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MAGAZINE™

FREE

COLD RIDING SEASON

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from the editor's desk

Welcome friends! The Christmas season is here again along with the greatly anticipated colder weather. I don't think mother nature knows what the heck she wants to do as temps have been ranging from in the 20s at night at time to flirting with 70 in the day...it's pretty crazy! I'm a snow lover so I feel like if it's going to be cold....Let it snow! ☺

We've got some great articles for you to enjoy along with some of the best rider friendly businesses who help us bring Virginia Rider to you every month of the year. Some of the articles you'll find here this month are geared toward the season where many folks either have parked their bikes for the winter or they're getting ready to. If you're storing your bike during the cold season, there's some good info about preparing your bike for its winter nap....lots of fantastic info in this one!

Another article is how to handle tailgaters. We have all experienced the annoying and sometimes scary situation of being tailgated while riding. I usually went with my gut as to how to handle these offenders but have recently learned some much better ways to get them to back off without putting myself and others at risk.

We love bringing "good news" about riders helping others. This month we feature an amazing group who are always helping their local community and have raised hundreds of thousands of dollars to help others and have given away hundreds of bicycles to children in need with their Bikes For Tykes annual event – we'll introduce you to these fine folks of the Boneshakers Social Club.

You'll always find some good info about rider safety and this edition is no exception. When you hit the road, you should expect the unexpected. That's why we highly encourage you to get your Prepared Rider Kit from Tom McGrath's Motorcycle Law Group – just go to their site and download it anytime.

Everyone loves a heartwarming Christmas story which is exactly what is waiting for you in The Lighthouse this month. This beautiful story is about a very special gift in.... "The Christmas Gift". Grab a tissue.

There's nothing cooler than a pup that rides on a motorcycle with their owner. We affectionately refer to them as Ruff Riders & this month you'll get to meet a sweet girl named Athena that you're sure to fall in love with.

If you're not an all-weather rider now, you just might give it a go after reading the article about cold weather gear and the ultimate guide to winter riding. It covers it all & you may find that it can help you extend your own personal riding season.

Don't forget to flip that switch on your ceiling fans...the blades always should go clockwise in the winter months when you run your heater. Stay toasty & save energy too. ☺

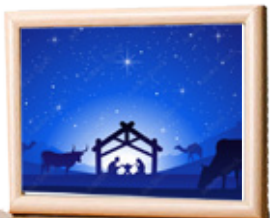
From all of us here at Virginia Rider, we wish you a wonderful Christmas filled with love, joy & peace. Safe travels to and from your holiday destinations on the road or in the air. Thank you for being here. Having you with us each month is the best....YOU are our greatest gift. Thank You!

We'll be back again with you before the new year rings in. Until then.... Be safe & Stay Awesome!

Kelly



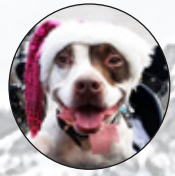
He is the Reason for the Season!



IN THIS ISSUE



GREAT PLACES TO RIDE Have you ever had a case of PMS...(Parked Motorcycle Syndrome)? It's a real thing! While Marc and Rose are not on as many rides in the cold weather, Marc shares his experience with PMS as he dusts one off from one of their most memorable adventures to take you along for Great Places To Ride.



RUFF RIDERS Athena's owner is Ed Starceski of Virginia Beach. Thank you so much Ed for sharing your incredible story of heartbreaking events that have happened in your life that you were able to overcome with the help of a very special four-legged companion & angel...Athena



WINTER STORAGE Most riders take one last big epic ride before they park their bikes for the winter and freezing temperatures. Any doubts can be answered in the owner's manual which came with your ride or online or with the motorcycle storage tips below. And after one successful winter, every winter after that will be much easier.



THE MOST WONDERFUL TIME OF THE YEAR It's that time of year once again. We have compiled a pictorial of some great, unique Christmas gifts and decorations just for riders. "The mood is right, the spirits up. We're here tonight and that's enough. Simply having a wonderful Christmas time."



TAILGATING it happens all the time when driving a car, and it will certainly happen at some point while riding your motorcycle. As safely as you ride, there is no way to control other drivers on the road, so at some point you'll likely find yourself being tailgated. The way you handle the situation can not only affect how the other driver reacts, but also your safety and possibly your life.



THE LIGHTHOUSE is about an unusual Christmas gift, delivered in the form of a man many people would shun because of his appearance. Erik, the baby in this story, shows us how to not prejudice someone and how to show and receive love in some of the most unlikely situations.



TOM MCGRATH'S MOTORCYCLE LAW GROUP What should you do if you're in an accident? Do you have enough insurance? What does your family need to know about you and your bike? If you are located in Virginia, North Carolina, South Carolina, Georgia, or West Virginia, download our Prepared Rider Kit to help ensure you and your bike are covered before you're in an accident.

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ON OUR COVER

We've officially passed into cold riding season, and for many riders, it may mean storing the bike for the weeks ahead. Unless you are one of the brave winter riders.



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Wonderful Christmas Time

"The mood is right, the spirits up. We're here tonight and that's enough.
Simply having a wonderful Christmas time."



SHOTZ

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





GREAT PLACES TO RIDE

The Rollback that Brought Glaciers

PMS (Parked Motorcycle Syndrome) can occur for many different reasons. Usually, it's the cold this time of year, that would have us searching "The Vault" for another Great Places to Ride feature. But that's simply not the case. Seems Windy can't get past the 10K mile mark when it comes to sufficient rubber. So while her new tires are on the way, I thought I'd dust one off from one of our most memorable adventures as we look forward to a fresh one for next month's issue. Please enjoy!

Rose and I left late August in 2016, on a cross country trip that would take us over 7800 miles, through 22 states in 23 days. This is our account of a magical three days, that started out as a setback, but turned into a great experience, and a lifetime of fond memories.

Rose and I departed our basecamp for the evening in Kennewick, Washington. We had explored Multnomah Falls and rode along the majestic Columbia River the day before. Our goal was Kalispell, Montana that afternoon. We rode through Spokane and were headed up highway 95 to Lake Pend Oreille when I detected something strange with my toe shifter. It was nesting next to my boot. I used the heel shifter to shift and that's when my heart began to sink as nothing happened. At the nearest gas station, I pulled over and tried rigging it with a wire from a hair brush. It seemed to take, but just before the bridge to the lake, the whole shifter

assembly was flapping in the breeze. I was able to pressure Shenny to reluctantly oblige first gear and park in an empty lot at a resort by the lake. We weren't going to be marooned on a two lane bridge, or in the mountainous wilderness further ahead. At least here, we had signal.

They say the difference between an ordeal and an adventure, is attitude. Although I was deeply disappointed at being stranded on a relatively new motorcycle 2500 miles from home, I was thankful and fortunate we were in an empty parking lot at a restaurant with outdoor seating. We couldn't have picked a better place to break down. They weren't open yet, but the chairs and tables came in handy to arrange towing, cancel reservations and relax, admiring the scenery while waiting for a rollback.

It was 2:00 PM on a Saturday. Unfortunately, the dealership was 60 miles back in Spokane. Fortunately, there was a towing company that would get us there before they closed. We waited about an hour and a half. During that time, a couple stopped to check on us. Mark, was on a Honda 949 sport bike, and Lisa, a Sportster Iron 883. I know, right??? They offered us tools and protein bars. We explained that the shifter shaft was completely stripped and a tow truck was on the way. I can't begin to tell you how nice these folks were to have stopped and offer to help. The motorcycle community is truly special indeed.

We arrived at Lone Wolf Harley Davidson at about 4:30PM. Seeing Shenny atop the rollback was unsettling to say the least, but Phil, the service writer, and his team of mechanics, deployed as soon as we got there. They didn't have the part in stock, but took one off of a new bike. WHAAT?? It was done in less than an hour. That completely blew me away, but there was more to come...

While we were there, Mike, one of the salesmen, introduced himself and gave us the nickel tour. We told him we both used to work at the dealership in Staunton. He said Lone Wolf was the #1 dealership in new bike sales for July in the entire nation, selling over 150 bikes that month. That's very impressive in a market of just 300K. We were also introduced to Damien, the GSM, and Bob, another member of the sales team. We were treated like royalty. While we were all talking and joking, we heard Bob say he was taking off on a trip with a couple of his buddies who recently bought bikes there. They were leaving in the morning. Rose and I were pretty spent from the day's activities, so we weren't pressing ahead. So I asked, "Mind if we tag along?" It's amazing how five simple words strung together can result in a major crossroad in one's life.

We met Bob in Rathdrum the next morning and followed him to the Garnet Cafe in Coeur d'Alene for a delicious breakfast. There, we met his buds Rob and Tony. All of them had new Road Glides. Well, if you want to be technical, Bob and Rob's were Specials, which they pointed out to Tony relentlessly:)

Tony was our guide. He was taking us on a route to Kalispell through the Coeur d'Alene National Forest and Thompson Falls: a route we would have missed on our own. The scenery was beautiful. Pine trees were

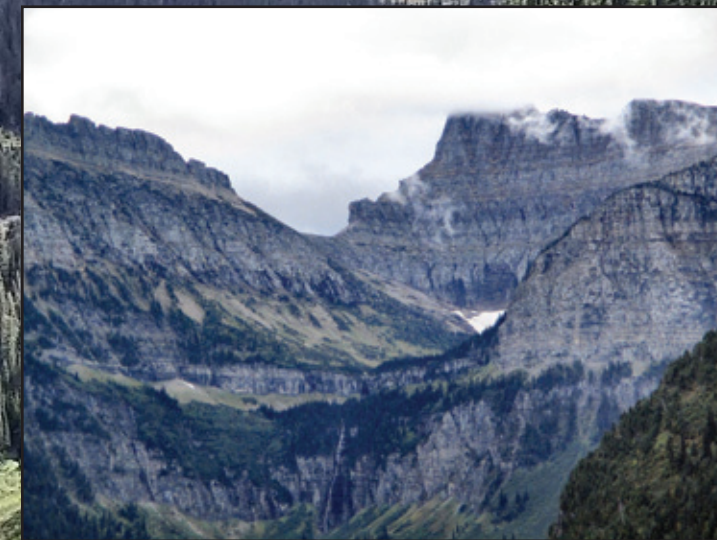
everywhere, sharing the mountains with the rocks and boulders. I took a deep breath and gave Rose's leg a squeeze, capturing the moment. I was beginning to feel fortunate we broke down.

We got to the top of a mountain with an overlook. We set up the tripod for a pic, but sadly it wasn't in focus when viewed later. The camera had gotten wet leaving Multnomah Falls and was acting up. Fortunately, our smartphones perform well as backups.

Team HD had the roads pretty much to ourselves. Our convoy was running between 70-80 miles per hour. These are happy bikes at those speeds. Just when we thought things couldn't get any worse, we crested a small hill and a huge lake appeared in the distance. I asked if anyone overheard me shout, "WOW!!!", later that evening. We stopped at an overlook and this time, used the smartphone on the pod of all triness for a clear shot.

The forecast, the next day, was calling for precipitation and there was a winter weather advisory for elevations above 6000' until noon. The radar, however, was indicating otherwise along our route, so we all agreed that Glacier National Park and The Road Going to the Sun, was a go! Sadly, we all said our goodbyes to Rob after breakfast, who had other obligations. He's a registered nurse. And he had some extremely humorous stories about nasal secretions at last night's dinner. Boogers were never that funny:)

Passing the park sign, Rush's "Xanadu" played over the audio system, exalting our arrival in seven-eight time, as Neil and Geddy joined in. Passing Lake McDonald, we began to see the huge, rock mountains that the park is known for. Like much of the stunning scenery



we'd seen on this trip, there was no substitute for being there. It was truly spectacular! The park was fairly crowded, but we managed to get touron-free shots at a few overlooks, that are suitable for framing;) The next day, we all parted ways after breakfast. It had been a slice of heaven. I often refer to this amazing place as something out of this world, and from a different planet. It was certainly unlike anything we'd ever seen before. If we hadn't broke down, we would have never met Bob, Rob and Tony, or experienced the hospitality setting the bar at a motorcycle dealership. The roads we got to ride and sights we got to see, coinciding with the new friends we made, will be fond memories that will last a lifetime. I once posted that if the moments were everlasting, then they wouldn't be as special. It's the memories that make them so. And it's been my experience, that there is no more capable captor of both, than a motorcycle.

Tony sadly passed away in December of 2018. We will always remember him for his adventurous spirit, kind heart, and warm comradery. Ride on Brother.

Cheers and thanks for reading!
Marc Ritchie
Photos and my ever supportive and loving Pillion in life: Rose Grant



How to Handle Tailgaters on a Motorcycle

You're out on your bike going to the store, on your way to or from work, or simply out for a ride. It's smooth sailing, until you get that feeling on the back of your neck and look in the mirror. There's a passenger vehicle right on your butt and it either won't back off or isn't going to pass. It's obvious that the vehicle is too close to you, and you can only imagine if what it could do to you if it were to slam into your rear tire or even run over you.

You can get angry (and rightly so) because this driver is either being aggressive or oblivious, and both of those are a huge danger to you and others. Your first instinct probably involves a rude gesture and more than a few obscenities. But what should you really do?

Tailgating: it happens all the time when driving a car, and it will certainly happen at some point while riding your motorcycle. And since many motorcyclists slow down by simply downshifting or coasting instead of using the brake (no brake lights!), the possibility of being struck by a vehicle from behind while being tailgated is greatly increased. As safely as you ride, there is no way to control other drivers on the road, so at some point you'll likely find yourself being tailgated. The way you handle the situation can not only affect how the other driver reacts, but also your safety and possibly your life.

The Motorcycle Safety Foundation recommends that when being tailgated, allow yourself extra room in front of your bike in case you must react quickly. Basically, that means that if someone is tailgating you, do the opposite to the person in front of you. That will lessen the likelihood that you will have to hit your brakes hard or another scenario that could cause a collision from behind.

Also, the majority of motorcycle crashing involve a front-end collision, with a much smaller percentage each year comprising rear-end collisions. What that means for you is that you're more likely to strike something in front of you while distracted by a tailgater. However, being tailgated is still a dangerous situation and you want to get out of it as soon and safely as possible.

What you do not want to do is speed up even more to try to distance yourself from the tailgating vehicle. Firstly, this only adds to the danger of the situation by increased speeds and possibly some extra maneuvering. Secondly, speeding up will probably cause the passenger vehicle to also speed up, and then you're in a high-speed tailgating situation, stuck in a worse spot than you were to begin with.

And while anger or frustration may be natural first reaction, keep in mind that other motorists do not always intentionally tailgate. Sadly, many motorists do not understand what it is like to ride a motorcycle and have trouble judging how fast you are going, how close they are in relation to you, the difference in braking, and the fact that you own as much road space as they do, even if your bike is smaller than their SUV.

Although it is the ideal to educate every single driver about motorcycles and motorcycle safety, it simply is not the reality. This does not excuse tailgating, however, and we recommend you keep this in mind when dealing with a tailgater.

Do not provoke a tailgater by making rude gestures or yelling nasty comments to them. If the driver is acting aggressive



on the road, this will only raise that tension, increasing the risk for road rage. If they weren't upset before, but simply aloof as to their bad driving, rude gestures and obscenities will only put them in a worse mood.

Along with increasing the space in front of your motorcycle and the next vehicle, you can lightly tap on your breaks to help alert the tailgater where you are. If the tailgating continues and you feel unsafe, use your signal and pull over when possible, allowing the motorist to pass you. When it is safe, signal again and return to the road.

You won't want to pull over for a rude motorist or a bad driver, but it's worth it for your safety. If they won't pass and a subtle hint (lightly tapping brakes) doesn't work, just safely pull over and let them go by. They'll be gone from your road experience then and in reality, the whole process can take less than a minute. You won't want to. You shouldn't have to. You have done anything wrong – it's the other person who is the bad driver – so why should you give up the road to let them by? Because your safety and your life is worth it, that's why.

Source:
<https://blog.ridersdiscount.com/how-to-handle-tailgaters-on-a-motorcycle/>





EXPECT THE UNEXPECTED Be Ready with a PREPARED RIDER KIT

Everything you and your family need to know to make sure you – and your bike – are covered.

What should you do if you're in an accident? Do you have enough insurance? What does your family need to know about you and your bike? Not knowing answers to these questions could cost you if you're ever in an accident. If you are located in Virginia, North Carolina, South Carolina, Georgia, or West Virginia, download our Prepared Rider Kit to help ensure you and your bike are covered before you're in an accident.

The Prepared Rider Kit will help you:

- Keep everything about you and your bike in one easy-to-share place
- Know what you should – and shouldn't – do following an accident
- Determine how much your bike is worth
- Make sure your bike and your gear is fully covered by your insurance

What Is Power of Attorney and Do You Need One?

Riders are vulnerable to serious, incapacitating injuries if they're involved in an accident. They aren't always able to make important decisions or capable of doing things they normally would be able to do (like deal with finances or insurance companies).

Power of attorney allows you to designate a family member or even close friend to make those decisions or do those things on your behalf. You can find a general power of attorney template in our Prepared Rider Kit.

Does Someone Have Your Important Insurance, Medical and Legal Information?

If you do end up in a situation where you

can't make decisions or do things for yourself, you may also be unable to provide relevant information to doctors, the insurance company or law enforcement.

Our Prepared Rider Kit also has a convenient form that you can fill out and put somewhere safe – or keep with a friend or relative – so they have your relevant bike, insurance and medical information just in case you get seriously injured in a motorcycle accident.

Find Out What You Need to Know About Motorcycle Injury Compensation

There are some hard truths about our legal and insurance system that can put injured riders in a deep financial hole if they're not adequately informed and prepared. At the Motorcycle Law Group we want to make sure you understand those risks and know how to protect yourself from those potential pitfalls. You can find a list of 10 important things you should know about vehicle insurance and injury lawsuits in our Prepared Rider Kit.

Do You Know What to Do After an Accident?

There are some definite dos and don'ts at the scene of a motorcycle accident. How you handle the immediate aftermath of a crash could be the difference between getting the compensation you deserve or giving the insurance company a convenient excuse to deny your claim. Learn about evidence gathering at the scene and the things you shouldn't say (especially to the police or the other driver) after a motorcycle accident.

How Much Is Your Bike Worth?

You probably know how much you paid for your bike, but do you know how to properly value it and all of your gear? What if you have a classic bike that you've painstakingly restored over

countless hours? Do you think your current motorcycle insurance coverage is adequate to replace all of it after an accident?

Our Prepared Rider Kit helps you understand things like classic insurance (for classic motorcycles you've put time and money into restoring), gear coverage, GAP insurance, coverage for bike customizations and more. Download your Prepared Rider Kit today at:

<https://motorcyclawgroup.com/resources/prepared-rider-kit/>



*The Prepared Kit can only be sent to eligible riders in our practice area of Virginia, North Carolina, South Carolina, Georgia, and West Virginia.

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BONESHAKERS SOCIAL CLUB'S BIKES FOR TYKES Virginia Beach, VA



BONESHAKERS SOCIAL CLUB'S BIKES FOR TYKES – Dec 2023 - Virginia Beach, VA

The Bikes For Tykes Bike Build was a HUGE success!!! We can't thank everyone enough that contributed to the cause!!!
Floors To Go-Virginia Beach * Princess Anne Courthouse Volunteer Rescue Squad * Salty Dawgs RC * Beach Towing* Ground Effects * YSC Youth Services * and Luke!*

Boneshakers Social Club has been giving bikes away since 2009. Over 500 bikes have been given to less fortunate children every Christmas 🍷

Boneshakers main charity is Bikes for Tykes. We are a group of motorcycle enthusiasts who like to have a good time and give back to our community. Our monthly meetings are on the first Tuesday of every month and our club rides are posted on our facebook page as well as on the web site, www.boneshakerssocialclub.com, under the Events page. You do not have to be a member to ride with us so come out and join us at any of our events, we look forward to meeting you.

Look for a small follow up in our next edition of Virginia Rider for the "Bikes For Tykes giveaway/Santa to the Rescue!"





This January, why not start the year with an empty jar and fill it with notes about good things that happen. Then, on New Years Eve, empty it and see what awesome stuff happened that year.



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Allstate MOTORCYCLE

EVER WONDER WHAT THE TEMPERATURE IS AT RIDING SPEEDS...

RIDING SPEED (mph)	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
5	27	32	37	43	48	53	58	64	69	74	79	85	90	95	100
10	16	22	28	34	40	47	53	59	65	71	77	84	90	96	102
15	9	15	22	29	36	43	49	56	63	69	76	83	90	96	103
20	4	11	18	25	32	39	46	53	60	67	74	81	88	95	102
25	0	8	15	22	30	37	44	51	58	65	72	79	86	93	100
30	-3	5	13	20	28	36	43	51	59	66	74	81	89	97	105
35	-5	3	11	19	27	35	43	51	59	67	75	83	91	99	107
40	-6	2	10	18	26	34	42	50	58	66	74	82	90	98	106
45	-7	1	9	17	25	33	41	49	57	65	73	81	89	97	105
50	-7	1	9	17	25	33	41	49	57	65	73	81	89	97	105
55	-8	0	9	17	25	33	41	49	57	65	73	81	89	97	105
60	-8	1	9	17	25	33	41	49	57	65	73	81	89	97	105
65	-9	1	9	17	25	33	41	49	57	65	73	81	89	97	105

If It's Too Cold For You, It's Too Cold For Them.

Bring Your Pets Indoors & Report Pets You See Left Outside

A common misconception is that dogs and cats are more resistant to cold weather than humans because of their fur, according to the American Veterinary Association. This is untrue and pets can suffer terribly in extreme cold.

THINGS TO PONDER 🤔

Have you ever wondered why...

1. If the No. 2 pencil is the most popular, why is it still No. 2?
2. Why do we press harder on the remote control when we know the batteries are getting weak?
3. Why are you "in" a movie, but "on" TV?
4. What was the best thing BEFORE sliced bread?
5. Why do we drive on parkways & park on driveways?
6. Why do "fat chance" & "slim chance" mean the same thing?
7. Why do British people never sound British when they sing?
8. At a movie theater, which arm rest is yours?
9. Why are there no "B" batteries?
10. Why do people say "heads up" when you should duck?

Things that make you go hmm

When the going got tough, the tough got creative

Covid Creations

WE WANT YOU TO JOIN

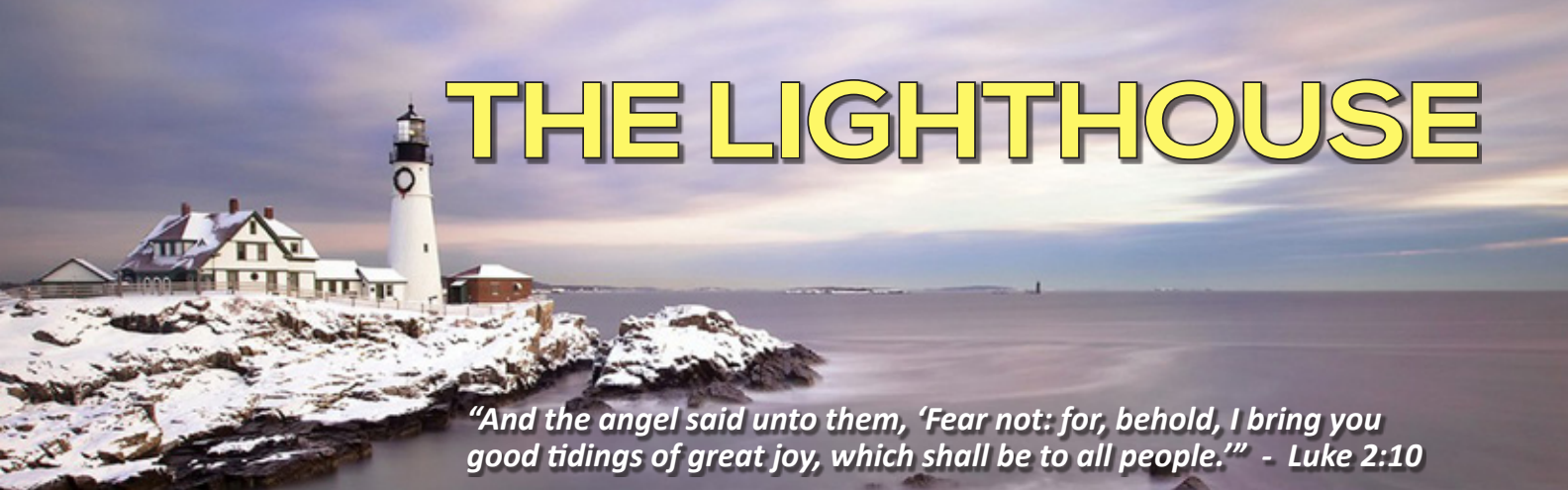
ABATE OF VIRGINIA

Why should you join ABATE? For the preservation of your freedom to ride a motorcycle 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!



THE LIGHTHOUSE

"And the angel said unto them, 'Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people.'" - Luke 2:10

THE CHRISTMAS GIFT

We were the only family with children in the restaurant. I sat Erik in a high chair and noticed everyone was quietly seated and talking. Suddenly, Erik squealed with glee and said, "Hi there." He pounded his fat baby hands on the high chair tray. His eyes crinkled in laughter and his mouth was bared in a toothless grin as he wriggled and giggled with merriment.

I looked around and saw the source of his merriment. It was a man whose pants were baggy and whose toes poked out of would-be shoes. His shirt was dirty and his hair was uncombed and unwashed. His whiskers were too short to be called a beard, and his nose was so varicose that it looked like a road map.

We were too far from him to smell, but I was sure he smelled. His hands waved and flapped on loose wrists. "Hi there, baby; Hi there, big boy. I see ya, buster," the man said to Erik. My husband and I exchanged looks, "What do we do?" Erik continued to laugh and answer, "Hi, hi there." Everyone in the restaurant noticed and looked at us and then at the man. The old geezer was creating a nuisance with my beautiful baby.

Our meal came and the man began shouting from across the room, "Do ya patty cake? Do you know peek-a-boo? Hey, look, he knows peek-a-boo." Nobody thought the old man was cute. He was obviously drunk. My husband and I were embarrassed.



We ate in silence but not Erik, who was running through his repertoire for the admiring old man of the streets, who in turn, reciprocated with his cute comments.

We finally got through the meal and headed for the door. My husband went to pay the check and told me to meet him in the parking lot. The old man sat poised between me and the door. "Lord, just let me out of here before he speaks to me or Erik," I prayed. As I drew closer to the man, I turned my back, trying to sidestep him and avoid any air he might be breathing. As I did, Erik leaned over my arm, reaching with both arms in a baby's "pick-me-up" position.

Before I could stop him, Erik had propelled himself from my arms to the man's. Suddenly, a very smelly old man and a baby expressed their love and kinship. Erik, in an act of total trust, love, and submission, laid his tiny head upon the man's ragged shoulder. The man's eyes closed, and I saw tears hover beneath his lashes. His aged hands full of grime, pain, and hard labor, cradled my baby. No two beings have ever loved so deeply for such short of time. I stood, awestruck. The old man rocked and cradled Erik in his arms and his eyes opened and set squarely on mine. He said in a firm commanding voice, "You take care of this baby." Somehow, I managed, "I will," from a throat that contained a stone. He pried Erik from his chest lovingly, as though he were in pain.

I received my baby, and the man said, "God bless you, ma'am; you've given me my Christmas gift." I said nothing more than a muttered thanks. With Erik in my arms, I ran for the car. My husband was wondering why I was crying and holding Erik so tightly and why I was saying, "My God, my God, forgive me." I had just witnessed Christ's love shown through the innocence of a tiny child who saw no sin, who made no judgment. The child saw a soul, and his mother saw a suit of clothes.

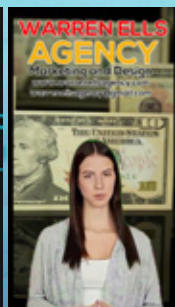
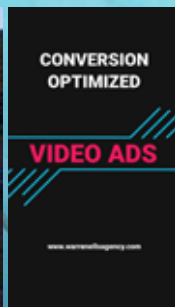
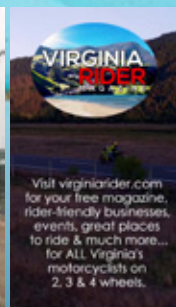
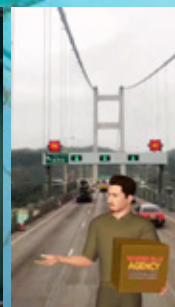
I was a Christian who was blind holding a child who was not. I felt it was God asking, "Are you willing to share your son for a moment?" when He shared His for all eternity. The ragged old man, unwittingly, had reminded me, "Unless you change and become like little children, you will never enter the kingdom of heaven." (Matthew 18:3)

WEDESIGN

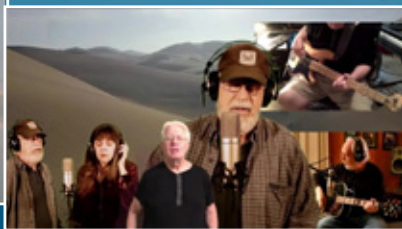
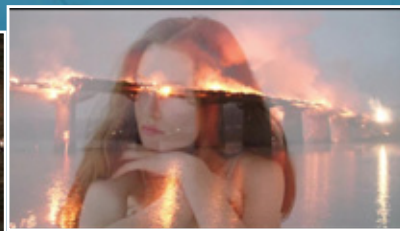
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MOTORCYCLE WINTER STORAGE TIPS AND BEST PRACTICES

Motorcycle riders are known for their rituals. Those ritualistic tendencies come out when the riding season draws close. Most riders take one last big epic ride before they park their bikes for the winter and freezing temperatures.

Any doubts can be answered in the owner's manual which came with your ride or online or with the motorcycle storage tips below. And after one successful winter, every winter after that will be much easier.

Some riders see winter as the ideal time to make motorcycle customizations or enhancements they have meant to get done. They drop their bikes off in the winter and pick up their transformed custom pieces in the spring.

If you enjoy the ritual and want to self-storage it alone, here are essential tips to prepare your bike for winter storage.



How to Winterize a Motorcycle for Storage

A proper motorcycle winterization checklist helps ensure your motorcycle remains in good condition and is ready for use once the warmer weather returns.

Here's a step-by-step guide for how to store motorcycle for winter:

• Fluids: Freshen up those fluids.



That means all of them: motor oil, clutch, brake, and coolant. Although, this depends on how long it's been since the last time you changed your fluids. If the last time you

changed your clutch and brake fluid was a month ago, and a few hundred miles driven, stick to changing the oil. Changing fluids regularly is essential because they contain contaminants from regular usage, which become corrosive over time and can destroy rubber seals. In addition, the DOT4 brake fluid absorbs water and needs to be changed every two years.

• **Change the oil:** The last thing you want is your motorcycle sitting idle all winter, filled to the brim with oil contaminated with solvents and sediments. It might not run if the bearings have been corroded or damaged. Changing the oil is a vital and simple step to take to avoid forking out money down the road.

• **Tenderize the battery:** How to store a motorcycle battery for winter? Some riders recommend starting their bike every week during the winter and letting it run. A much better solution, however, is to clean the battery electrodes and hook them up to a battery tender (or trickle charger) for the entire duration of the winter. Not only should you use a battery tender during the winter—but one should be used all the time, urges Nagy. If you properly winterize your motorcycle battery, it will help extend the longevity of the battery. Harley-Davidson® tenders start at \$39 and go up to \$129. Nagy uses one priced in the middle.

• Buy a FOB battery to have at the ready:



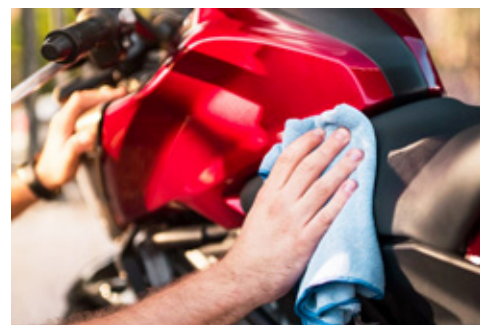
While we are on batteries, if your bike won't start in the spring, it may be for one of two reasons: you forgot your pin or need to replace your FOB battery. There's nothing you can do about it, but your FOB battery will attempt to communicate with your bike all winter. By the time spring rolls around, you'll inevitably need to replace it. You should keep one in the drawer next to your bike.

• Check your tires:



How long do bike tires last in storage? This largely depends on the respective tire wear going into storage and how the bike is stored. In addition to checking for even wear on your tires, ensure they have enough tread remaining. Ensure the tires are not worn to the extent that the wear bars are exposed. If you have any questions, contact your dealer. Also, check their inflation with an accurate gauge. Your owner's manual and VIN label lists the proper tire inflation pressures. You can put your bike on front and rear stands, lifts, or dollies to keep your motorcycle upright all winter. This will also relieve pressure on the tires. If you do not use a lift, move the motorcycle at least once a month to prevent flat spots on the tires.

• Prevent rust: scrub, wash, dry, and wax:



Start with the dirtiest part of your bike. That means the chain (if your bike is equipped with one) and brakes. You'll want a grunge brush and an O-ring safe degreaser for your chain. For your brakes, you'll want a disc cleaner. Inspect everything while cleaning so that you don't discover any surprises during the spring.

After that, wash and dry your bike. You especially want to do this if you cover your motorcycle because any moisture on your motorcycle can cause corrosion and mold. Lastly, wax and treat your paint and treat any chrome as well. This will add extra protection for your bike while it's in storage. Plus, it'll be spotless when you take your bike out in the spring. If you have leather seats or any leather items, treat them as well.

• Wax and lubricate the chain:



Taking care of your chain before storage will extend its life. Every 500 miles of street riding and every 200 miles of adventure/off-road riding should be followed by cleaning and waxing/lubricating your bike's chain. Follow the guidance in your owner's manual. Begin by warming your chain with roughly five miles of riding. This will allow the lube to dissolve more effectively and enter the O-ring chain. Wipe off any unnecessary wax or lube.

• **Inspect the Belt Drive:** Belt drives are cleaner than chain drives and require minimal inspection and adjustment. Before putting your bike away for the winter, inspect the inside and outside of the belt and look for chips, cuts, fraying, or missing teeth. As is the case with a chain drive, proper tension is important. Be sure you consult the owner's or service manual for the slack specification, measuring technique, and point at which to take the measurement.

• **Prep the exhaust pipe:** You'll want to stuff any openings in your bike so that creatures don't make their homes in them. This is especially important when keeping your bike outside or in a barn. Some people use plastic bags for this purpose but spend the money on a muffler cover or any other product designed expressly for this purpose. Just remember to remove these items before your next ride.

• Store on centerstand and/or stands



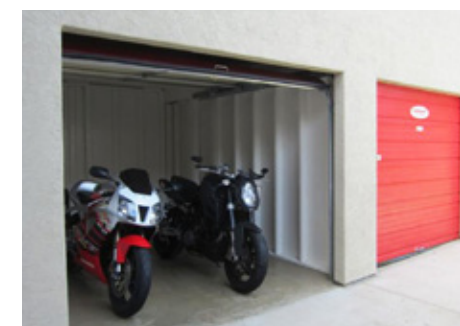
if possible: If your bike has a centerstand, use it. But even better would be to get a motorcycle stand to keep both wheels off the ground. This way, you don't have to rotate the wheels to avoid flat spots. This motorcycle storage lift also prevents the suspension from working overtime and extends the suspension's lifespan.

• Use the correct cover:



Should you cover your motorcycle? While often used, a plastic cover is not the best motorcycle cover. It will trap moisture, potentially causing rust, corrosion, and mold. Instead, invest in an affordable, breathable cover.

• Store in a well-ventilated area:



The best place to store your bike is somewhere well-ventilated indoors.

This way, air will circulate, and moisture or condensation won't collect under your cover. Just ensure there's no fertilizer or chemicals around your bike since they can end up corroding your motorcycle.

What are common winterizing and storage mistakes?

Don't start your bike up every week - Just turning your bike on in the garage isn't a good idea. If your bike is not brought up to the full operating temperature in cold temperatures, water may condense and end up in places where it doesn't belong (when you ride your bike, the moisture gets cooked off, and your battery receives a recharge).

Don't drain your fuel tank - Don't leave your gas tank empty unless you want it susceptible to corrosion and dried out seals. Instead, leave it full of gas and a quality fuel stabilizer additive. This is a vital step. Without this treatment, the fuel turns into a crystalized, hard product and can clog carburetors and fuel injectors.

Don't store a dirty bike - You'll want to **clean your motorcycle** of road grit, grime, and bugs because they'll eat away at any clear coat, anodized aluminum, polished metal finish, and stainless steel. If you live in an area with salt or brine on the roads, you'll also want to clean your bike since that'll do a number on metal and rubber parts. Before putting your bike away for winter, a final wash and wax is a good idea.

Don't use a cheap cover or a tarp:



You will want proper protection for your bike - especially if not stored in an enclosed storage unit. A poorly made cover may trap water, slip off, or chafe against the paint. The result is that your bike will come out looking worse than when it went in.

continued next page

Should I cancel my motorcycle insurance if I'm not riding in the winter?
There are several reasons not to cancel your motorcycle insurance policy during the winter months.

- Warm winter days
While the seasons may change, unseasonably warm and clear winter days are perfect for a motorcycle ride. An uninsured ride, however, could expose you to an unforeseen incident and potential legal risk.

- Don't assume motorcycle thieves take the winter off
The National Insurance Crime Bureau reports that 25% of all bike thefts occur in winter. Even vandalism could rob you of your motorcycle investment. Without Comprehensive coverage, you may not have insurance protection for these potential losses.

-Unplanned damage while in storage
A significant winter storm, a fallen tree, or the possibility of fire should all be considered when evaluating the cancellation of your insurance policy. Remember, insurance is designed to protect you from unexpected and unplanned events. Without it, this type of incident may result in a total loss.

-State motorcycle registration and insurance laws. Before canceling your motorcycle coverage, you must check with your local DMV regarding their registration law. Many states require continuous insurance coverage. The time and money investment to surrender your license plate and registration, only to renew a few months later, will result in incremental savings - if any.

Common motorcycle winterization questions

Do you have to winterize a motorcycle?
Full winterization might not be necessary if you live in a region with mild winters and continue to ride your motorcycle regularly. Still, it's strongly recommended if you won't be riding it for an extended period during the colder months, especially in areas where temperatures drop significantly or where there's a lot of moisture.

- Not winterizing can lead to various issues, such as:
- Battery drain
 - Fuel degradation
 - Tire damage
 - Corrosion and rust
 - Oil contamination, etc.

Can you store a motorcycle outside in winter?
Yes, you can store a motorcycle outside in winter, but doing so presents challenges and potential risks to the bike's condition. If you must store your motorcycle outside during the winter, take the following precautions to minimize potential damage:

- Use a quality cover
- Check on it periodically
- Lift the bike off the ground
- Choose a sheltered location
- Cover exhaust pipes and air intake
- Ensure your motorcycle insurance remains valid even if you aren't riding it

How often should I start my motorcycle in the winter? If you've properly winterized your bike, there's no need to start it during the winter. It is recommended to avoid starting the motorcycle periodically through the winter if you're not going to take it for a full ride, as short starts can introduce condensation into the engine and exhaust. If you feel the need to start it, ensure you: Let It Reach Operating Temperature: This helps burn off condensation and ensures the oil circulates thoroughly.

Ride It: Instead of just letting it idle, take it for a ride long enough to charge the battery and bring all parts to operating temperatures. This is often not feasible due to winter road conditions, but it's the best method if you're set on running the bike. If you're concerned about the battery, it's better to remove it and keep it on a trickle charger or battery maintainer indoors.

Can you ride a motorcycle in winter?
You can ride a motorcycle in winter, but it has increased challenges and risks. If you're considering winter riding, here are some factors to consider and winter weather riding tips to follow.

How much does it cost to store a motorcycle?
The cost to store a motorcycle varies depending on several factors, including location, type of storage, duration, and additional services or amenities offered.

Can I store the motorcycle in a storage unit during the winter?
Yes, storing a motorcycle in a storage unit during the winter is an option. If you don't have a garage and prefer not to leave your motorcycle outside, opting for a storage unit offers protection from the elements, potential theft, and other potential damages.

Here are some key features to look for if you are thinking of using a storage unit:

- Cost
- Security
- Accessibility
- Size of the unit
- Ground protection
- Climate-controlled storage

The bottom line on winter motorcycle storage
If you live in a climate with a winter, you will have to store your bike. Luckily, storing a motorcycle for the winter is incredibly easy and something you can do independently after reading a manual, an article, or just watching a few YouTube videos.

If you go with a dealer to store your bike, they will take care of all the necessary maintenance to ensure your ride is ready when the weather improves.

But, if you want to go it alone, make winterizing your ride a yearly ritual so you can spend less time in the garage and more time on the road. See your motorcycle's owner's manual for additional instructions and steps when placing or removing your motorcycle from storage.



Source:
<https://www.insurance.harley-davidson.com/the-open-road/tips/winterizing-your-ride>

EASY DOES IT

CORNFLAKE CHRISTMAS COOKIES

These super easy no-bake Christmas wreath cookies are a fun holiday treat with cornflakes, butter and marshmallow that only take 15 minutes to make! Guys, you can get in the kitchen too & whip these up fast & surprise your family & friends. They're a perfect treat for company, a Christmas party or an addition to your holiday table. Cornflakes aren't just for breakfast!...although you may be tempted to eat these delicious yummys in the morning too. 🥰

Alright friends, let's get cookin'!
Here's your starting lineup:

- 1/2 cup butter, cubed
- 40 large marshmallows
- 4 cups frosted cornflakes
- Red Hots (cinnamon candy)
- Assorted sprinkles (Christmas colors of course!)



Good Food Simply Made

This is all you need to do:

- In a 6-qt. stockpot, melt butter over medium heat. Add marshmallows; cook and stir until melted. Remove from heat.
- Fold in cornflakes. Working quickly, fill 16 greased muffin cups two-thirds full. Using the end of a wooden spoon, make holes in centers to resemble wreaths. Decorate immediately with Red Hots and sprinkles.
-

Note: If you'd prefer to have green wreaths, just add green food coloring as you're melting the butter and marshmallows.

Have yourself a merry little Christmas. Let your heart be light. From now on your troubles will be out of sight...because you're eatin' good in the neighborhood with Cornflake Christmas Cookies! Bon appetit! ❤️



RRRuff Riders

ATHENA

The base of how all that happened over the years. Following my helicopter crash, the Navy and the VA were such a disappointing reality in my life. It was a fight for my very survival in life. Back then there were no Wounded Warriors and support organizations. I turned to self-medicating and drinking. I was paired up with Athena after my motorcycle accident in 2015.

Prior to that I had gone through my second divorce. This accident was due to a DUI. At this point I had given up and seriously considered checking out. My friend and brother, Chris, suggested that I take his dog that he had trained as a service dog. I told him I'd try it out. She is the best thing that ever happened to me. The rest is history. I only hope it repeats itself for someone else. Service dogs save lives.

Athena's owner is Ed Starceski of Virginia Beach. Thank you so much Ed for sharing your incredible story of heartbreaking events that have happened in your life that you were able to overcome with the help of a very special four-legged companion & angel...Athena. We wish you both a safe & joyous holiday season together with lots of amazing riding adventures in the new year ahead & beyond.



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MOTORCYCLE COLD WEATHER GEAR:

The Ultimate Guide to Winter Riding

As they say in a certain famous TV show, winter is coming. Depending on when and where you're reading this, winter might already be here, and that means that motorcyclists around the world are grudgingly putting away their bikes and waiting for spring.

Is it too difficult to bear the thought of your bike sitting unused in the garage until the trees have leaves again? For many people, riding is an all-year passion that never takes a break. Conventional wisdom says that you shouldn't ride in the winter, but for many people who truly love riding, that's all the more incentive to get back behind the bars. So, if you've decided that you want to ride in the winter, you need to know how winter riding is different and what you'll need to do to keep yourself safe.

Cardo Systems is a passionate team of motorcycle lovers from around the world, and we love to spread our knowledge to the riding world—so we've got this handy guide to winter gear, technique and bike care to take you through the coldest months on the road.

What's Different About Riding a Motorcycle in Winter?



Winter riding is different in many ways besides just feeling colder (though it definitely is that.) There are all kinds of considerations you'll need to think about in terms of how you approach riding and outfit yourself.

The physics of cold air, snow, ice, sleet and other winter weather conditions will have major effects on the performance of both your bike and your body. It's your responsibility to know what you can expect from winter conditions and be ready to respond to them. Some of the problems you might encounter include:

Riding at high speeds during the winter is cold—like, really cold. A wintertime highway ride will chill you to the bone faster than you'd ever believe possible thanks to the brutal wind and the relative lack of full-body movement to warm you up. That means that dangerous cold-weather conditions like hypothermia and frostbite can come into play if you haven't insulated yourself properly.

The rubber in your tires will shrink, decreasing their ability to grip the road. Your tires will warm up as you ride, but it's not smart to rely on this (especially since they'll cool right back down if you stop moving). If your tires don't have enough tread, you'll have even less traction. Lack of traction also means longer stopping distances, both for you and for other vehicles on the road.

Weather conditions like snow and ice can make traction even worse and decrease visibility as well. Even if you're not planning to ride in these conditions, we all know that they can pop up when least expected. You'll start to lose dexterity in your fingers and toes as your body rushes to conserve heat for your vital organs. That means less agility when you're working the brakes and throttle and slower reaction times when you need your reflexes to be at their quickest.

Put these things together and you'll get the picture: A bike is harder to control in the winter, and your body is less able to handle the conditions. The solution to these problems is a mixture of gearing up and adjusting your riding and mindset to the conditions.

Dressing for Winter Riding

"All the gear, all the time," as they say—and if your "all the time" includes riding in the winter, "all the gear" is often going to mean taking the extra steps to bundle up. When it comes to your winter riding outfit, the word is "insulation," and lots of it. The more insulation you can get around your body, the better protected you'll be from the cold.

When trying on winter riding gear, you're looking for a fit that's snug, but not overly tight. You want some breathability and room for air to circulate, as well as clothing that you can layer. Speaking of layering, it's the single easiest and best way to protect yourself from the cold when riding in the winter. Start with a moisture-wicking base layer, add your main insulation layer in the middle and put a waterproof outer shell layer on top (preferably also insulated). It's easy to just throw your layers on once you've got a few of them in your wardrobe. If you get too hot while riding, make a stop and throw your top layer in your saddlebags or motorcycle backpack.

We also can't emphasize enough how important it is to have waterproof gear in the winter. You may not plan on riding in the snow or rain, but you may get caught in it against your will—and you really don't want to have a cold, soaking-wet body in that situation. Whenever possible, look for gear that's waterproof or at least water-resistant.



Full-face and flip-up helmets, known for getting hot in the summer, shine in the wintertime. If you typically wear an open-face helmet for warm-weather riding, winter is a great time to go for a more protective model.

(Side note: Full-face helmets offer much better protection in any month of the year.) Remember to grab a neck warmer, too, because the gap between your jacket and helmet is one of the easiest places for the cold to sneak its insidious little fingers in.

It should go without saying that functionality needs to always come before looks when choosing gear. But it's especially important in the winter when a lot of the gear looks a little bulky and awkward but is totally necessary for real protection. If you're going to ride in the winter, accept that the safest and best gear might make you look a little bit like the Abominable Snowman and get on with the riding.

Other Winter Riding Gear

Riding safely in the winter means packing the whole kit. Here are some other items to pack in your winter bag that range from handy to genuine lifesavers:



Hand Warmers: These small and inexpensive packets are highly effective for keeping your hands toasty for wintertime rides. It's as easy as slipping a warmer packet into your gloves before you head out, and most offer enough heating power for several hours of riding.

Heated Handlebars/Heated Seat: If you're planning on doing long rides in the cold, these will keep you comfortable on a level that warm clothes and hand warmers won't. They're surprisingly inexpensive and simple to install, and they can make all the difference when you're in it for the long haul.

Snacks and Water: Your body burns more calories in the winter just trying to stay warm, and you're vulnerable to dehydration as well. Keep yourself feeling great and at your most alert while you're riding by carrying some simple, nutritious snacks like beef jerky or nuts, plus a reusable water bottle.



Helmet Communications System: A waterproof motorcycle Bluetooth headset that attaches to your helmet is the perfect way to stay in touch while you're out for a winter ride. These voice-activated motorcycle communication headsets give you a key lifeline to the outside world when you're riding and make it easy to manage your communications completely hands-free so you don't have to fumble with buttons in the cold.

Important Riding Techniques for Winter

First off, know that winter riding isn't generally recommended for beginners. If you've been riding for less than a year, it's usually a good idea to build up your skills first before tackling the challenges of winter riding.

If you're confident that you're ready to hit the road and brave the cold, know these techniques and practice them before you take your first winter ride. They just might save your life.

Improve your tires' traction by getting them warmed up before you take a ride. Different riders recommend different ways to warm up your tires, so try a few and choose the one that works for you—even if it's just taking a few laps around the neighborhood before getting on the road.

Increase the following distance that you give to other vehicles, since both they and you will likely have longer stopping distances in the winter. Recognize that in winter weather conditions, drivers will be even more distracted and less able to see you than normal. By the same token, conditions like snow and sleet will seriously cut down your vision, too, so make sure to stay even more keenly aware of your blind spots.

Get familiar with some techniques for snow and ice riding. Riding on snow and ice is a whole different animal from typical winter riding and has its own set of techniques that borrows a lot from dirt skills. Even if you don't plan on seeking out snow and ice to ride on (and most people shouldn't), these skills can save your life if you get caught in a snowstorm or hit a patch of ice unexpectedly.

continued next page

Resist the urge to panic if you find yourself in some wild weather. The smartest move you can make in adverse weather conditions is to acknowledge when you're out of your depth and ride calmly, slowly and carefully to the nearest place where you can get some shelter and wait out the storm.

One thought about bike selection: If you have a dual-sport or adventure bike, winter can be the perfect opportunity to bust it out and have some fun. An adventure bike with a good pair of tires can handle cold and even snowy conditions better than just about any other kind of motorcycle. And should you end up laying down your bike on a patch of ice, an adventure bike is better able to take the hit than a sport or touring bike.

Group Rides in Wintertime



Riding in a group is always a great way to explore the road with your favorite people, and taking in some breathtaking wintertime vistas together is an experience you'll never forget. But riding in a group is also a great way to make winter riding safer, since you'll have more help if you need it, more eyes on the road and increased visibility to other motorists.

Remember that the usual etiquette of group riding applies. That's especially true for the number one rule: Ride your own ride. Chasing another rider who passes you or trying to keep up with riders who are far ahead of your skill level will only get you into situations you're not ready for—and the consequences are all magnified during the winter.

For a winter group ride that's safe and fun for everyone, it's a great idea to grab some motorcycle headset communicators like the Cardo Packtalk Bold, Cardo Packtalk Slim or Cardo Freecom 4+. Our state-of-the-art wireless communicators attach easily to your helmet and make it a snap to talk to your fellow riders, answer phone calls or even stream music from your smartphone with simple voice commands.

Winter Motorcycle Maintenance Tips

Winter can also be hard on a motorcycle itself, so don't forget to take your bike's maintenance needs into account.

Road salt is just as corrosive to bikes as it is to cars, so make sure to give your bike a thorough hose-down after any ride in snowy conditions where roads have been salted. Remember that salt can stay on roads and in standing water for weeks after it snows.

Check your bike's tire pressure frequently in the winter. Tires lose pressure easily in the cold, and the last thing you want on a winter road is to be running at less than your recommended PSI.

Make sure you've got the appropriate tires on your bike for the winter. True motorcycle snow tires are rare, so as long as you don't regularly see yourself riding on actual snow, a good pair of all-weather tires should be sufficient. What you don't want is ultra-sticky racing tires or any tire with worn-down tread.



If you're putting your bike away for the winter, make sure to get it ready for storage so that you can quickly get it back to full performance in the spring. Store your bike inside if possible or get a good cover for it, use a battery tender to keep your battery healthy and give the bike a good cleaning before putting it to bed.

The adventure of riding never ends, and a dedicated rider can make it through the winter just fine with some preparation and a willingness to live a little bit on the edge. Cardo Systems is all about helping you take the risks of riding in a smarter, safer and more connected way. So, if your passion for riding is telling you that it's not quite time to put the bike away yet, bundle up, grab your buddies, fire up your helmet communications system and show the world that you can stay cooler than it can.



Source: <https://www.cardosystems.com/blog/riding-a-motorcycle-in-the-winter-the-ultimate-guide/>



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WINTER - CLOCKWISE

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