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MAGAZINE™

Scenic Skyline Drive
Guide Inside

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April 2023
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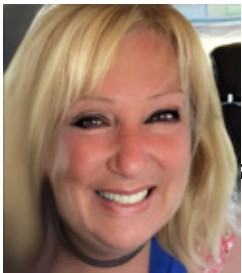


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from the editor's desk

Wow, it's been an incredible start to the season with a calendar full of events that have kicked off so far and loads more scheduled & being added each week. You definitely won't run out of things to do this season that's for sure! We've had some folks ask us why we don't have event pages in the actual magazine any longer and there's a very good reason for that! We know how important it is to have the latest information on events that you're planning on attending but things can change in a heartbeat. We've learned over the past few years that having the events listed only on the EVENTS page of our website keeps things up to date in more real time. Some events have to update things prior to the event such as schedules, bands, sponsors, etc... so we felt that it's best to be able to put the changes in right away after we receive them so that within minutes the most current information is available to our site viewers. If you have an event scheduled & it's not on our Events page online, drop us a quick line at virginiaridermagazine@yahoo.com and include a link to your site or Facebook event and /or your flyer so that we can get it listed right away, most times we can post it the very same day. Riders are looking for things to do and places to ride to on the weekends so be sure to check out all the happenings on our Events page online at virginiarider.com/motorcycle-events.

May is Motorcycle Awareness and National Bike Month. National Motorcycle Bike Month is a month-long celebration held annually in the United States to promote motorcycle safety, awareness, and camaraderie among motorcycle enthusiasts. Back in the early 80s is when the Motorcycle Riders Foundation started promoting May as Motorcycle Awareness Month and over the years, this month-long event has gained momentum and has been recognized by motorcycle clubs, organizations, dealerships, and individual riders across the country. It's great to have one month set aside each year to spotlight these motorcycle related topics but as long as there so many motorcycle accidents, injuries and deaths, one month just isn't enough. Here at Virginia Rider, we treat EVERY month as Motorcycle Awareness Month & we hope that you'll join us in doing the same. Let's keep it rolling all year long.

We would love to say a huge THANK YOU to all of the rider-friendly businesses who advertise with us & support our magazine. They make it possible for us to produce this magazine for you & keep it totally FREE for you to subscribe to. Most of them ride too so they know what you need & want to enjoy your riding life so please stop in & see them often. We surely wouldn't be here without them 😊

We hope you all stay safe out on the roads & enjoy this gorgeous, perfect-for-riding, spring-time weather. Stay tuned for more incredible articles, inspiring stories & helpful info again next month...you never know how it may change your life.

Til next time,

Stay amazing,

Kelly



IN THIS ISSUE



GREAT PLACES TO RIDE Marc takes us on he and Rose's first ride. "Rose and I recently celebrated our 10 year anniversary since we've been together. I don't know how many miles that is, but I'm sure it's well over 100K. So, while Windy is in the shop having surgery, I thought it would be appropriate to reach into the vault and see if I could find anything about our first ride."



After the pandemic and the long absence from doing things normally, **Michael Frank** rediscovers the joy of riding a motorcycle again. He takes us through his journey of returning to one of his favorite passions. Michael's also been a lifelong skier, mountain biker and hiker.



While celebrating Mother's Day, we can't help but think about a woman who's long been dubbed the matriarch of the women's motorcycling community: **Gloria Tramontin Struck**. At nearly 97 years old, she's not only witnessed motorcycling's incredible first century, but lived it herself, riding nearly 700,000 miles around the country since she started riding at age 16.



We visit with Mike Joyner and his bike this month. Mike says, "I'm Virginia native born and raised. My bike is a 2016 XL1200X. I bought the bike brand new in 2016 with only 19 miles on it. I'm pretty sure I was buying parts before the sale was even finalized."

FIT FOR THE ROAD

FIT FOR THE ROAD Take time to do some self-examination of your roadworthiness. Many of us are less active during the winter months, and all those holiday celebrations and winter comfort food can have an impact. This is about more than just seeing if your riding gear still fits.



THE LIGHTHOUSE tells two stories of God at work in the lives of his creation. One is about a man needing a sign from God to keep him from taking his own life. The other is the remarkable sacrifice of a mother bird to save her chicks.



What Your Motorcycle Helmet Says About You From safety to temperature and comfort to the style and messaging to color, the motorcycle helmet you choose to wear says a lot about you. Learn all the ways it does in our study this month.

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ON OUR COVER:

The weather is finally starting to line up with thousands of riders wanting to get out on the roads. It's a great time to discover the beauty and adventure of the Skyline Drive!



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MY RIDE

Mike Joyner



I'm Virginia native born and raised. My bike is a 2016 XL1200X. I bought the bike brand new in 2016 with only 19 miles on it. I'm pretty sure I was buying parts before the sale was even finalized. The engine work to include Feuling Cams, Feuling lifters, S&S adjustable pushrods, and tuning done by the guys over at Oceana Cycles. The paint was done by Bombshell Deluxe of Deluxe Kustom Paint, Oxford, FL. Everything else done right in the home garage. It's taken me to some pretty cool places and met some gnarly people along the way. This thing constantly sees change and probably will for a long time to come.

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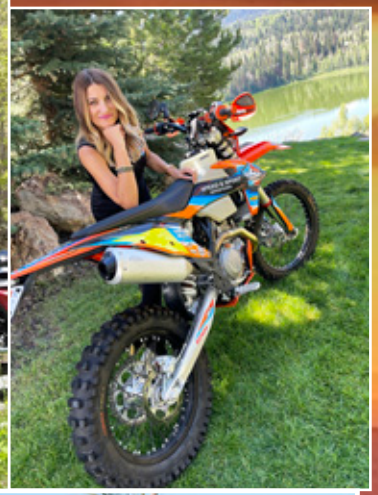
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GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

Tygart River Dam

Rose and I recently celebrated our 10 year anniversary since we've been together. I don't know how many miles that is, but I'm sure it's well over 100K. So, while Windy is in the shop having surgery, I thought it would be appropriate to reach into the vault and see if I could find anything about our first ride. Apologies in advance for the low rez pics. Since I had forgotten my camera that day, I had to rely on an old cell phone, but I'm very glad to have found them. This is where it all began. -Cheers and please enjoy!

Girl with the Funny Hats

I've gone through some notable changes the last few weeks or so. Gone are the three day weekends that afforded me ample time for rides and articles. I've embarked on a new gig selling motorcycles at my local dealership, so my Saturdays are taken. It is a welcome trade-off for shedding the 100 mile per day commute to Tysons Corner in the dark. In addition to my professional transition, I have encountered a new pillion, who shares my enthusiasm for riding, exploring and adventure. Her name is Rose, only she is more beautiful.

I saw a forecast of clouds, wind, and low 50s. I asked her if it was going to be too cold to ride. She replied, "Not at all," as if, "We had better be riding somewhere!" In continuance of my quest for bridges and dams, I asked her if she wanted to check out the Tygart River Dam 50 miles away. Without even a blink, she replied, "Sure!"

We headed out around 11. It was chilly at best, but the sun felt warm, when it wasn't behind the clouds. We were still inside town limits, so it wasn't that bad. In two miles, however, we would be at 65 MPH on a mountain highway. I had forgotten my satchel, otherwise referred to as "man purse" with my sunblock and Carmex, so we stopped in the local drug store. Sun, wind, and my skin, have a tricky relationship. The nice lady at the cash register asked me if I wanted any cash back. I told her, "Can I get a thousand dollars?" She kinda chuckled and I wished her a happy Mother's Day, and we headed out.

After about 25 miles, I stopped to get a bearing on my cell's GPS. The audio instructions had not chimed in for a while, and it showed I missed a turn about 5 miles back, probably where there wasn't any signal. Oh well. We would take the long way. I just hoped I had plenty of battery since my charging cable was also in my man purse back at the house. I told her, "I hope my GPS doesn't quit, or we might be off course." And she replied, "At least we'll be somewhere." She was making quite an impression.

Rose and I finally arrived at our destination, taking the long way to get there. The dam was spectacular! It was over a quarter of a mile long, and over 230 feet high. There was also a cool visitors center with displays and exhibits, in addition to plumbing. We got some pics and were intrigued at the water being jetted out on the other side of the dam, so we rode down to the bottom and took a road that ran next to the base. I took some more pics, including some very styling boots my pillion was wearing in addition to one of her funny hats.

The trip back routed us through the very scenic town of Philippi. We didn't have time to stop, but the next trip there will likely provide many photo opportunities of architecturally pleasing, historic buildings, and bridges crossing the Tygart River. It had all the makings of a very charming small town.

The ride on Rt. 119 to Buckhannon was very enjoyable weaving through West Virginia's countryside in the highway gear. The traffic was light, and if Humphrey was out in the minivan or EV, there were plenty of safe areas to pass. Warming up with some coffee and a meal at a local cafe, I couldn't help but remark what a cowboy Rose was for riding with me as chilly as it was. She just shrugged and said it wasn't that cold. Little did she know, later that winter, she'd be in the midst of snow covered mountains, decked out with heated gear on Skyline Drive, enjoying every minute. I call that "A Keeper."

Cheers and thanks for reading!
Marc Ritchie



continued next page



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

www.virginiarider.com/motorcycle-events

Start planning your riding season adventures today!!!



HOW I REDISCOVERED WONDER AT THE WORLD THROUGH MOTORCYCLING



The first time I rode a motorcycle, I was an atypical American. I understood riding merely as a form of transportation, not recreation. I was in college in Boulder, Colorado, couldn't afford a car, but needed a way to get to my semi-miserable summer job in Denver. The bus worked, but the bus was also grim and ran infrequently.

A friend of a friend was graduating and needed to dump all his worldly possessions as he headed to California, bound for fresh adventures. I had next to zero money, but the "outahere!" history major gladly traded my pizza-and-beer "fund" for his late 1970s KZ-750.

The bike was a handful; it had far more power than I needed and a slightly too-high seat for someone just learning, but eventually I grew confident enough to plow it where it wasn't designed to go—into the dirt-road hills at the base of the Rockies. On off-days, or to clear my head from summer school readings, I'd explore the dusty hippy enclaves now long given way to Walmarts and mega-mansions.

My first two-wheeler taught me that the slow and sideways and out-of-the-way route is way more

interesting. But then, life started moving too quickly and I wouldn't crank another motorcycle for decades.

Until the spring of 2020, when the entire globe stopped whirling. It got so quiet in our Hudson Valley, New York, neighborhood that a family of owls moved into an old maple in our front driveway. Bored and isolated and, like everyone else, fairly terrified, I went over to my friend Joe's property. He and some other buddies were staying 60 feet or more from each other and building what I was told were mountain bike trails on the more than 40-acre wooded parcel. But actually, they were weaving a network meant for a different kind of bike—one with a motor.



After a few hours of work and eventually breaking bread (still safely outside), someone suggested I hop on an old, low-power four-stroke Honda and give riding a whirl, even though I'd said I was just as happy to stand on the sidelines and take photos of my pals ripping around.

There was no pressure, but eventually, through boredom or curiosity, or the blue-smoke mixture of both, I caved. They pointed me at an off-camber single-track uphill that was more rock than dirt. Luckily, they ensured I had armor and a properly fitted helmet, but still, there was a pretty high pucker factor. I hadn't straddled a bike in 30 years. How did this work again? The trial by fire somehow ended in laughter, not tears, as I decided that first gear and eyeing up the apex of the climb would save my novice hide.

This, I knew, wasn't a recipe for continued success.

Later that spring I enrolled in a Motorcycle Safety Foundation Basic RiderCourse, and a year later, their DirtBike School. These felt like every professional training I've ever encountered, by the way—those classes



were immersive and gave me the hands-on, routinized practice I needed to ingrain better habits and pick up new techniques. Every skill I've ever acquired, from rock climbing to skiing to photography, has only improved markedly when I've paid to learn from pros who can help you see your weaknesses and shorten the path from bare-minimum adequacy to more practiced competence.

Speaking of which, motorcycling regularly also reconnected me to some of the joys of other adventures. I've been a lifelong skier, mountain biker and hiker, and trips to engage in all of these require preparation, thoughtful planning—and frequently, putting up with discomfort in the company of friends who not only endure misery, but seek out "type II fun." Some of the same people who were at Joe's making trails and tearing around on vintage MX bikes have laughed me through twisted ankles and mosquito-infested mud-bog backpacking adventures since 2001.

Naturally, bikes got back into my blood. One thing led to another and our seven-to-nine-man 2021 North East Backcountry Discovery Route trip together involved planning, provisioning, and navigating our way across state lines, bucketfuls of laughter around multiple campfires, churning along in heat and rain and mud, as well as MacGyvering through many mishaps, from flat tires to me cutting open my palm on a jar of salsa. (The latter wasn't tragic, just stupid.)

With the benefit of hindsight and experiences approaching how I learned to ride in two different ways, proper motorcycle training through the MSF far better prepared me for a lifetime of riding and adventures.

And since reengaging with motorcycles, I have so much to be grateful for. Like with rock climbing, it requires a kind of meditative state of vigilance and attention to detail. As with skiing, it also forces a kind of "flow," where your mind attends to a whirl-by checklist and you hold your body in balance—in ready poise. And yet in contrast to strictly human-powered sport, the "motor" in the formula enables longer-range, multiframe exposure to a broader landscape—minus the stripped away flavorlessness of car travel.

Rediscovering the world through this new-old medium brought me closer to friends and exposed me to a different kind of physical-mechanical learning, and I'm thrilled every day that I get on a motorcycle.

—Michael Frank, journalist covering auto, tech, fitness, and the outdoors

Source:
<https://msf-usa.org/how-i-rediscovered-wonder-at-the-world-through-motorcycling/>



A MOTORCYCLE RIDER'S GUIDE TO VIRGINIA'S SKYLINE DRIVE

When you think of incredible mountain roads on the east coast, be sure not to overlook Skyline Drive. Here's what you need to know as you plan your motorcycle ride along this scenic route.

Navigating Skyline Drive on your motorcycle
This often-overlooked route features 105 twisting, turning miles through the Blue Ridge Mountains and Shenandoah National Park, offering jaw-dropping views around every bend. The road climbs from roughly 600 feet in elevation at the northern entrance to 3,680 feet after about 42 miles, then rolls down to 1,900 feet at its southern terminus.

Where does Skyline Drive begin and end?
Skyline Drive is the only public road through Shenandoah National Park. It starts at a juncture with U.S. Route 340 (US340) just south of Front Royal, Virginia. The road ends 105 miles later at a juncture with U.S. Route 250 (US250) in Rockfish Gap.

Fees and access points along Skyline Drive
No matter which entrance you use, you're entering a national park, so you'll need to purchase a park entrance pass for a small fee. The \$25 fee covers a single motorcycle operator and a passenger for seven consecutive days.

Along with the northern and southern terminuses we've described above, there are two additional Skyline Drive entrance stations.

Thornton Gap entrance station
This entrance station sits between mile markers 31 and 32, off an exit from U.S. Route 211 (US211). Exiting Skyline Drive onto US211 westbound leads to Luray, Virginia, and the famous Luray Caverns.

Swift Rung Gap entrance station
This route enters Skyline Drive between mile markers 65 and 66 from U.S. Route 33 (US33). Riding US33 westbound takes you to the Shenandoah Valley, while heading east sends you toward Richmond, Virginia.

Skyline Drive weather
Road conditions and weather can dramatically impact your motorcycle ride—from the clothing and gear you wear to the air pressure in your tires. Skyline Drive sees a wide range of temperatures and precipitation types throughout the year. To help you plan, here are the monthly averages for Front Royal, home of Skyline Drive's northern terminus.

Is Skyline Drive closed?
Portions of Skyline Drive can be closed due to inclement weather, most frequently when snow and ice accumulate at higher elevations. In summer, thunderstorms and high winds can down trees, causing brief delays and traffic back-ups. For the most current closure status, call the park's recorded information line at 540-999-3500.



Front Royal, Virginia
2021 climate data*

Month	Average temperature (°F)	Low temperature (°F)	High temperature (°F)	Precipitation (in inches)
January	34	24	43	2.85
February	36	26	47	2.45
March	43	33	54	3.77
April	55	43	67	3.41
May	62	51	74	4.36
June	71	60	82	4.49
July	75	64	87	3.57
August	74	63	85	3.96
September	67	56	78	4.76
October	56	45	67	3.35
November	46	35	56	3.29
December	37	28	47	3.11

*Source: www.NOAA.gov

Motorcycle safety tips
With a speed limit of 35 miles per hour throughout most of its duration, Skyline Drive requires you to maintain a nice cruising pace, and its lack of crossroads and commercial traffic makes for a bucolic motorcycle ride. Although many of the risks associated with highly developed areas and traffic are absent here, you still need to stay alert and focused while riding. Additionally, keep these tips in mind:

- Watch for wildlife along the roadside and crossing the road. Deer, bears, and other animals can appear with little warning, especially at night.
- Shenandoah National Park is a popular recreational area, so expect RVs and vehicles towing trailers.
- The park's scenery can distract drivers, particularly during fall foliage season. Watch for vehicles suddenly slowing, stopping, and parking along the roadside.
- Some sections of Skyline Drive feature blind curves and limited visibility. Watch your speed as you go around corners, and be sure not to drift over the center line.
- Stops to make along Skyline Drive
- While it'd be easy enough to ride your motorcycle straight through the 105 miles of Skyline Drive in a few hours, you'll want to check out at least a few of the 75 scenic overlooks dotting the path, along with:

Shenandoah National Park
Covering more than 200,000 acres, Shenandoah National Park is a long, narrow mountain sanctuary rising above the forests and fields below. Skyline Drive runs through the center of the park and offers you access to recreational opportunities including camping, hiking, fishing, rock climbing, and horseback riding.

Blue Ridge Parkway
When you reach the southern end of your Skyline Drive motorcycle ride, you'll arrive at the start of the Blue Ridge Parkway. This route was created to connect Shenandoah National Park to Great Smoky Mountains National Park in North Carolina.

How long does it take to ride the Blue Ridge Parkway on a motorcycle?
Blue Ridge Parkway is 469 miles long and can be ridden in two to three days. But with so much to see and do, giving yourself a week is well worth the time.

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Hilarious Things My Mother Taught Me...

1. My mother taught me TO APPRECIATE A JOB WELL DONE . "If you're going to kill each other, do it outside. I just finished cleaning."
2. My mother taught me RELIGION. "You better pray that will come out of the carpet."
3. My mother taught me about TIME TRAVEL . "If you don't straighten up, I'm going to knock you into the middle of next week!"
4. My mother taught me LOGIC. " Because I said so, that's why."
5. My mother taught me MORE LOGIC. "If you fall out of that swing and break your neck, you're not going to the store with me."
6. My mother taught me FORESIGHT. "Make sure you wear clean underwear, in case you're in an accident."
7. My mother taught me IRONY "Keep crying, and I'll give you something to cry about."
8. My mother taught me about the science of OSMOSIS. "Shut your mouth and eat your supper."
9. My mother taught me about CONTORTIONISM. "Will you look at that dirt on the back of your neck!"
10. My mother taught me about STAMINA. "You'll sit there until all that spinach is gone."

Happy Mother's Day!

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WTF fun fact #13223

Research has shown that reading physical books can have a positive impact on mental stimulation, stress reduction, and sleep, compared to reading on a screen.

wtfunfact.com

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THE LIGHTHOUSE

When Jesus spoke again to the people, he said,

I am the light of the world. Whoever follows me will never walk in darkness, but will have the light of life. - John 8:12

One Saturday night, a pastor was working late and decided to call his wife before he left for home. It was about 10:00 PM, but his wife didn't answer the phone. The pastor let it ring many times. He thought it was odd that she didn't answer but decided to wrap up a few things and try again in a few minutes. When he tried again, she answered right away. He asked her why she hadn't answered before, and she said that it hadn't rung at their house. They brushed it off as a fluke and went on their merry ways.

The following Monday, the pastor received a call at the church office, which was the phone that he'd used that Saturday night. The man that he spoke with wanted to know why he'd called on Saturday night. The pastor couldn't figure out what the man was talking about.

Then the man said, "It rang and rang, but I didn't answer."

The pastor remembered the mishap and apologized for disturbing him, explaining that he'd intended to call his wife.

The man said, "That's okay. Let me tell you my story. You see, I was planning to commit suicide on Saturday night, but before I did, I prayed, 'God if you're there, and you don't want me to do this, give me a sign now.' At that point, my phone started to ring. I looked at the caller ID, and it said, 'Almighty God'. I was afraid to answer!"

The church that the pastor attends is called Almighty God Tabernacle.

The Lord is close to the broken hearted and saves those who are crushed in spirit.
- Psalm 34:18



An article in National Geographic several years ago provided a penetrating picture of God's wings. After a forest fire in Yellowstone National Park, forest rangers began their trek up a mountain to assess the inferno's damage. One ranger found a bird literally petrified in ashes, perched statuesquely on the ground at the base of a tree.

Somewhat sickened by the eerie sight, he knocked over the bird with a stick. When he gently struck it, three tiny chicks scurried from under their dead mother's wings. The loving mother, keenly aware of impending disaster, had carried her offspring to the base of the tree and had gathered them under her wings, instinctively knowing that the toxic smoke would rise.

She could have flown to safety but refused to abandon her babies. When the blaze had arrived and the heat had scorched her small body, the mother had remained steadfast.

Because she had been willing to die, those under the cover of her wings would live.

"He will cover you with his feathers, and under his wings you will find refuge."
- Psalm 91:4



**When the going got tough,
the tough got creative**



Marc Ritchie's "When Magic Fills The Air" is indeed filled with "Extraordinary Tales on Two Wheels". Marc, along with Rose's photographs, brings unique and fascinating glimpses into the magical world of motorcycling.

Get your copy from Amazon today:
www.amazon.com/author/marcritchie

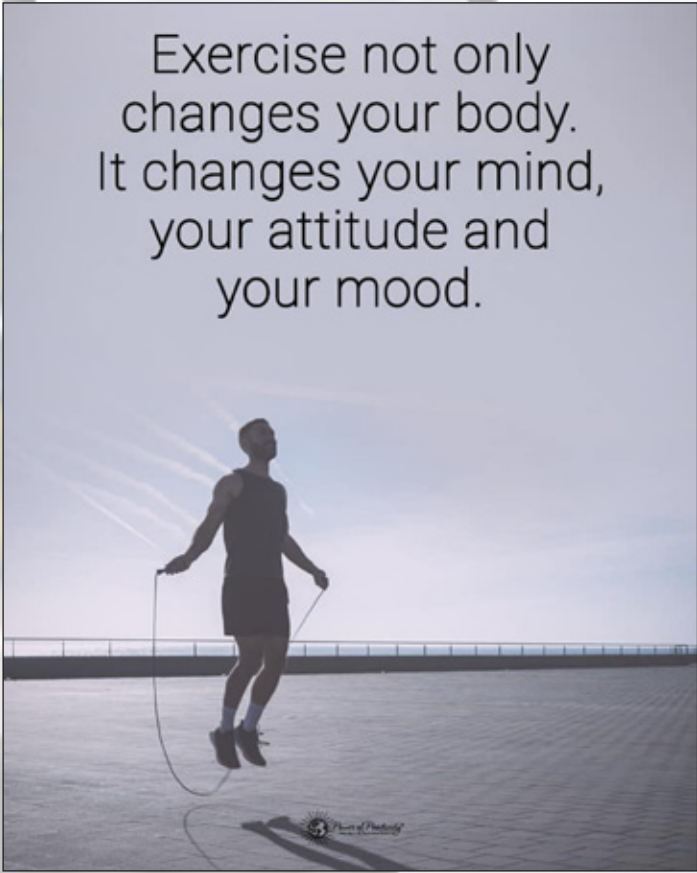


FIT FOR THE ROAD

GET IN SHAPE FOR THE NEW RIDING SEASON

With the warmer temps, more bikes will be hitting the road, and longer trips are being planned. If you haven't already, now's a good time to do some spring maintenance on your bike since it might have been sitting for a while. However, the extended time of inactivity during the winter months might not be limited to your motorcycle.

Take time to do some self-examination of your roadworthiness, too. Many of us are less active during the winter months, and all those holiday celebrations and winter comfort food can have an impact. This is about more than just seeing if your riding gear still fits.



Exercise is important

Motorcycling is a physical sport. Excellence in riding technique and safety requires strength and coordination. Just like athletes exercise and train for their sport, we motorcycle riders need to be in good shape to ride, too.

Riding for a long time, like performing any other physical activity, employs some muscles that aren't used often—and will tax others that are used in unaccustomed ways. It takes time to regain ride-ready muscles.

Here are some areas to consider in your motorcycle exercise program. And don't forget—before starting any exercise program, consult with your doctor.



Legs

Our legs are the largest muscle group in our bodies. We use our legs to lift our motorcycles from their side stands, support them at stops, and, at times, push them around.

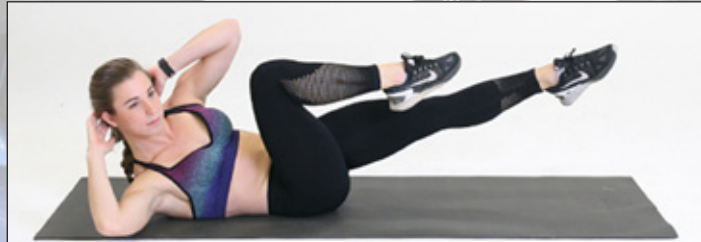
While there are several weight-training exercises you can work on at a gym, the simple act of walking will do wonders. It's also free. Walking one mile a day, more if you have the time, will keep your legs strong and offer benefits to your cardiovascular system. Simply put, walking is a winning endeavor.

Core strength

Core muscles support our spine, hips, and shoulders, giving us the strength for good posture when riding our motorcycles. If your back, neck, or shoulders are achy after the first ride of the spring, this is a sure sign you need to work on your core.

Before you start working on core strength, you might want to consider a session with a professional trainer to learn the proper techniques. Here is a partial list of some exercises that work on your core:

- Sit-ups
- Modified sit-ups
- Abdominal crunches
- Plank
- Side plank
- Push-ups
- Squats
- Back extensions



Arms and upper body



Depending on the style of motorcycle you ride, the riding position will vary from sitting upright to leaning forward. The position you hold will have an effect on how much upper body strength you will employ while riding, and it can help you focus your exercise routine.

Some use of modest weights or resistance devices may be required to strengthen your arms and upper body. Here are some arm and upper body exercises to consider:

- Chest press
- Rowing
- Bicep curls
- Triceps press down
- Wall push-ups
- Hand grip squeezes

Start slowly and build up your exercise routine gradually. This will help avoid strains. Just like riding, proper technique and form is important. There are a lot of exercise techniques online and in books, but nothing beats learning from a professional.

Your motorcycle deserves good maintenance, and so do you. Both bring more pleasure and safety to your riding experience.

Till next time, ride safe!

Source:
<https://www.dairylandinsurance.com/motorcycle/on-the-road/safety/get-in-shape-for-riding-season>





The Matriarch of Motorcycling: Gloria Tramontin Struck

A MOTHER LIKE NO OTHER

While celebrating Mother’s Day, we can’t help but think about a woman who’s long been dubbed the matriarch of the women’s motorcycling community: Gloria Tramontin Struck. At nearly 97 years old, she’s not only witnessed motorcycling’s incredible first century, but lived it herself, riding nearly 700,000 miles around the country since she started riding at age 16.

Gloria was born in Clifton, N.J. in 1925 to Ernest and Pierina Tramontin, and the first years of her life were spent in a small apartment attached to the back of Lexington Cycle, her parents’ bicycle and motorcycle shop. Sadly, when Gloria was only 3, a left-turning car struck her father while riding his motorcycling, and he passed away of gangrene poisoning.

Through the Depression, the family kept their shop open, and soon it transformed into an Indian Motorcycle dealership. While Gloria grew up in the motorcycle shop, she was shy and timid and had never dreamed about learning to ride, but her brother Arthur was determined she’d learn.

According to Gloria, “Even though I said, ‘no way,’ [my brother] won the argument. I ended up riding a ’31 Indian Scout in a field.”

And she never stopped riding!

“I was a very shy, quiet, meek person,” she said, “[My brother] didn’t take no for an answer. I have him to thank for [80] years of riding. It changed my life — and I’m certainly not shy anymore.”

Gloria’s first bike was a shaft-drive, army-spec, camo-green Indian, which she sold just a few years later for a ’41 Indian Scout. In ’46 she joined the Motor Maids, and she was riding anywhere and everywhere.

Her first big motorcycle trip took place in 1950 when she went to meet Marion Oler, a fellow Motor Maid. She rode the 1800 miles to Canada and back, and that was the moment she became hooked on motorcycling touring.

“It wasn’t really proper [back then] for a woman to be riding a motorcycle,” Gloria explained. “I’ve been refused gas and a room and called names. Today...there’s no stigma against women riding.”

Through the years Gloria got married, raised two children and worked for 44 years as an Avon Cosmetics representative, but

she never stopped riding and touring and enjoying the motorcycle lifestyle. And over her almost-97 years she’s made friends across the country, inspired thousands — both men and women — won awards, and was even inducted to the AMA Motorcycle Hall of Fame in 2016.

“I think I inspire,” Gloria said around the time of her induction. “So many people tell me that.”

And it’s true! She’s inspired women across the country, and the world, to enjoy a life on two wheels. So as we take the time to celebrate our mothers, we’re celebrating the always-inspiring matriarch of motorcycling.

Happy Mother’s Day, Gloria!



Source: <https://americanmotorcyclist.com/matriarch-motorcycle-gloria-tramontin-struck>



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

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

The key to making a quick turn is to:

- (1) Shift your weight quickly
- (2) Turn the handlebars quickly
- (3) Get your motorcycle to lean quickly



Answer: (3) Get your motorcycle to lean quickly
Explanation: The key to making an evasive maneuver is to get your motorcycle to quickly lean in the direction you wish to turn. The sharper the turn, the more it must lean.

To properly control a motorcycle, you should:

- (1) Allow your feet to hang off the footrests.
- (2) Sit so your arms hold up your body.
- (3) Keep your knees against the gas tank.



Answer: (3) Keep your knees against the gas tank.
Explanation: When riding, you should be positioned so that you are able to easily operate all controls. Sit with your arms slightly bent and use your arms to steer rather than to hold up your body. Keep your knees against the gas tank to help maintain your balance during turns.

Most motorcycle/automobile accidents occur:

- (1) At intersections
- (2) On the open road
- (3) In parking lots



Answer: (1) At intersections
Explanation: Most collisions between motorcycles and automobiles take place at intersections. The most common cause of these accidents is the automobile operator failing to properly yield the right-of-way to the motorcyclist.

WHAT THE COLOR OF YOUR MOTORCYCLE HELMET SAYS ABOUT YOU

The color of your motorcycle helmet says a lot about your personality and riding preferences. You may not pay much attention to this essential safety item, but you can use it to send all sorts of signals on and off the road. The color of your helmet can also affect riding comfort and visibility, making it much more than just a protective layer for your head. Learn everything there is to know about motorcycle helmet colors to choose the right shade for your motorcycle.

Your Guide to Motorcycle Helmet Colors

Motorcycle helmets come in just about every color you can imagine. You can even customize the color of your helmet for even more creative freedom. The standard color tends to be black, considering most riders like to wear leather and dark colors on the road, but you can still find a range of colors for sale online.

When choosing the color of your helmet, keep the following factors in mind:

Safety First

Research suggests that white helmets tend to be safer than black and dark helmets. They reflect more light, which can be an asset when driving at night. However, yellow, orange,

and green tend to be the safest color for motorcycle helmets. Green is the most visible in the daytime and yellow in the most visible at night. These colors tend to attract the eye and stand out better on the road for added visibility. You might have to do some digging online to find a manufacturer that offers these colors, but the brighter the better.

If you use a motorcycle Bluetooth headset to listen to music or coordinate with your fellow riders, make sure the helmet is compatible with your gear. The device should clip onto the side of the helmet for hands-free communication.

Temperature and Comfort

The color of your helmet can also have a significant impact on how much heat is coming from your helmet. We lose most of our heat through our foreheads, and darker colors tend to absorb heat. White and light-colored helmets don't hold as much heat to help your body expel heat naturally as you ride. Choose a lighter shade to stay cool in warmer temperatures. You can also use a helmet with vents to improve airflow.



Style and Messaging

Driving a motorcycle can help you elevate your style, and your helmet is an important part of your look. If you're trying to put on a show, consider matching your helmet to your motorcycle. You can customize the look of both by adding a special pattern, logo, or design.

The back of your helmet is bound to get a lot of attention on the road. It's one of the first things other drivers will see. You can add text, stickers, or symbols to your helmet to send a message or promote your business. Put your name on your helmet so it doesn't get confused with someone else's.

How to Change the Color of Your Motorcycle Helmet

If you already have a helmet and don't feel like buying a new one from scratch, you don't have to live with the same color forever. You can change the color yourself by painting on a new design. Use spray paint or acrylic paint to adjust the color. Spray paint will help you create an all-over look, but acrylic paint will give you more control. Make sure you thoroughly clean your helmet and tape off the sides before you start painting.

You can also have a professional paint your helmet for you. A full-face helmet paint job can vary in price and could cost up to around \$600, but you have to pay extra for text, custom designs, and protective coatings that block UV rays.

Dressing Up Your Motorcycle Helmet

The possibilities are endless when it comes to redesigning your motorcycle helmet. The color you choose sends a clear message about your priorities as a driver. A lighter color shows that you care about safety and comfort. Brightly colored yellow and green helmets are used for maximum visibility.

Have a great time out on the road this ride season & be all you can be to stay safe!

Source:
<https://www.focus2move.com/what-the-color-of-your-motorcycle-helmet-says-about-you/#:~:text=However%2C%20yellow%2C%20orange%2C%20and,the%20road%20for%20added%20visibility.>



2023 MOTORCYCLE SAFETY AWARENESS MONTH



This May, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is teaming up with Virginia Rider Magazine to remind all motorists that Motorcyclist Safety Is Everyone's Safety. May is Motorcycle Safety Awareness Month, and the end of May ushers in the unofficial start of the summer road travel season. Safe riding and driving practices, and cooperation from all road users, will help reduce the number of fatalities and injuries on our nation's highways.

Unfortunately, data shows that motorcyclists are often overrepresented in traffic crashes and fatalities each year, and that speed and alcohol are large contributing factors. Additionally, helmet use has drastically declined in the past few years, leaving motorcyclists vulnerable to injury and death. It's everyone's responsibility — both the motor vehicle driver and the motorcyclist — to practice safe habits on the road and, ultimately, to Share the Road.

According to NHTSA data, there were 5,579 motorcyclists killed in traffic crashes in 2020, an 11% increase from 2019 (5,044). Motorcyclist deaths accounted for 14% of the total highway fatalities in 2020. Sadly, motorcyclists are significantly overrepresented in traffic crashes and fatalities each year. In fact, in 2020, per vehicle mile traveled, motorcyclists were about 28 times more likely than passenger vehicle occupants to die in a motor vehicle crash and were 4 times more likely to be injured.

One of the primary contributing factors to motorcyclist fatalities is speeding. According to NHTSA, 34% of all motorcycle riders involved (killed or survived) in fatal crashes in 2020 were speeding, compared to 22% for passenger car drivers, 16% for light-truck drivers, and 7% for large-truck drivers. Motorcycle riders 25 to 29 years old involved in fatal crashes had the highest speeding involvement at 45%.

Alcohol impairment also plays a significant role in motorcycle-involved crash fatalities: 41% of the 2,158 motorcycle riders who died in single-vehicle crashes in 2020 were alcohol-impaired. In 2020, motorcycle riders involved (killed or survived) in fatal crashes had higher percentages of alcohol impairment than any other type of motor vehicle driver (27% for motorcycle riders, 23% for passenger car drivers, 19% for light-truck drivers, and 3% for large-truck drivers). Forty-five percent of those killed in single-vehicle crashes on weekends were alcohol-impaired, and those killed were almost three times more frequently found to be alcohol-impaired at night than during the day (40% and 14%, respectively).



Like seat belts, helmets are a simple and effective way to reduce the likelihood of injury or death during a crash. But helmet use has declined significantly in the past few years. The use of DOT-compliant motorcycle helmets declined from 69% in 2020 to 64.9% in 2021. Helmet use continued to be significantly higher in states that require all motorcyclists to be helmeted than in other states that do not. It's important to understand that both motorcyclists and their passengers should always wear a helmet. Helmet use among riders with passengers continued a sharp decrease at 52.1% in 2021, down from 65% in 2020 and 79.7% in 2019. In contrast, helmet use among passengers of riders wearing DOT-compliant helmets increased significantly from 84.5% in 2020 to 92.1% in 2021.

Safe driving and riding practices from all road users — drivers and riders alike — will help reduce the number of fatalities and injuries on our nation's highways. Motor vehicle drivers and motorcyclists should keep the following tips in mind when on the road:

- Observe all traffic laws and always obey the speed limit.
- Drive and ride alcohol and drug free.
- Avoid distractions that place other road users at risk.
- Yield to motorcyclists, especially while turning at intersections.
- Wear high-visibility personal protective gear and DOT-compliant motorcycle helmets. NHTSA data estimates that helmets saved 1,872 motorcyclists' lives in 2017, and that 749 more lives could have been saved if all motorcyclists had worn their helmets. Learn how to identify a safe, DOT-compliant helmet at www.nhtsa.gov/motorcycle-safety/choose-right-motorcycle-helmet

Additionally, the completion of a rider education and training course can ensure a safer riding experience. Let's commit to safe driving and riding, and to our role in ensuring a safe motorcycle-riding environment. For more information on motorcycle safety, visit www.nhtsa.gov/road-safety/motorcycles. For additional statistics please visit <https://cdan.nhtsa.gov/> and search "motorcycle" under Crash Data Publications.

**EVERY MONTH SHOULD BE
MOTORCYCLE SAFETY AWARENESS MONTH!**

**Spotting a
motorcycle
on the
road can
be just
as hard
as finding
one in
this picture.**

Keep an eye out
for motorcycles.



Share the road with motorcycles

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.

EASY DOES IT Chicken Enchilada Casserole

Good food doesn't have to be complicated! Four ingredients is all you need to enjoy this good eats! We've been featuring some great recipes over the past couple of riding seasons that only called for 3 ingredients to make. We decided to change it up a bit and start off this riding season using *four* ingredient easy meals. It's time to get cookin' so here we go!.....

BBQ & motorcycle ride events seem to typically go hand in hand so we thought you'd really enjoy this "hot-pocket-style" beef BBQ & cheese all wrapped in a delicious golden crust! This is a super easy, sure to please recipe that is perfect for lunch or dinner!

Here's your 4 ingredient line up:

- 1 ½ to 2 lbs ground beef (you can sub the beef for chicken, pork or turkey too!)
- 1 (18 oz.) bottle BBQ sauce (KC Masterpiece or Sweet Baby Rays are our favs 😊)
- 1 cup (or more if you're a cheese lover) shredded cheese, divided (we like Cheddar (sharp or mild) or Colby-Jack/Monterey Blend)
- 1 box refrigerated Pillsbury Pie Crust (2 crusts should be in the box)

Directions:

- Cook ground beef in a skillet until browned and cooked through. Drain out juices.
- Pour BBQ sauce into pan and stir until ground beef is evenly coated.



Good Food Simply Made



- Unroll both sheets of refrigerated pie crust dough. Cut each of the round pie crusts into quarters (or smaller if you want smaller sections)
- On one quarter of pie crust dough, put ¼ of ground BBQ beef (about ¾-1 cup.) Then sprinkle on ¼ cup shredded cheese over top of the beef. Place a second quarter of pie crust dough over the top (make sure it lines up with bottom quarter) and pinch seams to seal off. You can flute the pie crust edges for a prettier look.
- Repeat until you have 4 pie pockets (or more if you cut your pie crusts into smaller sections). Cut about three small slits on the tops of each pie pocket for breathing.
- Bake on lightly greased cookie sheet or pan at 425 degrees F for 25 minutes or until tops are golden brown.

You might want to think about doubling this recipe when you make it because these yummy pockets go pretty quick!!!
Bon appetit! ❤️

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