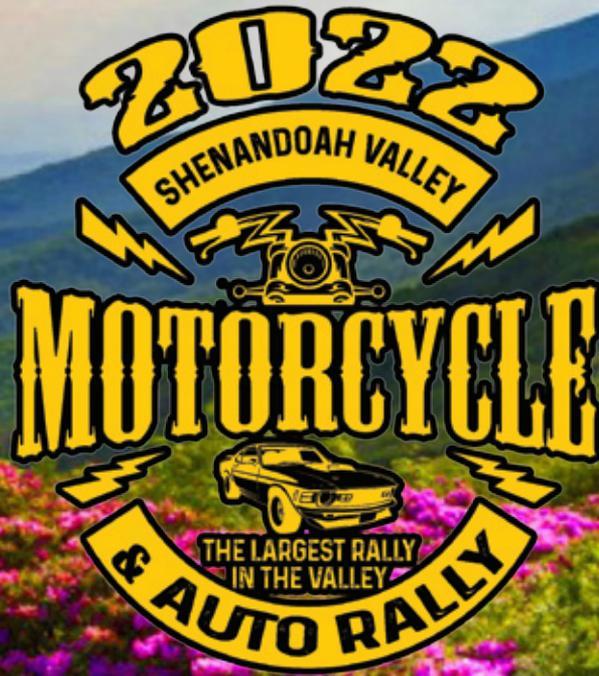


VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

Magazine™



May 20th, 21st & 22nd, 2022

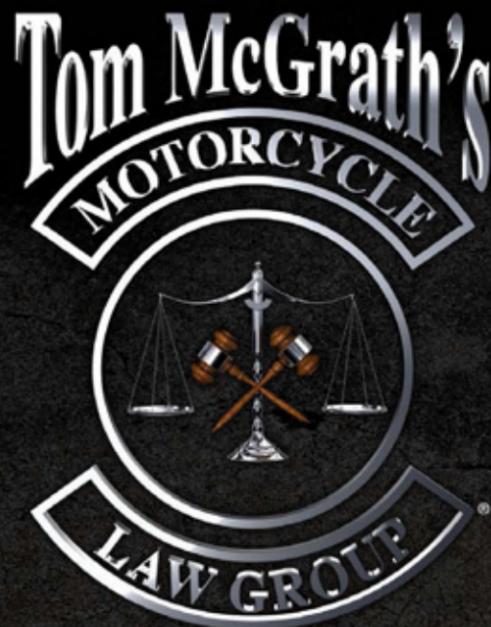
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Details Inside

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April 2022

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The logo for the 2022 Shenandoah Valley Motorcycle & Auto Rally. It features the year "2022" in large yellow numbers at the top, with "SHENANDOAH VALLEY" in a banner below it. The word "MOTORCYCLE" is written in large, bold, yellow letters across the middle, with a motorcycle icon integrated into the letter 'O'. Below "MOTORCYCLE" is "AUTO RALLY" in a banner, with a car icon integrated into the letter 'O'. The text "THE LARGEST RALLY IN THE VALLEY" is written in smaller yellow letters below the car icon. The background of the logo is a photograph of a motorcycle rally event with many motorcycles and people.

MOTORCYCLE & CAR SHOW FROM MILD TO WILD

CAR SHOW SATURDAY 9-4
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from the editor's desk

Hey friends! We are so glad to have you with us as we bring you this April 2022 edition of Virginia Rider. The weather has been phenomenal for spring in the Virginias and the riding days couldn't be better. It's been so nuts lately where the mountains saw a couple of inches of the white fluffy stuff then the next week the temps soared to almost 90...talk about some crazy weather!...we sure do have it all! Ha ha

As the nice weather levels out & settles in for the season you'll see a huge increase of bikes that are out and about. This time of the year especially you'll be sharing the road with a higher than usual number of novice riders. If you're a seasoned rider you can usually tell the beginner from a veteran. As a veteran rider it's always important to take extra care when riding with or near new riders as they often can make sudden moves unexpectedly and unsurely. You may find some who will follow near or behind you as to follow your lead as they stretch out their street legs and get used to being a part of the riding community. All the more reason that we should be setting good examples for these new motorcyclists. You might not even realize it but chances are they'll be watching you very closely and emulating the examples that you're setting. Hey, at one time in your life, YOU were the beginner and likely looked to other riders for the "way to be". So if you're out there hotdoggin' it, riding faster than the speed limits, or just being unsafe, you may be laying the groundwork for these new riders to want to do the same. Let's keep 'em safe.

Once people learn that I do a moto magazine it seems like they have lots of questions for me. One of the questions that I hear the most is why do motorcyclists feel like they own the whole road? The biggest complaints that I hear are about motorcyclists who weave in and out of cars on the road and in traffic, often cutting people off and coming just inches away from swiping the vehicles that they're maneuvering around. The riders that are doing these stunts are helping to solidify the stereotyping of all motorcyclists as being reckless. It frightens drivers and it definitely gives all of us a bad name. I know what many of you are thinking, that it's the sport bike riders doing these stunts. Actually, it's not just the sport bike riders displaying this reckless riding - it's coming from ALL types of bikes from the cruisers to the touring riders too. Please friends, let's show our communities that we're not all bad and unsafe. Hopefully more people will see that we ARE safe to ride the same roads with them, that we can obey the road rules and help keep others safe as well. I know guys, it's the drivers in cars that can be unsafe too but if we take care of our side of things maybe they'll be better at taking care of theirs.

We want you all to know that we're here for you and we bring you the best of everything that you may need to enjoy your life of open riding on 2, 3 or 4 wheels. Our website is your best resource for rider-friendly businesses, great places to ride, eat, stay and play, as well as events and information for all Virginia riders. Even if you don't ride, we're certain that you'll enjoy learning more about the ride life and about our amazing riding communities. You may just be inspired to buy a bike, take a riding course, and become a Virginia rider yourself. Enjoy your roads friends & we'll see you again next month!

Be safe & always stay awesome,

Kelly

A smooth sea never made a skilled sailor.

Franklin D. Roosevelt



IN THIS ISSUE



GOOD FOR YOU

The American Motorcyclist Association is proud to announce that the second annual Take a Kid Dirt Biking Day is happening on Saturday, May 21. This nationwide campaign aims to cultivate the next generation of passionate riders by giving them a chance to learn skills, boost confidence and appreciation for the sport.

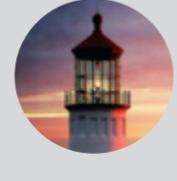
Yes, there are some particular foods that are great for those who ride, and **GOOD FOR YOU** covers three of them this month: maple syrup, fish and vegetables. Yum!



BIKE SAVERS A lot of people have a "problem child" and John is no exception. "...not every old bike is savable, or worth saving, for that matter. And sometimes it takes a prime example of that to remind me of just that very fact, and then a moral and financial conundrum will raise its head and make you think twice about it."



GREAT PLACES TO RIDE Sometimes you just don't know where you're going. "There wasn't any place or anywhere we had to be or go, so we just set out as we sometimes do, and followed the front tire. Skies were partly cloudy with temps forecast to be in the mid-sixties, so we left "The Juice" at home and broke out the summer gloves." Not all who wander are lost!



Abandoned as a puppy, Burt had a rough start. But by the time Burt was two years old, he unexpectedly jumped on the seat of his dad's motorcycle while he was changing the oil. He refused to move. Shorter rides turned into cross-country treks, and this **RUFF RIDER** was born.

If God wrote you a letter with tips to manage your life, what would HE say? Probably something very close to the ten guidelines we bring you in **THE LIGHTHOUSE** this month, from not worrying to trusting God and letting go, there's great advice here.

FIT FOR THE ROAD

FIT FOR THE ROAD this month is all about literally being fit. From aerobic to anaerobic to strength training, running and stretching, it's good to be in shape to ride. It may not be track and field or baseball or football, but there's no doubt exercise will keep you a healthier rider.

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genedarnall@gmail.com

ON OUR COVER:
The Shenandoah Valley is one of the most beautiful places to ride. Check it out at the 2022 Shenandoah Valley Motorcycle and Auto Rally.



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WE WANT YOU TO JOIN



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

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



The Lighthouse

"Then God said, 'Let there be light'; and there was light." - Genesis 1:3

10 GUIDELINES

From: God
To: All His Children
Effective Immediately:
Please be aware that there are changes you need to make in your life. These changes need to be completed in order that I may fulfill my promises to you to grant you peace, joy and happiness in this life. I apologize for any inconvenience, but after all that I am doing, this seems very little to ask of you. I know, I already gave you 10 Commandments. Keep them, but follow these guidelines as well.

1. QUIT WORRYING
Life has dealt you a blow and all you do is sit and worry. Have you forgotten that I am here to take all your burdens and carry them for you? Or do you just enjoy fretting over every little thing that comes your way?

2. PUT IT ON THE LIST
Something needs done or taken care of. Put it on the list. No, not YOUR list. Put it on MY to-do-list. Let ME be the one to take care of the problem. I can't help you until you turn it over to me. And, although my to-do-list is long, I am, after all, God. I can take care of anything you put into my hands. In fact, if the truth were ever really known, I take care of a lot of things for you that you never even realize.

3. TRUST ME
Once you've given your burdens to me, quit trying to take them back. Trust in me. Have the faith that I will take care of all your needs, your problems and your trials. Problems with the kids? Put them on my list. Problem with finances? Put it on my list. Problems with your emotional roller coaster? For my sake, put it on my list. I want to help you. All you have to do is ask.

4. LEAVE IT ALONE
Don't wake up one morning and say, "Well, I'm feeling much stronger now, I think I can handle it from here." Why do you think you are feeling stronger now? It's simple. You gave me your burdens, and I'm taking care of them. I also renew your strength and cover you in my peace. Don't you know that if I give you these problems back, you will be right back where you started? Leave them with me and forget about them. Just let me do my job.

5. TALK TO ME
I want you to forget a lot of things. Forget what was making you crazy. Forget the worry and the fretting because you know I'm in control. But there's one thing I want you to never forget. Please don't forget to talk to me - OFTEN! I love you. I want to hear your voice. I want you to include me in the things going on in your life. I want to hear you talk about your friends and family. Prayer is simply you having a conversation with me. I want to be your dearest friend.

6. HAVE FAITH
I see a lot of things from up here that you can't see from where you are. Have faith in me that I know what I'm doing. Trust me, you wouldn't want the view from my eyes. I will continue to care for you, watch over you, and meet your needs. You only have to trust me. Although I have a much bigger task than you, it seems as if you have so much trouble just doing your simple part. How hard can trust be?

7. SHARE
You were taught to share when you were only two years old. When did you forget? That rule still applies. Share with those who are less fortunate than you. Share your joy with those who need encouragement. Share your laughter with those who haven't heard any in such a long time. Share your tears with those who are mourning. Share your faith with those who have none.

8. BE PATIENT
I managed to fix it so in just one lifetime you could have so many diverse experiences. You grow from a child to an adult, have children, change jobs many times, learn many trades, travel to so many places, meet thousands of people, and experience so much. How can you be so impatient then when it takes me a little longer than you expect to handle something on my to-do-list? Trust in my timing, for my timing is perfect. Just because I created the entire universe in only six days, everyone thinks I should always rush, rush, rush.

9. BE KIND
Be kind to others, for I love them just as much as I love you. They may not dress like you, or talk like you, or live the same way you do, but I still love you all. Please try to get along, for my sake. I created each of you different in some way. It would be too boring if you were all identical. Please know I love each of your differences.

10. LOVE YOURSELF
As much as I love you, how can you not love yourself? You were created by me to be loved, and to love in return. I am a God of Love. Love me. Love your neighbors. But also love yourself. It makes my heart ache when I see you so angry with yourself when things go wrong. You are very precious to me. Don't ever forget that!

With all my heart, I love you,
GOD

"But he answered, "It is written, "Man shall not live by bread alone, but by every word that comes from the mouth of God.""

- Matthew 4:4 ESV

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GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

Brandywine and Blue Grass

The day started out like countless others as Rose and I sat at the breakfast table before the ride when she asked, "So, where are we going today?" There was a time when I almost took our morning meals together for granted. But with schedules, weather and vital bike parts not coinciding with one another until now, it seemed a distinctively notable and significantly welcomed question; to which I profoundly replied, "I don't rightly know, Love."

There wasn't any place or anywhere we had to be or go, so we just set out as we sometimes do, and followed the front tire. Skies were partly cloudy with temps forecast to be in the mid-sixties, so we left "The Juice" at home and broke out the summer gloves. Squirrels were in abundant supply heading up to Sugar Grove. Fortunately, we managed to avoid all of them with a combination of Alter Bridge and the horn. We passed Bodkin Service and Repair LLC., where Windy gets her tires put on and anything that involves greater mechanical capabilities than I possess. I'll be seeing Gavin very soon for a front tire.

Continuing to Brandywine, the road was finally clear of salt and cinders, and Windy got to eat. It was a stark contrast to

the constant bouncing and braking just a few miles before. Now, it was smooth velvet and long sweepers at highway speeds. Our Gold Wing seems to thrive in either situation. She's still a very capable and fun machine which is probably why she needs a front tire already:)

Rose and I stopped at the Brandywine Country Store for gas and a cold drink. This is a great oasis for the countless pilgrimages that will soon follow as the weather warms up providing a break for travelers on their way to Seneca Rocks, Spruce Knob, or points east or west on 33. There's also Fox's Pizza Den and Brandywine Family Dining for those stopping for a meal. We were still pretty full, so we passed on food, but the Den makes a pretty mean steak and cheese for anyone who's hungry. They also have picnic tables, and if they're full, there's some up the road just before the bridge and at Brandywine Lake a couple of miles towards Shenandoah Mountain.

We once again found ourselves in the highway gear. There was yet another significant sweeper ahead. This time it would encompass nearly 130 degrees of tire scrubbing fun. Rose spotted a coyote in the field ahead and took a pic. We cautiously climbed Long Mountain taking it easy around another 130 de-



gree turn that wasn't highway rated and featured artwork in the form of tar snakes. Riders beware.

Team GL arrived in Franklin and the ride's only traffic light. We turned right continuing west heading to an overlook just past Judy Gap with a magnificent view of Germany Valley. The east side was fairly clear of cinders, but the west,,,,,not so much. The FedEx truck we had pulled away from heading up was now behind us as I hit the turn signal to the parking area. I set up the tripod which involves mounting the camera and setting the timer. I then realized how long it had been when I started fumbling through the timer settings and pressing the wrong selections. It too, must have been like riding a bike, and was quickly figured out. As far as overlooks go, this is one of my favorites. In addition to pics, we even broke out the Sharpie. Rose and I headed back through Franklin and took the long way to Monterey via Blue Grass and Meadowdale. We may have passed a barn quilt or two up until this point, but aside from them, this portion of the ride was like going back in time. There were so many old buildings and antique automobiles, it wasn't hard to imagine being in the 1960s or earlier.

Blue Grass Valley Road is truly extraordinary. In addition to the stunning views, there is a subtle call/response occurring for anyone picking up on sublime shenanigans of time, motion, and matter, emerging from canopies of trees exposing

wide open landscapes, then concealed again. Your experiences may vary, especially in a minivan. We passed a row of tall pine trees with a lonely oak in their midst. I took a deep breath and squeezed Rose's leg, feeling grateful for the opportunity to once again be sharing the day together in the fresh wind.

It had turned out to be one of our patented go-to loops with Germany Valley as a twist. And like many times before, it was all the result of preference sans any plan, that produced a truly special and stunning serenade of our spirits. Living where the open and mostly empty roads already exist, and not spending anytime to get there, creates an added element of freedom that is notably different from even slightly more congested areas. And I think at the end of the day, if we all had our druthers, we'd choose to be with the one's we love, doing what we enjoy the most, in a place where the world is in constant motion, unless WE will to pause, and void are all the things we choose to avoid by riding in the first place. Sounds like heaven and a dream come true for any kid with a bike.

Cheers and thanks for reading!

Marc Ritchie

Photos: Rose Grant

PLANNING THE PERFECT MOTORCYCLE TRIP

There are few things as soul satisfying as a well-planned motorcycle trip. Whether it's a week-long vacation or a quick weekend getaway, the feelings of anticipation, excitement and adventure as the trip nears never get old. The scenic views, twisting roads, small town Americana and big city lights are all out there—just waiting for you to roll in.

Things to Consider When Planning Your Motorcycle Trip

You might think the first decision is: "Where to?". But it's sometimes best to figure out: "For how long?". If you only have a few days, that will impact your range and how many stops you plan to make along the way. For longer trips, you have a little more flexibility depending on your preference. Do you want to get to your destination quickly and stay a while, or take your time getting there with overnights along the way?

Pick Out That Perfect Destination

Once you have a general idea of how much time you have and what type of ride you want to take, pick a destination or an event that fits your preferences and start planning. There are no shortage of things to do and places to see in this country, near or far.

Start Thinking About How You'll Get There

Consider picking a route that takes you off the main drag. Highways may get you there quicker, but are long, flat and often unexciting. Choosing smaller backroads or popular motorcycle routes offers a much more scenic option with less traffic and plenty of curves that flow naturally with the terrain.

Break Your Ride Up into Equal Parts

Unless you're a "let's-get-there-all-in-one-day" type, plan a few overnights along the way. Creating legs to your trip will make it feel more leisurely, allow you to take in more sights along those curvy routes and leave you feeling more relaxed once you reach your destination.

PRO TIP: Pre-planning is important, but leave room for the unexpected when you're on the open road. An unscheduled stop at a roadside diner, a quick detour to a national park, or an extra night in a town that made you feel right at home make for life's greatest adventures.

Check Weather, Traffic and Road Conditions

Before you head out, be sure to consider any weather or traffic conditions you might encounter in the areas you'll be riding through. Both are available as map overlays in RIDE COMMAND. If you've never been on a particular road before, check local ride forums or groups for insights on the area. Local Indian Motorcycle dealer can also provide valuable information.

Who's Along for The Ride?

Are you going solo, or will you have a rider with you? Do you plan to head out with a group of other riders? All of these things can impact pre-ride planning, including how much you will be

able to pack, whether you need to add extra storage, and if you need to think about managing and coordinating a group ride.



Packing and Preparation for Your Motorcycle Trip

As a motorcycle rider, you already know there is only a limited amount of storage on your bike. So being thoughtful with the space you have will go a long way toward a successful trip. Keep these things in mind when loading up and make sure when it comes time to hit the open road the extra weight is evenly distributed for a safe, balanced ride:

Clothing & Food

For shorter trips, you'll want to stow a few versatile outfits. Anything longer than that and you'll want to consider finding a laundromat along the way. Also be sure to save some space to pack snacks for a quick boost of energy and bottled water to keep you hydrated, especially in the warm summer months.



Gear & Supplies

The one item you won't want to forget is your rain gear. It should always be packed in case rain catches you by surprise. If you plan to camp overnight, a larger touring bike can stow a backpacking set of pots and pans, a sleeping bag and your compact tent.

Finding A Place to Stay

If camping isn't in the cards, be sure to plan out hotel stays or rentals in advance at the towns you plan to hole up in for the evening. Pre-planning can be important, as you never know when small-town lodging might sell out, especially if there are events in the area you're traveling to.

Tools for Roadside Maintenance

If you're handy with your ride, you might consider reserving some space for a few maintenance essentials. A basic tool kit and a tire patch kit should do the trick. Zip-ties are also super handy in a pinch. Of course, the best maintenance is preventative, so be sure to tune your bike before any long road trips.



Ride Planning Software with GPS Technology

Using a motorcycle app or GPS technology, like RIDE COMMAND, can help you navigate while you're in unfamiliar places and make you feel more at ease. Spend less time worrying about making a wrong turn, finding the next place to eat and gas up, or losing a rider from your group in traffic and enjoy the experience.



Make Sure Your Bike is Up to Date on Service

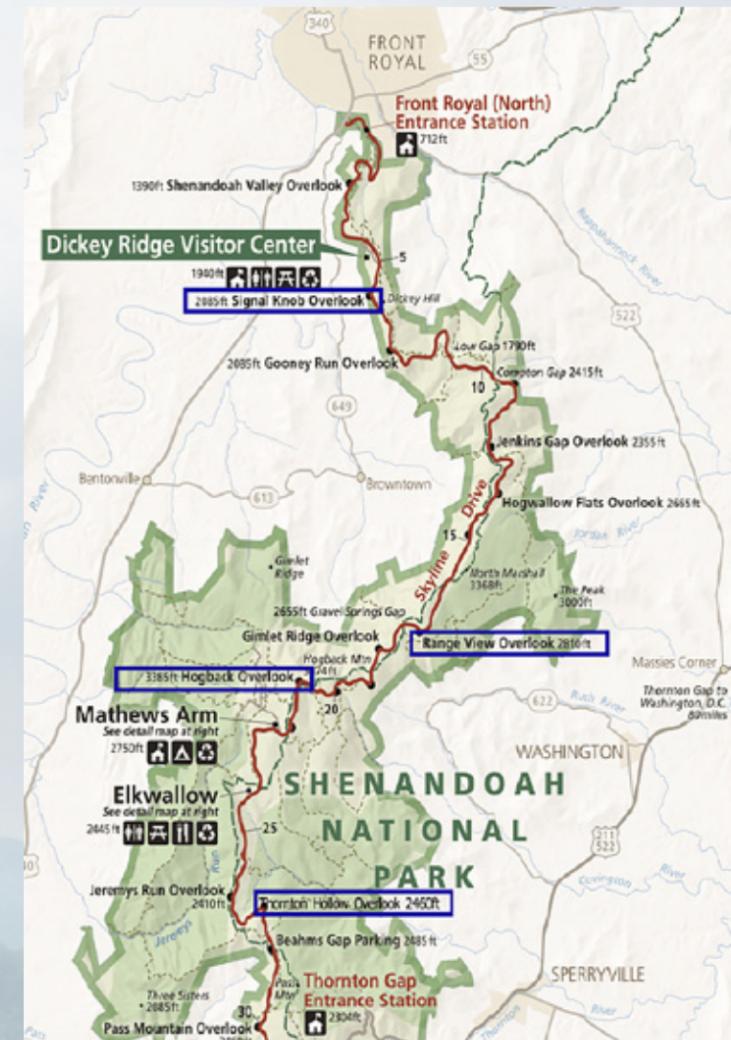
Check tire tread, tire pressure and oil level right before your ride. If your oil hasn't been changed recently, get that done

before any extended trips. If you own an Indian Motorcycle and want to do these things yourself, there are plenty of resources available to you, including information on how to change your oil. You can also purchase lubricants engineered specifically for your motorcycle.

You're All Set. Time to Head Out

Planning can get you excited for what's ahead, but there's no substitute for that feeling when you finally roll down your driveway and off on your multi-day motorcycle trip. Head out confidently, knowing you've put in the pre-work and be open to the adventures that come your way.

Source: <https://www.indianmotorcycle.com/en-us/articles/planning-the-perfect-motorcycle-trip/>

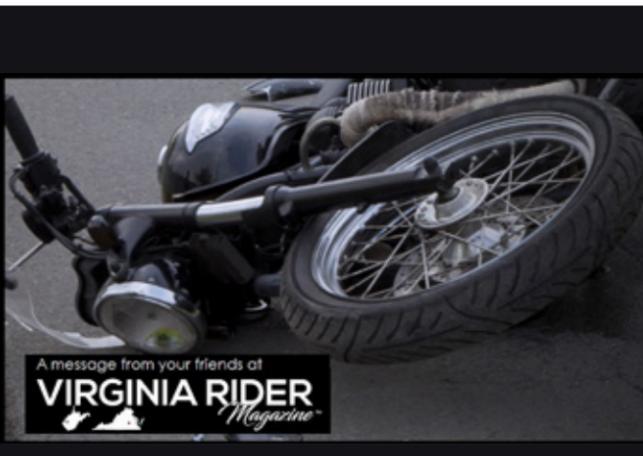


Picking Up A Few Things



When your wife says, "you can't pick that up on the motorcycle" and you have to prove her wrong...

• Chadwick Brewer



DON'T TAKE YOUR BIKE ON A WASTED RIDE

DON'T DRINK AND RIDE

A message from your friends at **VIRGINIA RIDER Magazine**

Saturday
May 21st

Poker Chip Run



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- 3 Chip Stops
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Kick Stands Up
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Ride The Valley With Us!

Questions? Contact Daniel Newlin: (443) 497-2000

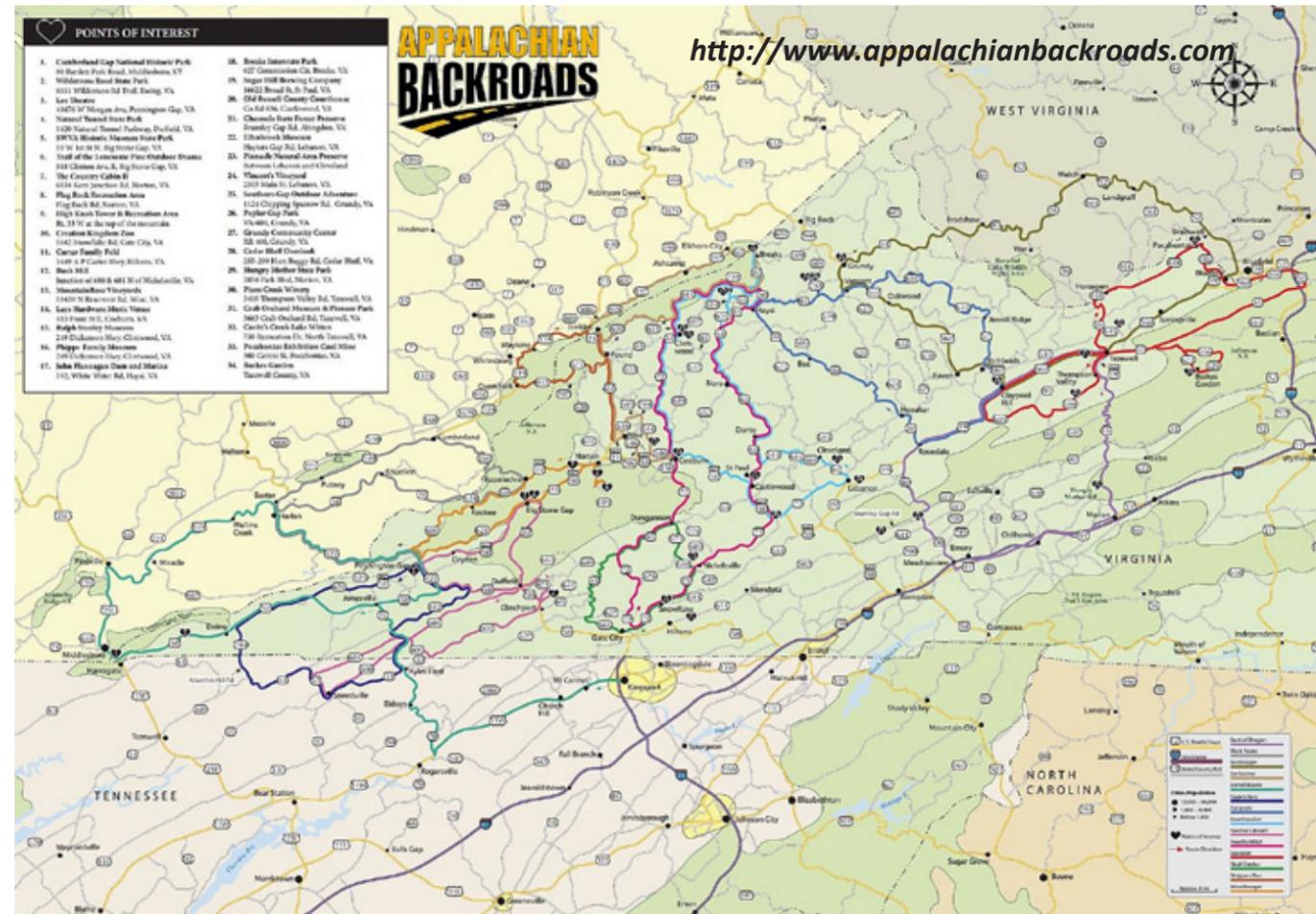
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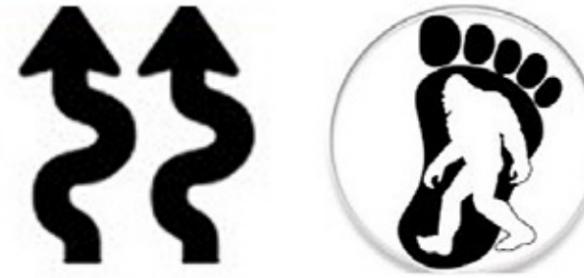
USE THE QR CODE ON THE CENTERFOLD TO SCAN & DOWNLOAD YOUR MAP TODAY!

WHICH ROAD LESS TRAVELED WILL YOU RIDE FIRST?

Our Appalachian Backroads offer travelers countless ways to get your motor running. Our fourteen top-rated crooked riding routes provide scenic overlooks, high elevations and a variety of easy to technical experiences. Stay in one of our cabins, lodges or campgrounds and plan to ride a different route every day. Dare to tame technical rides like Back of the Dragon, Black Snake, Stripper's Run and the granddaddy of them all, The Woodbooger. The mountains have something FUN for everyone, whether you like the heart-pumping thrills of hiking, biking, kayaking, canoeing, ATV riding, whitewater rafting, or rock climbing. If relaxing by a campfire, sipping local wines, tasting locally brewed craft beer, and tapping your toes to the music of the Crooked Road are more your style, we've got you covered. Visitors will also enjoy amazing natural wonders, ample wildlife watching, world-class fishing, kayaking, overlooks, and waterfalls.



THE WOODBOOGER



The Woodbooger is called Big Foot in other parts of the nation. It lives in the highlands near Norton and is memorialized by the Woodbooger statue at Flag Rock, which provides panoramic views and hiking trails. After your photo op, tackle the curvy climb to High Knob.



APPALACHIAN BACKROADS

ROUTE BY ROUTE

<https://www.appalachianbackroads.com/>

Here's a glimpse at our tried and true back roads routes. Click on an icon to go to the detailed route page for turn-by-turn directions, GPX and a downloadable tankbag map.

- BACK OF THE DRAGON**
 Welcome to 32 miles of premier East Coast motorcycle riding. You'll find unmatched beauty and excitement on Virginia's Route 14. [read more](#)
- BLACK SNAKE**
 Dare to tame two technical rides? We dare you to ride Black Snake and Moonshiner's Run together for 130 miles of coiled adventure. [read more](#)
- BOOTLEGGER**
 The bootlegging trade flourished in these Appalachian Mountains and led directly to the "lawless decade" of the 1920s. 143 miles of back road awesomeness. [read more](#)
- THE CORKSCREW**
 Corkscrew-line curves take you to stunning overlooks at Breaks Interstate Park and past the vineyards in Wise. Wind through 123 miles of bliss. [read more](#)
- DANIEL BOONE**
 Follow in the footsteps of early pioneers through Virginia's westernmost county. Visit Wilderness Road State Park and Martin's Station. [read more](#)
- EAGLE'S NEST**
 The valleys on the Eagle's Nest 10 mile loop provided routes to early pioneers as they moved westward to Cumberland Gap. Wind your way along. [read more](#)
- GARGOYLE**
 This route boasts 92 miles of curvy riding including the 80 "Curves of Challenge" along Virginia's scenic byway, Route 80. Capture the views. [read more](#)
- HEARTBREAKER**
 This 143 mile route will take you through the Grand Canyon of the South, Breaks Interstate Park, where you might get a glimpse of elk grazing. [read more](#)
- PANTHER'S BREATH**
 Starting at the 8th Wonder of the World, Natural Tunnel State Park, ride this 129 mile ribbon spicing abundant wildlife along the way. [read more](#)
- SCORPION**
 Approximately 138 miles, the Scorpion offers twisty roads and mountain climbs and includes a trip through Burkes Garden, God's Thumbprint. [read more](#)
- SKULL CRACKER**
 This scenic route passes historical buildings, a stunning waterfall, and charming small towns. Take a side trip to Creation Kingdom Zoo or. [read more](#)
- ROADRUNNER**
 Motorcycling the High Mountain Country of Virginia is a stellar experience with mountaintop elevations. Our friends at RoadRUNNER Magazine. [read more](#)
- STRIPPERS RUN**
 Strippers Run honors the coal miners who worked to strip coal from these Appalachian Mountains. The 107 scenic byway traverses Pine Mt. [read more](#)
- THE WOODBOOGER**
 The Woodbooger, aka Big Foot, lives in the highlands near Norton and is memorialized by his statue at Flag Rock. Tackle this 79 miles to. [read more](#)
- THE ARCHIVES**
 You'll find our original routes here as well as the original map downloads. What started with a few back roads in 2013, is in these archives. [read more](#)

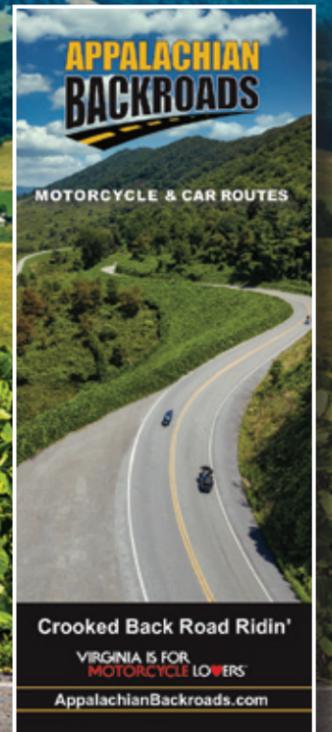
Approximately 154 miles

1. From 114 Harley Drive turn right onto South Mayo Trail
2. Turn right onto 23/119 South
3. Bare right on 119 South to Whitesburg
4. At second red light the intersection of 119 and 15 go straight and stay on 15
5. Go two more red lights and turn left staying on 15 for ¼ mile and turn left onto 931
6. Take 931 and stay straight onto 588
7. Stay on 588 until it turns into 160 and stay on 160 to Gordon
8. At Gordon turn left, take 160 all the way to Cumberland
9. Stay on 160 thru Benham and Lynch all the way to Appalachia
10. Turn right onto 68, 68 turns into 606 before Keokee
11. Left on 421 to Pennington Gap
12. Left on 621, Right Poor Valley Road
13. Bare left to stay on 621, twice
14. Left on alt 58 to Big Stone Gap
15. At Norton take exit 1 then right onto 619 to Flag Rock, High Knob
16. Flag Rock entrance is on the left
17. Visit WoodBooger Statue
18. Leaving Flag Rock, turn left onto 619 to High Knob
19. Left on 238 to High Knob and turn right to visit the tower
20. Leaving tower go right onto 233 to High Knob Rec. area
21. Take 619 back to Norton
22. Get on 23 North back to Jenkins to finish the loop

APPALACHIAN BACKROADS

MOTORCYCLE & SPORTS CAR
TRAVEL ROUTES

14 VETTED ROUTES // 1500+ MILES



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19 March 2022
Manassa, Va



BIKE SAVERS

with John Peterson



My Problem Child - Or What Perseverance and a Gallon of Gas Can Do For You! (Part 1)

If you've been following this column for a while you know I have this thing about saving old bikes that somehow catch my fancy and try to put them back on the road, often at the expense of time and money (when I have it). Hey, it keeps me off the streets, as I tell my wife. I can't remember who said it, but not every old bike is savable, or worth saving, for that matter. And sometimes it takes a prime example of that to remind me of just that very fact, and then a moral and financial conundrum will raise its head and make you think twice about it. Case In Point: a few months ago I was cruising through Craigslist fishing for Goldwing parts and came across a 1979 Kawasaki KZ400-H that caught my eye, for what I thought was a very good price. Being sold as a parts bike, it of course was described as having a lot of problems, mostly that it was locked up for sitting outside for about 25 years. Here's the original ad pic:



Doesn't look too bad, does it? It was cheap enough - \$100 - so after a bunch of research on how fun these 400's are and the reliability of the engine (when running, of course), I plunked down the cash and brought it home.

Let the Games Begin!

So I get the bike home, do my usual triage on it to assess its condition, spray down all the bolts with PB Blaster and try to spray down the cylinders just to hopefully loosen things up a bit, and manage to break off BOTH spark plugs IN the head! See that bright silver ring there...? That's the remains of the threaded portion of the spark plug. "Nice."



Okay, no problem - I'll just get an EZ-Out and pop that sucker right out, right...?

No. Those threads are stuck in there so tight that even with a breaker bar it wouldn't move! Eventually This happened:



Note the broken EZ-Out...stuck IN the head! AND the two broken fins incurred when the breaker bar hit them when the EZ-Out snapped! There was much invoking of colorful invective here; pick whichever curse words are your favorite, and I used them. Probably more. I eventually got the head off, which I was going to have to do anyway to fit a new gasket set on it and tapped the EZ-Out out, only to find the pistons were at the bottom of their stroke, provoking a bit more but less intense vocabulary.

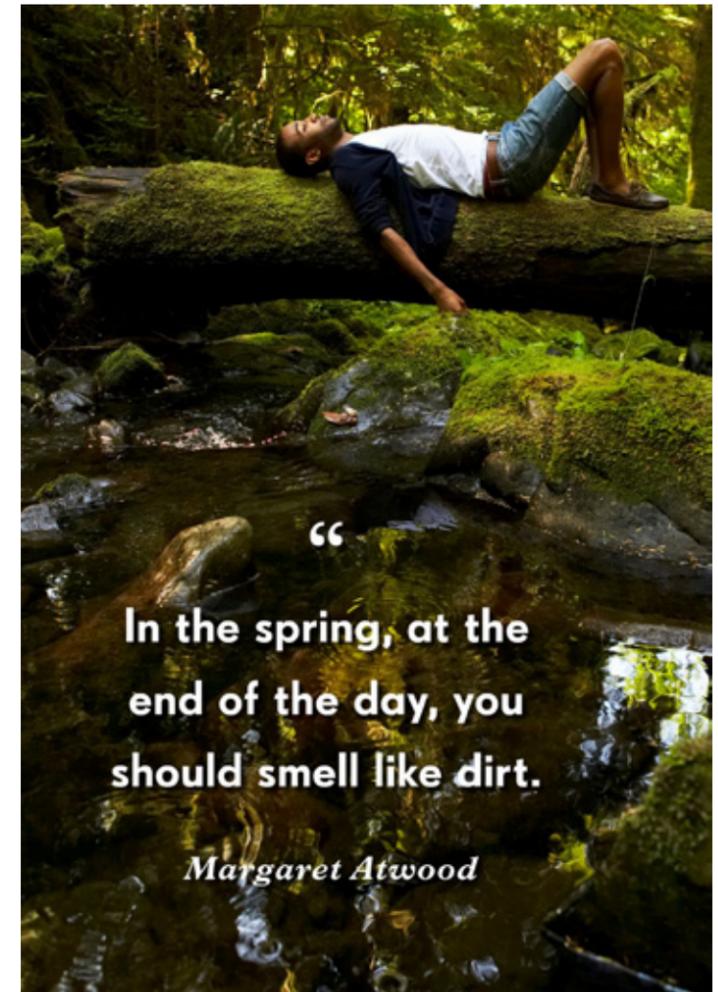


Okay, I thought, well, that's going to be a problem... And this side cover is testing my colorful vocabulary as well.

I thought it was just the shift-shaft seal rusted onto the shift-shaft, but No - I finally managed to bend that out, but the dang side cover is still stuck solidly on the shift-shaft. Note the cracked-off piece on the right that occurred when the Immobile Object met the Irresistible Force! That's fixable though.

Oh, I'll get it off - I just don't know when I'll get it off. And at this point I have too much invested in it parts-wise to stop now. When that happens, I will report back. As the title of this month's column says, this bike has become a real problem child - but perseverance pays, I guess. Be sure to read next month's column when I pour a gallon of gas on it and burn it down to the axles! (I'm KIDDING...! Kind of...;) Yes, this one's going to be a tuff. I will keep y'all posted.

To be continued....



“
In the spring, at the
end of the day, you
should smell like dirt.”

Margaret Atwood

What The???... NO BOOTS???



TAKE A KID DIRT BIKING DAY IS SATURDAY, MAY 21!



The American Motorcyclist Association is proud to announce that the second annual Take a Kid Dirt Biking Day is happening on Saturday, May 21. This nationwide campaign aims to cultivate the next generation of passionate riders by giving them a chance to learn skills, boost confidence and appreciation for the sport. And of course, it is a great reason to spend some quality time with family and friends as spring leads into the summer riding season.

Whether it's taking the kids out to trails, riding on a dirt track or just tooling around in the backyard, AMA Deputy Director of Racing Mike Burkeen said it is important to provide steady mentorship to build confident and capable riders.

"It's important that experienced riders help bring new kids into the sport and continue as mentors," Burkeen said. "If you just tell a kid to put on a helmet and go ride around a field, that is nowhere near as impactful as an experienced rider teaching a kid the right way to ride so that they don't have to unlearn bad practices."

Throughout Burkeen's career, he has seen the importance of family in fostering new riders, whether that is out in the woods or on the racetrack.

"Two-time AMA Supercross 450SX Champion Cooper Webb is a great example," he said. "He started riding



when he was four and started racing when he was five. It was really a family thing with his mom taking him riding every afternoon and dad when he was off work. Their dedication has paid off with Cooper's countless wins." Ryan McFarland, founder and CEO of Strider Bikes and 2021 recipient of the AMA's Bessie Stringfield Award, stressed the importance of teaching kids to ride on two wheels at a young age in order to make the jump to motorcycling a lower risk calculation.

"A child that starts on a balance bike at 2 years old and then moves to a pedal bike a couple years later, then a mini dirt bike a few years after that is far more likely to be a safe and successful adult motorcyclist than someone who started motorcycling late in life with no base skill of riding on two wheels," he said. "If children learn to ride bicycles at a young age and spend time riding as youth, maybe even commuting to school or jobs as teens and young adults, then the step to motorcycling is viewed as low risk and quite easy."

In the coming weeks the AMA will post resources to help prepare new riders and tips for parents, as well as an event page. A social media campaign will also encourage riders to share their stories and photos of when they first learned to ride, how it impacted them and insight into how that carried over to the next generation. Those who take part in Take a Kid Dirt Biking Day will be able to share their experiences with other AMA members in American Motorcyclist.

This is the second year the AMA has promoted this nationwide campaign, and as more parents and riders



participate, the more it will grow. So, help spread the word!

Source:

https://americanmotorcyclist.com/take-a-kid-dirt-biking-2022?fbclid=IwAR2EcRhPh_9njGdyvfv7Jk49icGRcFm5VvYVALanbHTYqs4oGoso8fRkouo



EASY DOES IT

SWEET ITALIAN CHICKEN

Good food doesn't have to be complicated! Three main ingredients is all you need to enjoy this good eats!

This easy to make, delicious to eat, savory, moist chicken will likely become a regular pick on your lunch or dinner plates.

Here's your 3 ingredient line up:

- Chicken
- 1 Packet Dry Italian Seasoning Mix
- 1/2 cup Brown Sugar

Here's all you do:

Mix the Italian seasoning packet and the brown sugar.

Coat chicken on all sides

Line a shallow baking pan with foil because the

Good Food Simply Made

dressing/sugar will caramelize

Bake 25 minutes on each side at 350 degrees until it's golden brown. Let stand for 5 to 10 minutes.

Bon Appetit!



FIT FOR THE ROAD

Motorcycle Fitness

I'm sure most of us have felt it at some point or another while on a long ride you get about two thirds of the way through and you're struggling to keep the pace up as you're feeling so physically exhausted and can't wait to get home and relax. The next day you start to think your body might be broken because you can't walk straight.

Motorcycle fitness is an important part of riding (just as important as correct riding technique) and helps improve both fun and safety. Fatigue has bad effects on your riding, the first being the physical effects of not being able to control yourself on the bike and the bike itself.

By this I mean you struggle to cope with the G forces from braking, accelerating and turning, but also moving yourself around the bike becomes harder and things like hanging off the bike or shifting your weight around become sloppy. The second is more psychological. Loss of judgement and slower reaction times are two major effects caused by fatigue, which basically translates into a higher chance of you making a silly decision, but also taking longer to recognize and correct a mistake once it's made, ultimately meaning a higher risk of crashing. Improving your motorcycling riding fitness is the only way to stave off the above effects and ensure you get more out of your time on the road in the way of sustained technique and mental focus, in the end meaning more enjoyment. Enough preaching though, let's get down to it.

What is Fitness and How Can I Improve it?

Generally speaking there are two types of fitness, aerobic and anaerobic. Both forms define a different method at which our bodies use energy. Let's have a look at them in a little detail.

Aerobic – Aerobic fitness is your body's ability to perform work over a given period of time when oxygen is used as energy. It is your cardiovascular system that provides the muscles with the oxygen needed for the work being done, so to have a healthy and well trained cardiovascular system means you will be able to carry out aerobic work for longer periods of time. Doing 'cardio' such as running and cycling is an ideal way to improve your cardiovascular system and improve stamina (more to follow).

Anaerobic – Anaerobic fitness is associated more with high intensity exercise over short periods of time, resulting in glycogen being burned instead of oxygen, this is because the cardiovascular system cannot supply oxygen quick enough to the muscles for the work being done. A prime example of this is doing 'strength' training such as weight lifting, using high weights and low reps (10-12 reps) so you are pretty much maxing out your strength towards the end of a given set of reps. So then, these are the two main types of fitness, let's look in more detail how we can improve them.

Improving Cardio Fitness How often should I train?

As we have just established, to improve your cardiovascular fitness and ultimately your stamina and motorcycle fitness, we need to exercise frequently for extended periods of time and at a moderate intensity. As a base you should look to do your cardio 3 times a week at 20 minutes for each session. If you currently do no exercise this will be more than enough to get that heart pumping and improving your cardio fitness.

As time goes on and your body gets used to the exercise, look to extend both the number of sessions and the length of them to something like 4-5 times a week at 40-60 minutes each. This will see a massive increase in your cardio fitness and stamina and you may even consider stepping up to things like long distance endurance events.

How hard should I work?

Your goal is to get your heart rate up so you can feel it beating considerably hard, but not to the point it feels like it wants to explode out of your chest. Another gauge is your breathing. If you're fighting for air and physically can't speak you're going at it too hard, take it down a notch so you can breath and speak fairly easily. Don't think you need to be able to recite Shakespeare perfectly, but you should be able to form words and sentences reasonably well.

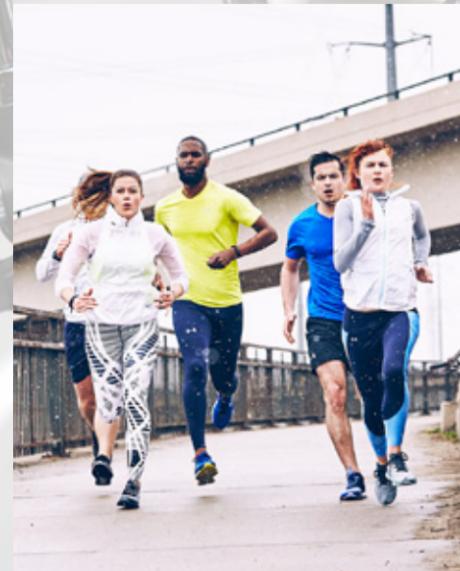
The best way to track your work rate though is with a good heart rate monitor. If you can invest in one it's well worth it as it's the most accurate way of tracking how hard you're working, but also track improvements in your cardio fitness.

Finding your cardio zone

Ideally you want to be working at 70-85% of your maximum heart rate. To work that out you need to subtract your age from 220, then multiply the resulting figure by .70 and .85, this will give you your cardio heart rate range to aim for. For example:
Max heart rate = 220 – 30 (your age) = 190
Min Cardio Zone = 190 x 0.70 = 133
Max Cardio Zone = 190 x 0.85 = 161.5
So a 30 year old person would be looking to keep their heart rate between 133 bpm (beats per minute) and 161.5 bpm. Initially you should keep your heart rate closer to 70% but as time goes on and you feel you can work a little harder you can push that up to 85%.

What activity should I do?

The two most popular forms of cardio training are running and cycling. Both can be done very cheaply without the need for expensive exercise equipment and it's easy to track your progress with your heart rate, the distance you run/cycle and the time taken.



Running tips – Proper running trainers use high-void foam to help soften the forces of your feet hitting the ground. Keep an eye on this foam because if you're running a lot it won't take long for them to wear out. Try and keep to grass and other softer surfaces as pavement can be harsh on your joints.



Cycling tips – Don't cycle using too high a gear, this will put more strain on your joints and move you closer to an anaerobic fitness work out. If you have a cycle computer that measures cadence you should be aiming for about 70-100 rpm (the number of times the crank rotates in a minute). Make sure your bike fits you; it could cause reoccurring injuries if it's not set up properly.



Strength Building

Generally speaking motorcycle riding demands the use all of our muscles at one point or another. However your stomach, inner thighs and forearms are used more than most. This doesn't however mean you should neglect every other part of body. Developing your core muscles is just as important because your core acts as the center of strength for any movement performed by your extremities. Your core muscles include your lumbar region (lower back), trapezius and laterals (upper back), shoulders, chest and abdomen (stomach). By strengthening these muscles your body will be more inclined to keep itself supported, rather

than relying on your arms and legs to keep the whole body supported.



How often should I train and how hard?

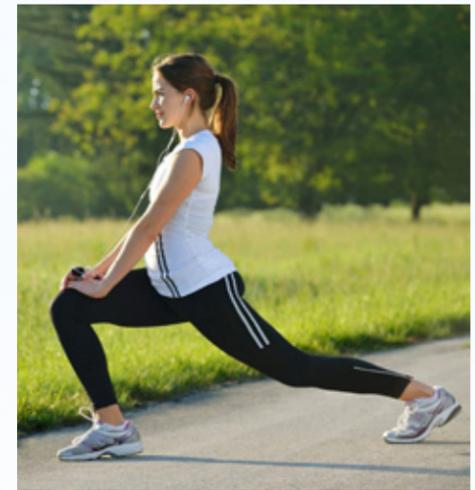
We're not trying look like Arnie, for motorcycle fitness this is just unnecessary and only serves as more muscle that needs oxygen when that heart starts pumping. Just take a look at Rossi, some would argue he even looks a little weedy yet he still manages to wield those fire breathing bikes week in, week out.

For the strength training side of motorcycle fitness you want to be looking at 2-3 sessions a week no more than around 30-40 minutes in duration. Initially you want to be using mediocre weights that allow you to easily do 3 sets of 15-20 reps. Don't go all out in your first few weight sessions, you'll only end up putting yourself out for a week with aches and pains. Go easy for the first couple of weeks and let your body get used to lifting weights, then start to increase the weight used. Don't leave too much time in between each set (1-2 minutes max) and don't alternate reps for different sides of the body, do all the reps for one side then change over.

Good technique

Each rep should be slow and controlled, concentrating on technique. By blasting through the sets you're only kidding yourself that you're doing the same amount of work and only increasing the chance of injury when it starts to get a little tougher. Give the muscles a chance to work – and the rest of your body to stabilize you – by controlling each rep slowly.

When working each muscle, try to use free weights, or at the very least use your own body weight. If you have access to a gym you may want to use the machines dedicated for each muscle which is fine, but it isolates that muscle and doesn't allow the supporting muscles to come into play as much as free weights do. What exercise should I do?



Stretching

Stretching is good for the muscles after a workout because it helps remove some of the lactic acid built up during exercise, stretch out the muscles that have been shortened by the act of lifting weights, and lastly allow time for the muscles to cool down correctly.

Another reason why stretching is a good idea is because it makes you supple. This suppleness could be the difference between tearing a muscle or ligament in a crash and just feeling a little bashed about. James Whitham himself said he believes his injury to crash (of which there were many) ratio was so low because he kept himself fit and supple.

Tip: Don't try and stretch as far as you can, just get yourself to the point where you can really feel the stretch. If you try and push past that and you could be risking injury.

Keep mixing it up

It takes a keen fitness enthusiast to continue exercising without ever feeling like they can't be bothered. Mix up your workout routine every few weeks or so to keep it fun and interesting.

Taking all of the information above and putting it into action should see your motorcycle fitness increase considerably and with it, the fun and enjoyment you get out of each time you hit the road. Keep at it and you'll see the benefits in time. Best of luck everyone, stay safe and have fun!

Source: <https://lifeatlean.com/track-day-motorcycle-fitness/>



The Ruff Riders **BURT**



The Ruff Riders



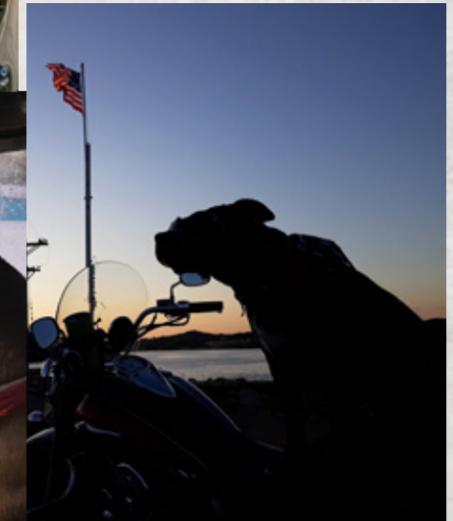
Burt the Biker Dog
 Burt is a seven-year-old brindle pit bull that loves to ride on the back of his dad's motorcycle. Burt started his life pretty rough, abandoned on the side of the highway in a box, but he eventually found his way to his motorcycle loving parents, and his world changed for the better. He grew up playing in the woods and chasing dirt bikes with his big brother, Cosmo. By the time Burt was two years old, he unexpectedly jumped on the seat of his dad's motorcycle while he was changing the oil. He refused to move. What started as slow rides around the neighborhood became longer treks across the country. Burt and his dad expect to break 100,000 miles together in this year (2022).

Burt has had several different customized seats; the current seat has memory foam covered in leather. Leatherman, a leather shop in Osage Beach, Missouri, custom made him a leather riding vest. The vest is now covered in patches of different rides and bike festivals Burt has attended. Burt wears eye protection that closely matches his dad's.

After becoming a local celebrity, Burt's parents were convinced by others that he needed social media. Burt is currently active on Facebook, Instagram, and TikTok as "Burt the Biker Dog". These accounts are mostly for following Burt's adventures, but also to show the world that pit bulls are beautiful, caring souls. Burt has additionally been a face of fundraisers for bikers in need, as well as dog rescues.

Burt and his dad love discussing their adventures. If you see them out and about, feel free to talk to them. Burt is a sucker for belly rubs and cookies. He is a pretty good model as well, if you'd like to take a picture.

@burtthebikerdog



GOOD FOR YOU

Foods for the Road

If you're an avid rider and traveler, chances are that you're spending most of the day in the saddle, enjoying some of the great motorcycle roads that the Virginias have to explore. While this lifestyle may suit you and your passions, most of the times you will find it hard balancing your body needs with the long rides.

As much as you would enjoy the feeling of absolute freedom when the warm winds of spring and summer are blowing through your face going 60 mph, looking after your body needs is not a priority.

Ask yourself this – how often do you stop to take a break and simply admire nature's beauty? How often do you stop for a full meal or a quick snack when you start feeling hungry? How many times do you stop for bathroom breaks? And how much water do you drink when riding for more than 5-6 hours a day?

Below you can find a list of foods that will boost your energy levels, help you focus better on the road, and keep you satiated without having too many calories.

Maple syrup



Before any long ride, most nutritionists recommend having a rich meal without being too hefty. In other words, you should eat well, pack on proteins and carbs to boost your energy levels but don't overdo it either.

Maple syrup is linked to a series of

benefits during exercise, including maintaining blood fluid levels that prevent muscle cramping. This ingredient is rich in minerals (mainly sodium and potassium) and electrolytes, keeping you focused while riding.

However, any excess sugars are bad for your health in the long term. Consumed in moderation, mainly before a long ride, in the morning, maple syrup can have a beneficial effect on your body.

Fatty fish



Counting for less than 1 gram of fat and more than 15 grams of protein per 100 grams serving (3.5 oz.), fatty fish is one of the healthiest food choices you can make before a long ride with your motorbike.

Salmon, mackerel, tuna, sardines, but also crab meat are full of minerals and fatty acids, including omega-3 and omega-6 which have strong anti-inflammatory properties and speed up body tissue repair. Fatty fish prevents muscular cramps while boosting your energy levels thanks to the high amount of proteins contained.

Fish meat also packs immunity-boosting minerals like copper, selenium, and zinc, meaning you will become stronger, healthier, and less likely to catch a cold from that strong wind.

You may want to eat salmon, scallops, and crab meat for lunch, especially if you have a long road ahead.

Real veggies



If you don't have much time to stop for a full meal while on the saddle, you will need to make the most out of your snacks. Make sure to pack real fruits and veggies with you for the ride to boost your energy levels and be packed with vitamins and minerals that can help you focus more and better on the road.

Real veggies like celery, carrots, and bell peppers are the best options while on the road because they can last for days, even without refrigeration. They can be eaten raw, with only a dash of salt and pepper on top or by dipping them into hummus and butter for a snack rich in proteins and beneficial oils.

But no matter what you eat, you always need to take enough time off to properly rest and hydrate. We want you to enjoy your time out on the road so stay healthy and safe and keep doing all things that are good for you!

<https://www.the360mag.com/staying-healthy-while-riding-your-motorcycle-top-foods-to-eat/#:~:text=Real%20veggies%20like%20celery%2C%20carrots,in%20proteins%20and%20beneficial%20oils.>



Yes, motorcycle passengers are entitled to compensation if they're injured in a single-vehicle or multi-vehicle motorcycle accident. These cases can be emotionally difficult, especially when the riders who was responsible for your injuries is a friend, family member or significant other. Your relationship with the rider shouldn't stop you from seeking the compensation you need to cover medical costs, lost wages and pain and suffering. If the operator of a motorcycle is responsible for the injuries sustained by their passenger, the only way the passenger can access the insurance coverage on the motorcycle is to make a claim against the operator. That does not mean that you as the passenger are going after your friend's, family member's or significant other's personal assets, it just means that you want their insurance to do what they were paid to do; cover your claim.

In multi-vehicle accidents where another driver on the road is responsible for injuring a motorcycle passenger, the passenger's claim is against the other driver. If the other driver does not have enough insurance to cover the value of the claim, the passenger may also be protected by the underinsured motorist coverage on the motorcycle on which they were a passenger. If a passenger is injured in an accident where both another driver and the motorcycle operator are determined to be at fault, then the passenger's claim is against both of them.

Another important thing for motorcycle passengers to know is that if they are injured in a motorcycle accident they may be protected by the uninsured or underinsured insurance policies on their own motor vehicles. That is why it is critical that if you are injured as a passenger on a motorcycle, or if you as the operator of a motorcycle have a passenger who was injured, you consult with a motorcycle accident lawyer as soon as you practically can; and certainly, before you speak with any insurance company.

Remember that regardless of whether you are a passenger or an operator, the amount of insurance coverage available to you on behalf of the negligent party depends of the amount of insurance coverage that they bought. The minimum coverage required in the states in which the Motorcycle Law Group practices are:

Virginia, South Carolina and Georgia: \$25,000 bodily injury per person/\$50,000 per accident
North Carolina: \$30,000 per person/\$60,000 per accident
West Virginia \$20,000 per person/\$40,000 per accident

This is why we at Tom McGrath's Motorcycle Law Group encourage all riders to purchase higher limits of uninsured and underinsured motorist coverage. Do not count on the at fault driver to carry enough insurance to cover your claim.

While it is technically possible to go after the responsible driver's home, motorcycle, vehicles or accounts, doing so isn't always easy, or even possible. Jointly owned assets, such as real estate, vehicles and accounts are often protected from being taken in a law suit. Additionally, the negligent party who has a judgment taken out against them can always seek the protection of bankruptcy. This is why it is so important to make sure that you have enough insurance coverage to protect yourself if someone else hurts you in a motorcycle accident.

If you'd like some professional advice on your insurance coverage to make sure you're adequately protected in all types of accidents, whether as the driver or passenger, visit our Insurance Policy Review page. Get Legal Help After Being Involved in a Motorcycle Accident as a Passenger

Juries often don't understand motorcycle riders or passengers. Some jurors and judges assume motorcycle riders and passengers are fundamentally reckless just for getting on a motorcycle. That means jurors go into trials primed to believe the motorcyclist and/or the passenger was, if not completely at fault, at least partially responsible for being on a motorcycle in the first place.

Personal injury lawyers that are experienced in motorcycle accident injury cases know how to counter such biases not only in court, but with insurance adjusters. They also have strategies to make riders appear more responsible and sympathetic to jurors, judges and adjusters who may hold deep-seated biases against motorcyclists of all types.

The Motorcycle Law Group, the Firm that Rides®, is a personal injury and auto accident law firm with a practice emphasis on all types of motorcycle accidents. Our attorneys are riders, so they understand the unique challenges motorcycle riders and their passengers face when they're trying to get compensation for accident injuries.

Call us at (855) 529-7433 to schedule a free, no-obligation case evaluation.



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Your New Ride
isn't what you thought it
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Don't Drink and Drive. Have a plan.

Never twist
 the throttle
 with your ego.

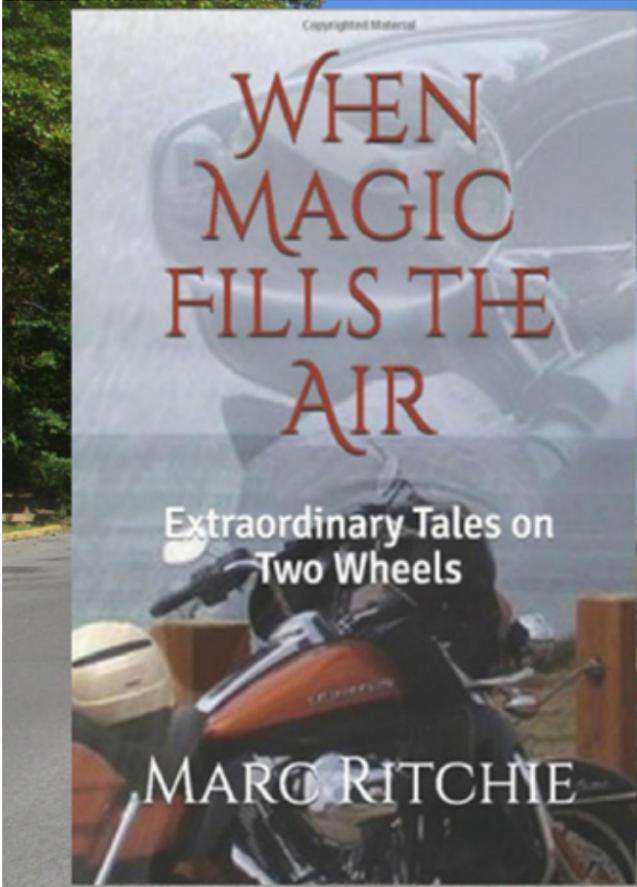


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**WHEN
 MAGIC
 FILLS THE
 AIR**

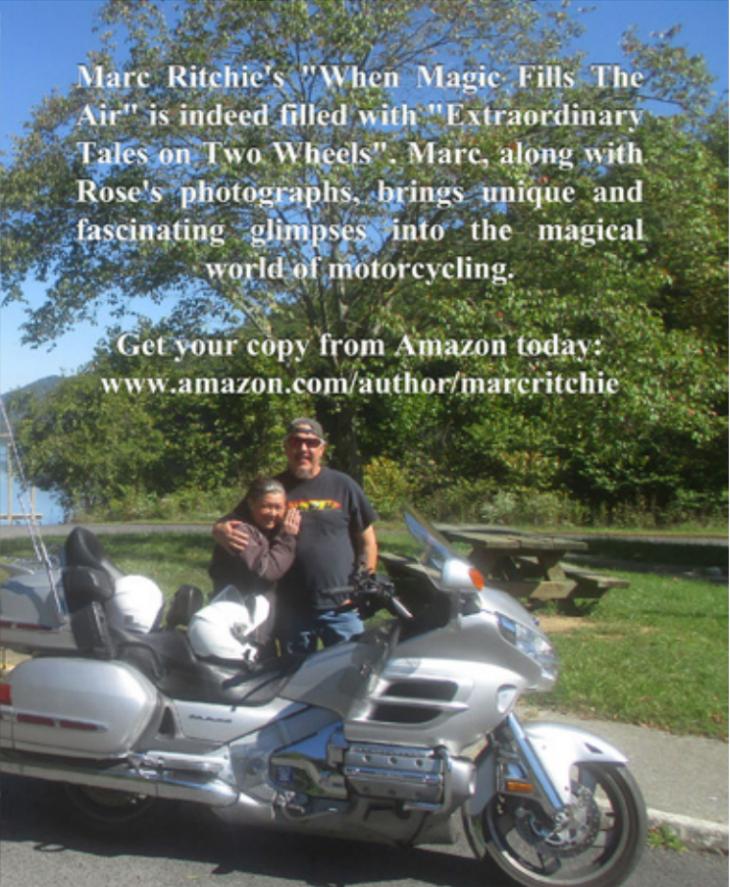
Extraordinary Tales on
 Two Wheels

MARC RITCHIE



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




**Testing 1-2-3 from the DMV
 Motorcycle Written Test**

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

The first thing you should do if your throttle becomes stuck is:

- (1) Operate the engine cut-off switch.
- (2) Jump off the motorcycle.
- (3) Twist the throttle back and forth..



Answer: (3) Twist the throttle back and forth.
Explanation: If your throttle becomes stuck, try twisting it back and forth several times. If this does not free your throttle, immediately operate the engine cut-off switch and pull in the clutch at the same time.

A flat front tire is especially dangerous because:

- (1) The front tire affects your steering, which also affects your balance.
- (2) The front tire being flat will disable the front brake.
- (3) The front tire being flat will prevent you from accelerating.



Answer: (1) The front tire affects your steering, which also affects your balance.
Explanation: A flat front tire is especially dangerous because it interferes with your ability to steer, which is essential to keeping your balance. If steering begins to feel heavy, it is possible that you have a flat front tire.

If your front wheel locks while you are stopping, you should:

- (1) Continue to apply the front brake.
- (2) Release the front brake and only use the rear brake.
- (3) Immediately release the front brake, then re-apply the brake firmly.



Answer: (3) Immediately release the front brake, then re-apply the brake firmly.
Explanation: If your front wheel locks while you are making a quick stop, release the front brake immediately and then re-apply it firmly. Use both the front and rear brakes if you need to stop quickly.

2022

SOUTH CENTRAL BIKE FEST



A CHARITY EVENT TO BENEFIT

Mecklenburg County Cancer Association & The Barksdale Cancer Foundation

Special Thanks To Our Sponsors



THURSDAY GATES OPEN AT NOON

Campers & Vendors set up ♦ BBQ Chicken Plates on sale ♦ LIVE 🎵 Tobacco Road Band

FRIDAY GATES OPEN AT NOON

Food/Other Vendors On Site ♦ Red Line Dyno ♦ Loudest Bike Competition ♦ Bike Wash
♦ Cruise In - 4pm Until ♦ LIVE 🎵 Moonshine Sons @7pm ♦ 21 & Up After 8pm

SATURDAY GATES OPEN AT 7 AM

21 & Up All Day ♦ Registration for ALL events of the day start @ 8am ♦ Poker Run 1st Bike Out 10am
♦ LIVE 🎵 Tobacco Road Band @ 12 noon to 4pm ♦ Red Line Dyno All Day
♦ Loudest Bike Competition ♦ Bike Show ♦ Bike Audio Sound Show ♦ Rodeo Events, Burnout Pit
♦ Bike Wash ♦ LIVE 🎵 Misbehavin' @ 7pm until

CHASE CITY, VA JUNE 9-11, 2022

- VETERANS & ACTIVE MILITARY FREE WITH ID
- WEEKEND DJ - SOUND DOG
- VENDORS & SPONSORS WANTED
- PRIZES FOR ALL EVENTS
- PRIMITIVE CAMPING SITES AVAILABLE

Located at the
Fire Training Grounds
@ 534 Jonbil Road
Chase City, VA 23924
Facebook @SouthCentralBikeFest
Lee Brankley 434-210-1503