for the purpose of studying proposed legislation that would change the definition of salvage vehicles. The Secretary of the Department of Motor Vehicles asked representatives of the Virginia Coalition of Motorcyclists (VCOM) to sit on that commission to represent the interests of Virginia motorcyclists. In 2013, When another Commission had been formed to create the new class of motor vehicles that we now know as auto-cycles, VCOM had a seat at that table in order to represent Virginia motorcyclists. When the Virginia Department of Transportation undertook a project on Interstate 81 that would temporarily render a portion of the interstate unsafe for motorcycle traffic, they reached out to VCOM for help in devising a plan to properly notify motorcyclists, and safely route them around that portion of the highway. Over the years, VCOM has become the credible voice of the Virginia motorcycling community with state and local agencies, as well as with legislators. But it was not always that way.

In 1992, a group of motorcyclists approached Virginia Lawyer Tom McGrath about what they saw as an injustice to motorcyclists. Motorcycles were at that time prohibited from using the HOV lanes. They did not feel that this was fair and neither did Tom McGrath. He went to bat for the motorcyclists, armed with federal law and regulations showing that the state did not have the right to prohibit motorcyclists from using the HOV lanes. After winning that fight, Tom realized that Virginia motorcyclists needed an organization that could recognize and fight for the rights and needs of motorcyclists. So that year he founded VCOM and invited other state motorcycle rights organizations to come together under the VCOM tent in order to strengthen the position of Virginia motorcyclists, and to allow them to speak with one strong voice. It worked.



Over the years motorcyclists working through VCOM have helped to pass laws and regulations to:

- Ban discrimination against motorcycles and ensure that they are free to use all public roadways and transportation facilities;
- Permit the use of communication devices, including headphones;
- Include motorcycle awareness in all driver education courses;
- Allow modulating headlights and brake lights on motorcycles;
- Reduce helmet law violations from a misdemeanor to a traffic infraction;
- Repeal the handle bar height restriction for motorcycles;
- Defeat passenger age restrictions;
- Operate two two-wheeled motorcycles abreast in the same lane;
- Create handicapped license plates for motorcycles;
- Ensure that money collected by DMV for motorcycle licenses is used exclusively for rider training;
- Obtain money for rider training;
- Provide signage or markers for steel plates;
- Ensure that motorcycles do not have to be equipped with transponders when using HOV/HOT lanes;



- Allow motorcycles to treat red lights as stop signs when not detected;
- Allow motorcyclists to use non-approved auxiliary lighting to improve nighttime visibility.

This is not an all-inclusive list, as that would be too long to publish here. Suffice it to say that Tom McGrath's vision of an organization dedicated solely to the rights of Virginia motorcyclists not only came to be, it has succeeded beyond what he had imagined. That is not because of Tom, or any of the directors who have stood at the helm of the organization since those early years. VCOM has succeeded in protecting the rights of Virginia motorcyclists because of the dedication and work of Virginia motorcyclists. VCOM has succeeded because of you, the Virginia rider. You are the one who has sacrificed beautiful fall Sunday afternoons to attend legislative roundtables in order to plan strategy to pass legislation improving motorcycle safety. You have braved cold, wet, icy January weather on lobby days to walk the halls of the Virginia General Assembly in order to support bills that improve motorcy-

cling, and to oppose bills that do not. You, the Virginia rider, have been the one writing emails to your delegate and your senator. You, the Virginia rider, have been the one attending meetings with your local officials in order to voice the concern of all Virginia riders. Without the help and the support of



the Virginia rider, VCOM could not fulfill the vision that Tom McGrath had for it back in 1992. As VCOM moves into its 28th year protecting the rights of motorcyclists, we need you more than ever. Are you a member of VCOM? If not, we welcome you to join us. Memberships start at \$25.00. You can join online at vcomonline.org, or you can email me at matt@vcomonline.org. You can also join us at this year's Lobby Day

Planning Meeting. This year it will be held on Sunday, January 19, 2020. Beginning at 1:00 p.m., Virginia Coalition of Motorcyclists lobbyists will lead an informational meeting at the Holiday Inn Richmond Downtown, located at 201 East Cary Street, Richmond, VA 23219. At this meeting we will discuss this year's legislation affecting motorcyclists. After the meeting we will enjoy a free meal and fellowship. If you can make it to this meeting, great. If not, you can still join VCOM and stay informed and engaged. If you are already a member, thank you for supporting motorcycling in Virginia. If you are not yet a member, consider joining. You would become part of a 28-year history of protecting the rights of motorcyclists.

And far more importantly, you will help shape the future of motorcycling in Virginia.

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WHICH POOCH WILL BE THE TOP DOG OF 2019?
We started featuring these adorable "Ruff Riders" earlier this year just for fun with their riding owners. We give these brave canines a lot of credit for racking up more ride time & miles than most riders have! We thought it would be even more fun to have our readers choose the "TOP DOG" for 2019. Which dog do you think makes the "ruffest" overall motorcycle travelling pooch? Send your vote via PM (private message) on the Virginia Rider Magazine Facebook page @viriniaridermagazine. Only votes through PM will count. We will announce the winner in our New Year's edition for January 2020. The TOP DOG winner will receive a package of yummy treats, fun dog toys & other goodies from our animal loving friends. Most of all, they'll get to hold the first-ever title of Virginia Rider's "TOP DOG"!

Who's YOUR favorite?
Please let us know & VOTE!

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Ruff Riders

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Ruff Riders

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Ruff Riders

RUSTY

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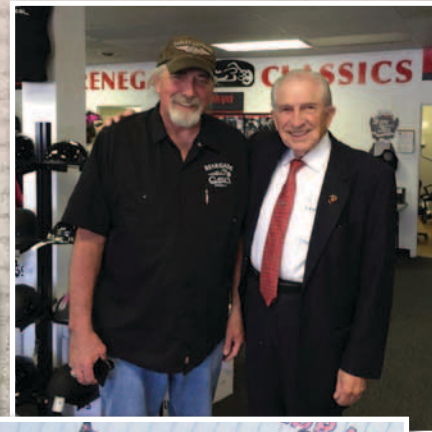
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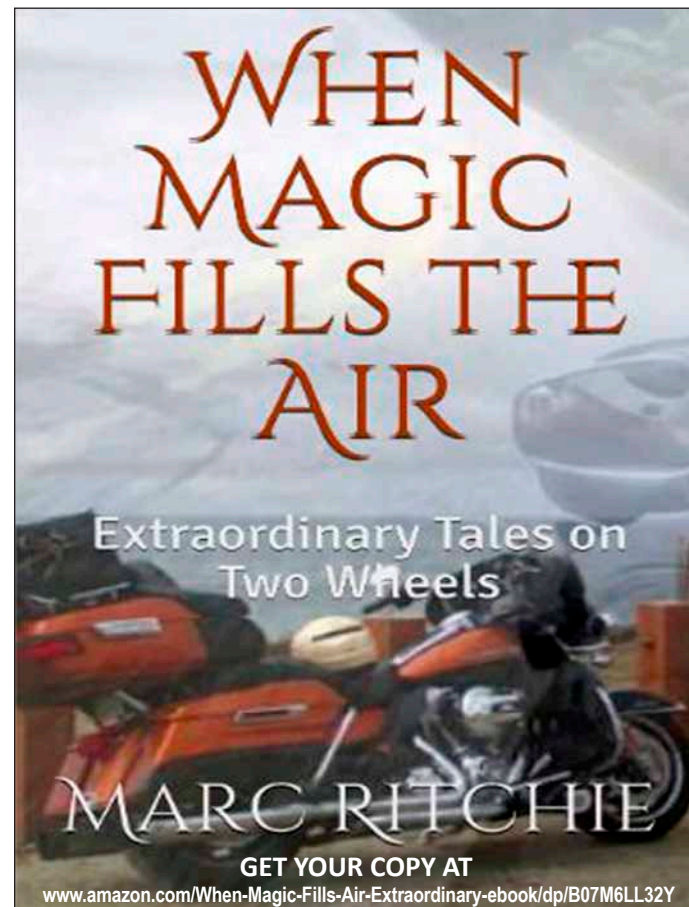
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PREPPING YOUR MOTORCYCLE FOR WINTER STORAGE



The start of the winter months means another riding season is closing up, for all but the most hardcore motorcycle riders. And unless you count yourself as part of that hearty group, right now is the time to think about proper winter storage for your bike. Whether you're hanging up your riding gear for just a few weeks or several months, taking care of some basic needs will make getting your motorcycle or ATV going again in the spring that much easier, and it will help ensure trouble-free riding for years.

- **Shelter:** Figure out where your bike is going to take the big sleep. Inside heated storage is best, either in your own garage, or at a commercial storage facility. Your local dealership may offer this service. If that's not an option, the next best place is an unheated garage, shed or storage container. Motorcycle storage containers may help you get cheaper insurance. If you don't have access to indoor storage, make sure you at least park the bike on a sheet of plywood and cover it up.
- **Clean up and service:** Give the motorcycle a good wash and wax job, and perform any needed maintenance as outlined in your owner's manual. Lube the chain and cables, and check your tires for wear and inflate them to the proper pressure. If your tires need replacing, now is the time to do it, so you don't lose riding time in the spring.
- **Change the oil:** Even if your bike won't be sitting for long, change the oil. Dirty oil contains contaminants that can increase corrosion, leading to premature engine wear. Start by firing up the engine and let it run for several minutes to get everything up to operating temperature. Then, drain the old oil, and refill the engine with whatever viscosity is recommended by your owner's manual. There's no need for any special "winter" blend or oil additive.
- **Add fuel stabilizer:** Measure fuel stabilizer into your gas tank according to the instructions on the bottle, and then start the engine. Let it run long enough so the stabilizer can work its way through the fuel system and get into small parts and passageways. You'll find stabilizer at an auto parts store or big box retailer. It can be more convenient to mix stabilizer and fuel in a separate 5-gallon gas can, as it simplifies the math for the additive.
- **Get proper coverage:** Plastic tarps trap moisture, risking corrosion on chrome and painted surfaces where you can see it and inside mechanical parts where you can't. The best bet is to invest in a good breathable cover designed for your motorcycle. Check with your dealer or look for one from an aftermarket supplier online.
- **Mind your battery:** Your battery will last a lot longer if it's kept charged, but you don't want to overdo it, either. Overcharging will not only kill a battery, it can boil the fluid inside—that can cause it to overheat and can even lead to an explosion. The best bet is to invest in a battery minder and charger that will cycle on and off as needed to maintain a proper charge. You can pick these up at many of our advertiser's shops or find them online starting at about \$50.

If you need assistance with any of these, our advertisers would be happy to help you! Following these basic tips can help keep your motorcycle in good condition and ensure that it's ready to ride when spring arrives. Have a safe & warm winter!



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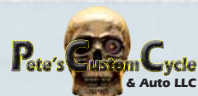


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MAKING TRAX

With Jennifer Traxler



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2020 Vision

The new 2020 models this year have a lot of us really excited to see the direction in which the powersports industry is heading. There are several completely new models, many redesigned classics, and a couple of “new” models back on the scene after a hiatus. This is by no means a complete or comprehensive list, it’s just what I can fit on two pages, with as much research as my busy schedule allows. If I have forgotten something, feel free to email me and tell me about the 2020 model you are most excited about!

From Honda, who in 2019 introduced the new Talon 1000X and 1000R sport Side-by-sides, comes the 4 seat version, with an additional 28” in length in the passenger cage and stadium seating for optimal passenger comfort. The Talon 1000X-4 is also available in a significantly upgraded Fox Live Valve edition. We had one! It sold within a week of its delivery! An aftermarket turbo kit is available, increasing the power output by 60%! Honda also completely revamped the Foreman and Rubicon ATV, with a bigger 518cc engine, new grill and bumper, additional storage, and a proprietary rack system that has click-in-place boxes and baskets. The reverse trigger on the Honda ATVs has also seen a re-design that makes it easier to use. That should be great news for those that want to plow with

their new 2020 Honda ATV.

The Africa Twin has been completely redesigned. Gosh, where do I start? A bigger, more efficient engine, going from 999cc to 1,084cc and adding 6 horsepower. Daytime LED running lights, a 6.5” TFT display with Apple CarPlay (previously only seen on the 2018+ Gold Wing), upgrades to the ECU, a bolt-on aluminum frame, cruise control standard, and SO much more!

The Rebel 300 and 500 will get a more detailed instrument cluster with gear indicator, and LED lights.

Several other models receive some slight upgrades, like all LED lighting, better instrument displays and some other minor changes. The big new throwback bike from Honda this year is the reintroduction of the Fireblade CBR1000RR. With all new electronics including wheelie control, this beast growls with approximately 216 horsepower. It’s captured the attention of some pretty big names in road racing. Keep an eye on the finish line in World Superbike. I’m sure you’ll be seeing it there! Probably the biggest innovation that leads directly to the most sales from Honda this year comes from them being the first manufacturer to bring fuel injection to the kid’s dirt bikes. No more choke or gas valve. Just push the button and roll the throttle! Anyone who’s had to try to start a cold youth bike on Christmas morning

while a child is anxious to ride will appreciate this!

From Kawasaki, something equally exciting is the highly anticipated Teryx KRX 1000 Side-by-side. It spent five years in development and it’s nice to see the Japanese manufacturing a product that can go toe-to-toe with the Polaris RZR. I could spend the rest of this article telling you what an amazing machine it is, but I’ll leave you something to look up on YouTube at bedtime. Kawasaki also made waves this year with the KLX230, a fuel injected dual-sport, available with ABS! A new W800 is incoming, with the same engine and loads of chrome parts as the all new W800 Café introduced in 2019 but with a neo-retro air cooled design. It may remind some of us of a Triumph. The Ninja 650 has been given a small facelift, with new 4.3” display, Bluetooth, better tires, a wider passenger seat and LED headlights, and at the same price as the previous year!

A bike that is making a big splash is the new supercharged super naked from Kawasaki, the Z H2. It would be easier to list the features it doesn’t have. It has everything. It really is a sight to behold and the price is amazing for a supercharged bike with every option imaginable. It absolutely blows the competition out of the water.

Other bikes that received upgrades this year are



Talon 1000-4 Fox Live Wire

the Ninja H2 SX, the Z650 and Z1000.

Yamaha has a short list of upgrades this year including XT-R editions of the YXZ1000R SS, Grizzly, and Wolverine X2 and X4. The XT-R editions come with a cool bronze and yellow special edition paint with color matched wheels, extreme terrain tires, and Warn winch. Yamaha brought the MT-03 from the European market, to compete with the Kawasaki Z400 and CB300R. Like its fared counterpart, the R3, it favors better handling over raw power, with upside down forks and adjustable rear suspension.

A new favorite of the off-road bikers is the 2020 Yamaha YZ125X. Yamaha took their YZ125 and made some upgrades to include it in the X off-road lineup. They have made a near perfect bike for those younger riders moving up from an 85cc bike or even an adult rider trying a two-stroke for the first time. Some upgrades include hand guards, an 18” rear wheel, Dunlop AT81 tires, a kickstand, reserve position on the fuel petcock, an O-ring chain and some advanced engine upgrades creating a broader range of power for a broader range of riders.

Another off-road model from Yamaha that was given a once-over is the YZ450F. It might look like a typical motocross bike but some serious engine and technology innovations make it a more balanced bike and smoother ride than previous years. It even has built-in WiFi a smartphone app to tune it optimally. Cycle News picked it as the winner of the 450 class shootout because of the attention to detail in the design.

The big news from Suzuki is the highly anticipated reintroduction of the Katana. First introduced in 1982, and then stopping production in 2006, they have clearly drawn styling inspira-

tion from the earlier models, bringing a modern and unique flair to the classic Katana look. With the powerful GSX-R engine and GSX-S chassis, it weighs in a little on the heavy side at 474 pounds but certainly needs to be, to grip the road with an eyebrow raising 150 horsepower. It can clearly handle being ridden hard, typical of Suzuki motorcycles. I’m anxious to see one in person, and I know I’m not the only one!

Husqvarna made upgrades to a couple of their motorcycles for 2020, introducing the FE501s and the FE350s. They are better versions of the original upper echelon enduro dual sport motorcycles. They are lighter weight, more powerful and have some premium features like premium WP suspension, better ergonomics, with easily accessible and highly innovative electronics, making the new street-legal enduro bikes from Husqvarna worth looking into. Electric bikes are pretty exciting, and the EE 5 from Husqvarna is no exception. This mini moto is every bit as powerful as its TC50 two-stroke combustion engine counterpart, and makes a



Africa Twin

great bike for riding places where restriction on emissions and noise exist. It’s also practically maintenance free because of a water and dust proof electric motor. It also has anywhere from 25 minutes to two hours of ride time between charges, depending on riding speed. It fully recharges in about an hour. With a chromoly steel frame, lithium-ion battery and the compact motor and battery, this little powerhouse weighs in at just 89 pounds!

That wraps up all the brands we carry at Wayne Cycle Shop. I still want to at least mention other brands in the industry and a few of their noteworthy new products for 2020.

KTM has introduced three new models. The 1290 Super Duke R which is a beast of a hyper-naked, it’s little brother the 890 Duke R, and the baby brother to the 790 Adventure, the new 390 Adventure. I’m happy to see more small displacement adventure bikes on the market. Not everyone wants or needs a 1000+ cubic centimeter behemoth to have an adventure! Can-Am, the Canadian manufacturer, introduced one new model this year, the Defender 6x6 HD10, a six wheel drive work machine with a 4.5ft x 6ft bed and capable of towing up to 3,000 pounds. All the other can-Am models have received some updates for better performance and handling. This new machine is a



Z H2

sight to behold!

Polaris introduces a new model in the RZR lineup, the Pro XP. It’s a super sporty 925cc 181 horsepower, 64” wide two-seat side-by-side that comes in three trim packages. It’s cool looking but things like suspension travel and engine braking are sacrificed for horsepower over its competitors.

Harley-Davidson has been making some innovative changes to its lineup over the last few years, and 2020 is no different. They’ve definitely been thinking outside the box and stepping into the 21st century! Harley-Davidson joins Zero and Energica in the electric motorcycle game. I suppose we all expected a Japanese manufacturer to be the first to release a full-size electric bike, so I have to admit I’m surprised. They’ve done a good job of keeping the styling true to Harley. It looks bad-ass! It’s had some production challenges, but practically every new and innovative idea will run into some snags as they get established. There’s so much to say about this bike, that I can’t possibly fit it all in this article. I encourage everyone to read the reviews, watch some videos and even go check one out. Another exciting new model from H-D this year is the Bronx Streetfighter. They clearly have the CB1000R, Katana, Z900 (or maybe the new Z H2?), MT10, and Speed Triple in their sights and enter the market with a heavy competitor. The new Low Rider S is a godsend for us petite bikers, with a 26.5” seat height without sacrificing power, it is chain driven and has the Milwaukee-Eight 114 engine! Again entering in the deep end of the pool with other more established brands, Harley-Davidson introduces an Adventure Touring bike, the 2020 Pan-America. It’s definitely got that Harley look and 1250cc engine, and I think it will do well as long as they aren’t the heaviest in the pack. Adventure bikes are already heavy enough.

continued next page



MT-03



Fireblade CBR1000RR



FE350s



Scout 100th Anniversary



Wolverine X2 XT-R

MAKING TRAX

continued

The Road Glide Limited replaces the Road Glide Ultra, and has some styling and technology upgrades to go with the new name. The whole CVO lineup got a facelift, and adds the Tri Glide which apparently has been a much requested upgrade. Triumph has several new models and clearly has their eye on classic design and modern conveniences. For the sport bike crowd, they've introduced the Daytona Moto2 765. It's a seriously fast bike with a serious price tag as well. There will be a limited number here in the US market, so if you want one, don't wait. Also added to the Triumph lineup are the new Street Twin and Street Scrambler. Both are good choices for those craving that vintage style! The new Street Triple RS has clearly been designed for maximum street and track capability. The power to weight ratio is raising eyebrows among its competitors. The new Thruxton RS combines contemporary cafe styling and the legendary power of the 104 horsepower, 1200cc racing engine and loads of premium technology. Adding to their legendary adventure line, Triumph introduces the new Tiger 900. It has a 900cc triple with an impressive 94 horsepower and is a nice upgrade from the previous Tiger 800. It comes in five different trim packages.

Indian has so many new and revised models that I may as well list their whole catalog, but I'll just focus on the standout new products. We will see a limited release Anniversary Edition for the Scout's 100th birthday, as well as a new Scout Bobber Twenty. For those of you craving that vintage Indian look in a modern package, the 2020 Indian Chief Vintage is the answer. It's got tons of modern features and is really only classic in looks. The all new Challenger is definitely a head-turner, as well as being a bagger that makes you think the folks at Indian really thought of everything. It's got inverted forks, Fox adjustable rear shock, adjustable windscreen, cruise, ABS, 18 gallons of storage in the weatherproof saddlebags, full LED lighting, liquid cooling in the 122 horsepower 108 cubic inch engine (Indian's most powerful engine ever made), and so much more. I would love to see one in person! I really do like the shape of the front fairing. Lots of new trim packages are added to existing models, with five new bikes available in the Dark Horse trim package and two bikes with the Elite model upgraded trim.

BMW has made some additions to their lineup as well. A serious overhaul was given to the S1000RR making it not only more powerful but lighter weight. The new S1000XR is a powerful new adventure sport bike with an in-line 4-cylinder with four riding modes and a long list of premium features. The F900R and F900XR are clear competitors for the Z900 and MT-09, at 895cc and standard riding position. I love the look of the new 50th anniversary edition retro designed R nineT /5. All these modern takes on classics are really inspiring!

Ducati brings us a naked version of the Panigale V4, in the new Streetfighter V4 and V4S. It's not only powerful at 208 horsepower, but loaded with technology. The Multistrada 1260S adds a completely loaded Grand Tour edition.

Whew! I hope I covered everything! I can tell everyone that three things are an underlying theme in not only the new models for 2020, but for all upgrades across the board:

More power
Lighter weight
More technology

That certainly gives us a lot to look forward to!



Motorcycle Fatalities on the Rise According to Virginia DMV

November 20, 2019

Yesterday the Virginia Department of Motor Vehicles (DMV) published a news release stating that motorcycle related deaths are higher this year than they were in 2018, and that unhelmeted fatalities are at a decade high. I have copied the actual DMV news release below.

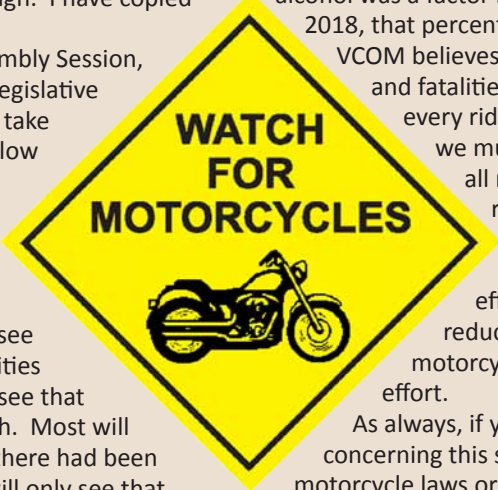
As we approach the 2020 General Assembly Session, those of us who are active in pursuing legislative issues that promote motorcycling must take note of publications such as the one below which is already being carried by news organizations across the state. Most legislators have never been on a motorcycle. They form their opinions of our lifestyle based upon what they see and what they read. Most will not see that 92% of this year's motorcycle fatalities were wearing a helmet. They will only see that unhelmeted deaths are at a decade high. Most will not take note that at this time in 2017 there had been 101 motorcycle related deaths. They will only see that fatalities are up this year as opposed to last year. While we who spend much of our time on two wheels are keenly aware that distracted driving continues to be a daily threat to us, the Virginia Coalition of Motorcyclists (VCOM) believes that we must also be aware of the role that we as motorcyclists play in reducing traffic fatalities. Single vehicle motorcycle accidents continue to make up a large portion

of our traffic deaths. In recent years, many states have reported that single vehicle motorcycle crashes have made up a majority of their fatalities. Likewise, alcohol continues to factor into far too many motorcycle fatalities. In 2017, alcohol was a factor in 27.5% of all motorcycle fatalities. In 2018, that percentage climbed to 34.4%.

VCOM believes that reducing motorcycle injuries and fatalities should be the goal of each and every rider. At the same time, we believe that we must continue to take steps to make all roadway users more aware of their responsibility in reducing motorcycle fatalities. In 2020, VCOM intends to vigorously support legislative efforts to curb distracted driving, and to reduce behaviors that pose a threat to all motorcyclists. We invite you to join us in this effort.

As always, if you have any questions or comments concerning this subject, or any other matter concerning motorcycle laws or motorcycle safety, please reach out to me either by email or phone.

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GET READY FOR “BIKE SAVERS” COMING NEXT MONTH



Hi, I’m John Peterson, and every month here in Virginia Rider I’ll be bringing you stories, pictures and anecdotes about trying to resurrect the past on two wheels with our new column ‘Bike Savers’, or How To Spend a Lot of Cash, Time, Blood and Tears to get that rusty old barn-find your cousin’s second uncle’s sister’s brother told you about and you had to have.

It’s OK; I understand.
Let me start by saying up front, I am no mechanic. I am not professionally certified - although some would say ‘certifiable’ (most probably my wife), because there’s always other stuff to spend money on, silly crap like bills...and food...and living indoors...”and none of them run!”

Yes, I have issues too. Except now they all DO run!

I am in no way professionally trained, and everything in here I’m going to write about I have had personal experience with on my journey to resurrecting motorcycle history, starting with my very first bike, a 1985 Yamaha Virago coming up in next month’s issue, and that you can see in the photo below on the far left.

But first a walk around the shop:
From Left to Right, and not necessarily in order of resurrection, is my 1985 Yamaha Virago 700; awesome bike, never had any problems with it until I started futzing with the carbs, but it runs great now. Ahh, Hitachi carburetors. You have to love ‘em. You HAVE to! They won’t tolerate anything less.

My 1985 Kawasaki KZ650B I picked up at an estate sale for a lot less than I care to mention; it didn’t look like that when I got it, though. Actually none of them did.

A 1968 Puch 250 SGS, made by Puch-Schwing-Gabel in Austria (sounds better if you pronounce it like Aahnold Schwarzenegger) and originally sold through Sears and Roebuck

as a mail order bike; a 2-stroke, too! Freaked me out that it didn’t have any valves. “It’s not a choppah!”
Lined up behind that is a white and black 1960’s Honda 305 Dream, and last but not least a ‘60’s Honda CA95 Benly, or the Baby Dream, as it’s sometime known, with a 150cc engine.

As an Honorable Mention, bikes that I have worked on, resurrected and/or sold, are my 1981 Yamaha Virago 750 - project bike, currently out back leaning against my shed wall; my Mount Everest. To quote Hunter S. Thompson, “Too weird to live, too rare to die.”

- 1978 Honda CX500 - sold, to a friend, for WAAAYYYY less than it was worth. Never should have done that; never will again. Awesome bike.
- 1964 Honda Dream 305 - project/parts bike.
- 1967 Puch Compact scooter - in the garage.
- 1968 Puch Compact scooter- in the garage - Neither of these Puchs needs a battery, they’re powered by a magneto, a First for me!
- 1984 Kawasaki Vulcan 750 - sold, rather quickly. The carbs are a nightmare lesson in patience and understanding.
- 1981 Honda CB125 - sold; kickstart only - a great workout if the timing is off.
- 1981 Honda Twinstar CM185 - returned to the original owner, nothing done. He wanted it back.

All of these bikes I resurrected with nothing more than hand-tools and patience; LOTS of patience...and money, when I had it...and time...and you can too! Also, a big shout-out to Harbor Freight Tools, which I can’t go into without buying SOMething I can’t live without.

So there you have it. I’ll be writing about a lot of stuff encountered in the resurrection of these bikes, I do hope you enjoy it, and if you’re doing this same stuff too let me know about it here. Send your resurrection stories and pics to me at virginiaridermaga-zine.com, and let everybody know how you did it. Bonus points if your spouse is cool with it!

Like I said. I understand.

John Peterson is a certified motorcycle junkie who lives in central Virginia with his wife Barbara and Sebastian, his tuxedo cat/eating machine/shop manager.



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A photograph of a man with a mustache and a black leather jacket riding a chrome motorcycle down a city street. The scene is viewed through a car's side-view mirror, which is mounted on a dark, textured frame. The street is lined with brick buildings, some with vintage-style signs. A traffic light is visible in the distance. On the right side of the street, a man in a blue shirt and jeans stands near a building. The overall tone is gritty and urban.

OBJECTS IN MIRROR ARE MORE
VULNERABLE THAN THEY APPEAR.



Share the road with *motorcycles*

