

VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

M A G A Z I N E TM



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SEPTEMBER 2026
www.virginiarider.com



GREAT PLACES TO RIDE

*Life is
Sweet
Here!*



Located at the western edge of the Shenandoah Valley over winding scenic roads, Highland County enjoys one of the highest mean elevations of any county east of the Mississippi River. It is also the least populous county in the Commonwealth. Monterey, the county seat, is located around 50 miles west of the intersection of Interstates 81 and 64 in Staunton. The county includes 416 square miles of spectacular mountain terrain. Combine that with stunning fall foliage, and you've got a recipe for a great road trip ride! The annual Hands & Harvest Festival is held October 9 - 11, 2026, where you can see the process of apples becoming fresh apple butter or cider, taste seasonal treats at local restaurants, shop with artisans & crafters, and experience multiple free activities for the family. **highlandcounty.org**



VACATION STARTS WITH VA

VIRGINIA
IS FOR
MOUNTAIN
LOVERS™
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**HIGHLAND
COUNTY**
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Hayfields State Park



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populous county.
See you soon in **Highland.**



Virginia Department of Conservation and Recreation



Virginia's First
Barn Quilt Trail



Madge Vosteen



Sounding Knob
Fire Tower

Blue Ridge
GeoGraphics



Hands &
Harvest Festival
2nd Weekend
in October

Crisp Pics, LLC



Highland County
Maple Festival
2nd & 3rd Weekends
in March



Virginia Tourism Corporation



from the editor's desk

Welcome to September! The month when fall officially arrives and the autumn season begins! This is a great time to do inventory on your riding gear before the temperatures start to dip. It's always good to be prepared because you know how crazy our climate is here in the Virginias. If your ride includes various elevations, then layering your ride gear is key. Temperatures at higher mountain elevations are generally 10 to 20 degrees cooler than in the lower foothills and valleys. We've got some great info on that very topic in 'traveling the highs and lows' coming up in our October edition.

Heads up...Daylight saving time will be here before you know it on November 1st 🌞

If you haven't gotten out to participate in many events this season due to the heat, we've got some great news for you to ride with as the cooler temps tiptoe their way into our lives in the coming weeks. The Events page of our website, virginiarider.com, has plenty of good times waiting for you. Two amazing weekends are coming up in October with events that you don't want to miss!...

First up, October 9th & 10th bring an unforgettable weekend of remembrance, fellowship, and scenic riding with the 5th Annual West Virginia Gold Star Mothers Bridge Ride. It's 2 days of events honoring West Virginia's post-9/11 fallen heroes while standing with the Gold Star Mothers and families.

Next is the 24th Annual Suffolk Swamp Roar Motorcycle Rally on October 11th, an 80-mile scenic ride to help benefit the Great Dismal Swamp National Wildlife Refuge. After the ride, registered riders/passengers get in for free to enjoy the exciting Suffolk Peanut Festival with concerts, amusement rides, contests and competitions, a demolition derby, shrimp feast, fireworks, and more.

The following weekend, get ready for the 25th Annual Sherri Parker Memorial Poker Run & Bike Show held in Driver, VA on Sunday, October 18th. This iconic memorial event, featuring a parade of bikes, a poker run & bike show, has grown so much over the years to remember a very special lady rider & friend to many, whose life was taken by a hit-and-run driver. It's a true sight to see ALL the riders who show up & so much fun to attend, especially as you ride in the famous "Parade of Bikes" going down Main Street on the way in! We will be posting many more events, so be sure to visit our site often!

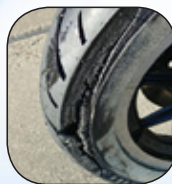
Have a fantastic start to your fall season, friends & we shall see you again in October!

Be safe out there & stay awesome!

Kelly



IN THIS ISSUE



WHAT TO DO IF YOU HAVE A BLOWOUT

Blowouts on the road can be a frightening event. There's a right way to react and deal with the situation if you keep a clear head and resolve the problem. We'll show you how.



MOTHER AND SON REALIZE A DREAM

This is the story of a mother and son whose separate paths brought them together to ride together on an unforgettable journey. Sometimes the universe makes dreams come true.



THE BIKE SAVER

John had a scary moment when a huge storm brought down a tree on top of his project shed where he keeps all the bikes that he's saving. Find out what happened to his precious 1972 CB350 Four that he was working on and all the other bikes in the shed.



MUSIC AND MOTORCYCLES

In his early days with Montrose, a few years before he would be known as the Red Rocker, San Francisco's Sammy Hagar wrote Bad Motor Scooter for their debut album.



SHERRI PARKER REMEMBERED

Sherri Parker was a beloved friend, daughter and sister. Every year, there is a Poker Run & Bike Show held to honor her memory. Her sister Holly brings us her story here.



THE LIGHTHOUSE

Do you remember September 11, 2001? If so, you also almost certainly remember where you were. This is a story of how Jesus was with everyone who went through that tragic day.

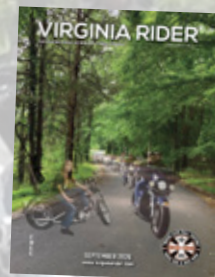


HIGHLAND COUNTY HIGHWAYS & MORE

With 416 square miles of mountain terrain, gorgeous fall foliage, and amazing events to attend like The Hands and Harvest Festival in October, there is something for all riders in this amazing county.

ON THE COVER

This is the 25th year of the Sherri Parker Memorial Poker Run & Bike Show. Every year, as the parade of bikes rides into Driver, VA, where Sherri lived all her life, we always say she's with us & loving the noise!



September 2026

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25TH ANNUAL

Sherri Parker Memorial

POKER RUN AND BIKE SHOW



SUNDAY, OCTOBER 18, 2026

Driver Village - Suffolk, VA
driverevents.com

\$25 donation per participant includes complimentary t-shirt for the first 150 registrants. Detach and complete registration form and return with your check made payable to:

Sherri Parker Memorial Fund, Inc., c/o Holly Hoffer
and send to 4237 Driver Lane, Suffolk, VA 23435

Name: _____

T-shirt Size: _____

Street: _____

City, State, Zip: _____

Phone: _____

E-mail: _____

Waiver for Participation: I hereby agree to participate in the Sherri Parker Memorial Poker Run & Bike Show upon the understanding and condition that I agree to abide by the rules, policies and procedures of the Poker Run & Bike Show.

I will not hold the Sherri Parker Memorial Fund, Inc. or Driver merchants, agents or representatives, responsible for any loss of property or for medical or dental expenses incurred as a result of said participation including liabilities, expenses, judgments, attorney's fees or court costs. In the event of injury, I give permission to have myself or my child transported to the nearest medical facility.

Signature: _____ Date: _____

PLEASE CHECK ONE
(Bike Show only):

- | | | |
|--|---|---|
| ☐ Touring | ☐ Ladies | ☐ Antique |
| ☐ Custom Bagger | ☐ Sportster | ☐ Special Construction (Competition Bikes) |
| ☐ Softtail | ☐ Foreign | ☐ Antique Patina |
| | ☐ Rubbermount (DYNA & FXR) | |

THIS IS A TAMA SPONSORED RIDE

\$25 donation per person

includes a complimentary t-shirt for the first 150 registrants
(pre-registered t-shirts can be picked up at on-site registration on ride day)

POKER RUN REGISTRATION

9:30am-11am

The Skeleton Key Bar & Grille (Back Entrance)

4300 Portsmouth Blvd., Chesapeake

Parade of Bikes will stage at Sleepy Hole Park,
4616 Sleepy Hole Rd. Suffolk at 12:30pm prior to ride into Driver at 1pm

BIKE SHOW REGISTRATION

12pm-1:30pm in Driver Village

CLASSES

Touring • Custom Bagger • Softtail • Ladies • Sportster • Foreign
Rubbermount • Antique • Special Construction • Antique Patina

DOOR PRIZES & VENDORS

Contact Holly Hoffer (757) 676-3808 • HOLLYDAYSFLORAL@aol.com

Special Thanks

Beech Grove United Methodist Church | Boyce Performance Cycles | Suffolk Tourism
Driver Business Association | Holly Days! Inc. | Royal Farms Smithfield
The Skeleton Key Bar & Grille | The Beacons CMA Tidewater, VA | TAMA | Tidewater Motorcycles
Fatboys | ABATE of Virginia J.W.Bowman Jr. Plumbing & Sewer Services



In loving memory of Sherri Parker

TIDEWATER MOTORCYCLES



Virginia Coalition of Motorcyclists



Sherri Parker Poker Run & Bike Show in Driver, VA

Story By Holly Hoffler



Sherri Parker

October 19, 2025, was the 24th Annual Sherri Parker Poker Run & Bike Show in Driver, VA. Thank God it was beautiful! The poker run and parade of bikes had an awesome turnout! You could hear the rumble of the bikes coming through the tree tunnel into Driver. The streets were lined with people waving and cheering as we came into Driver to Beech Grove Methodist Church for the Bike Show and Dyno.

As bikes get parked and the bike show starts, it becomes a reunion. There are people who knew Sherri who were in front of our house on Driver Lane 33 years ago for her funeral after she was tragically killed in a hit-and-run motorcycle accident. Some still have their black ribbons from that day. They have never missed the event. Now they have grown kids that ride in with us. They have kids of their own now and are wearing 3rd generation T-shirts! So many people come who didn't know Sherri but know her story. They now have their own stories of coming to the ride every year, which is so cool and helps keep Sherri's memory alive.

As Sherri's twin sister, there are no words for my gratitude: Denise and Billy Bowman generously raffled off a 1982 FXWG Wide Glide; J.C., aka Mange, owner of Tidewater Motorcycles, had the winning ticket. Billy bought the bike back from Mange, and Billy's son, Nick, bought the bike from his dad on site; There were so many very generous donations. The money collected from the bike raffle ticket sales was donated to the Genieve

Shelter, a local organization in Suffolk, VA, that provides support and resources for victims of domestic violence, sexual assault, stalking, and human trafficking.

This year, we also honored the loss of Eddie Boyce and Eric Farley. Eddie was a friend of Sherri's, and Eric was the love of Sherri's life. They were friends who rode and traveled together for many years. Eddie and I started the Poker Run & Bike Show in 2002 with the help of many of Sherri's close friends, who became family. They help every year, and we couldn't do it without them. Eddie's son, Jacen, has always helped with the bike show and has a team of friends who help make it happen.

This year, the "Best In Show" trophy in Eddie's honor was made by Mike Boyce. Eddie got Mike started in painting bikes, and for many years Mike generously donated custom-painted tanks to raffle off. Mike ended his bike painting career this year. The last bike he painted belongs to Mike and Pam Hutto. Their bike won 'Best In Show'.

Mike grew up with Sherri, Eric, and me, and spent a lot of time in Driver with us. He has dedicated the 'Win' to Eric. Again, there are no words. It's hard to believe that this is the 25th Anniversary of Sherri's ride. We talk about it all year.

Thank you, beautiful inside and out Kelly, owner/creator of Virginia Rider Magazine. Thanks to each of you who attends each year. Thanks to all of you who do registration, 50/50's sales, raffles, work the stops, parking, bike show, etc... Thank you for giving your time and support so generously to keep Sherri's memory alive. It wouldn't happen without you. There are no words.

Ride safe, Love & Respect,

Holly





Best In Show



Billy Bowman, Me, Mange
& "Realtime" winning bike raffle



Jason Boyce, Me & Mike Hutto
Best In Show dedicated to Eric



Sherri with her best buddy, Bailey



"SHERRI FIRST DAY HER & ERIC GOT 1962 PANHEAD



Eric, my Mom & Dad





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HOT CARS CAN KILL

HOW HOT DOES IT GET?

TEMPERATURE INSIDE PARKED CARS
VS. OUTSIDE TEMPERATURE

OUTSIDE TEMP (°F)	INSIDE CAR TEMPERATURE (°F)	
	After 10 Minutes	After 30 Minutes
70°	89°	104°
75°	94°	109°
80°	99°	114°
85°	104°	119°
90°	109°	124°
95°	114°	129°



! EVEN WITH THE WINDOWS CRACKED, IT CAN GET DEADLY IN MINUTES!

IF YOU WOULDN'T LEAVE YOUR CHILD IN THE CAR, DON'T LEAVE YOUR PET.
LEAVE THEM HOME. IT'S NOT WORTH THE RISK.



SEE AN ANIMAL IN DISTRESS?
CONTACT LOCAL LAW ENFORCEMENT
OR ANIMAL CONTROL IMMEDIATELY.



TOGETHER, WE CAN
KEEP PETS SAFE.

WIND FEELS GREAT IN YOUR FACE.
BUMPERS, LESS SO.

RIDE AWARE.

UTAH DEPARTMENT OF PUBLIC SAFETY



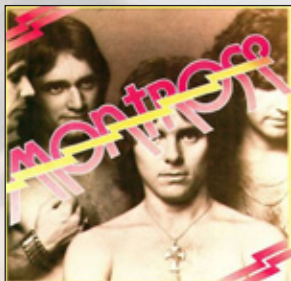
Bright Colors = Higher Visibility



MUSIC & MOTORCYCLES



BAD MOTOR SCOOTER



In his early days with Montrose, a few years before he would be known as the Red Rocker, San Francisco's Sammy Hagar wrote Bad Motor Scooter for their debut album. Are debuts a recurring theme here? Not only was this the first single for Montrose, it was the first song Sammy Hagar ever wrote.

Bad Motor Scooter

If you get lonely on your daddy's farm, mmm
Just remember I don't live too far
And there's a red bridge that arcs the bay, yes
You'll be at my place in less than a day

Huh, so get on your bad motor scooter and ride
Hop over to my place and stay all night, mm, yeah
The first thing in the morning, we'll be feeling alright,
alright, alright, alright
A-get on your bad motor scooter and ride

Ooh, the last time I seen your face
Swore that no one'd take your place
Now, since you been gone, I been feelin' a-bad, yeah
I'd come out to your place, I'm afraid of your dad

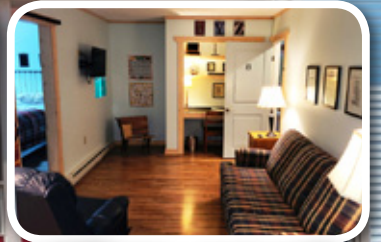
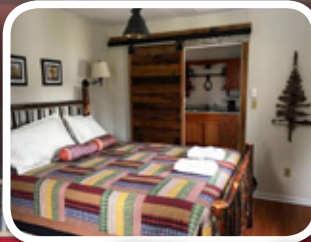
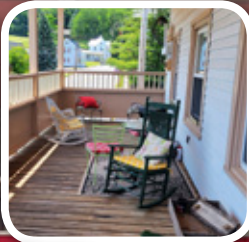
So you, you get on your bad motor scooter and ride
Walk over to my place and stay all night, mm, yeah
The first thing in the morning, we'll be feeling alright,
alright, alright, alright, alright
Get on your bad motor scooter and ride, yeah

Ride, ride, ride
Come on, baby
Mm, yeah
Crank it on up
Oh!

Get on your bad motor scooter and ride
Hop over to my place and stay all night, yeah
The first thing in the morning, we'll be feeling alright,
alright, alright, alright, alright

Get on your bad motor scooter
Get on your bad motor scooter
A-get on your bad motor scooter
And ride





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SATURDAY	8:30 AM - 2:30 PM
SUNDAY	8:30 AM - 2:30 PM

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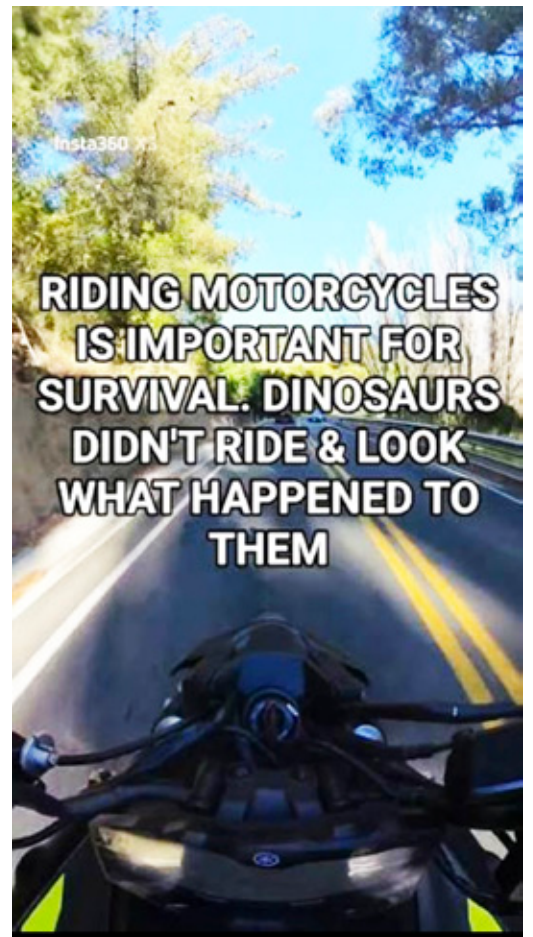
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Chat at 988lifeline.org



**RIDING MOTORCYCLES
IS IMPORTANT FOR
SURVIVAL. DINOSAURS
DIDN'T RIDE & LOOK
WHAT HAPPENED TO
THEM**





LET'S DO SOME SHOTZ!!!

Email your pics to virginiaridermagazine@yahoo.com

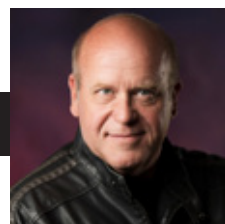




**2026 RIDE TO REMEMBER
AUGUST 29, 2026**

THE BIKE SAVER

with John Peterson



Nature's Wrath



Oh, MAAAAAN....!

Sometime in mid-July, we got smacked with a huge storm that did a number on my project shed, where I house all those project bikes I need to get back on the road. I didn't notice the damage at first, because where it is, it's kind of out of the line of sight from my kitchen. But you see that big honkin' tree lying across the roof...? SOMEHOW that tree - which was very tall and overhung another shed in front of it- twisted in the winds we had ripping through the area and came down on this shed.



That tall tree had been hanging over the sheds for years, and I always suspected it would come down someday. Truth be told, I was rather glad it did come down; I just wish it had fallen the other way! Luckily it only crashed through the roof panels in between the joists, so replacing it wasn't all that hard, really. Call up some friends and lure them in with beer and burgers, and it's amazing what you can get accomplished.



Yeah, it Sucked, with a capital "S", but it was what it was. Nothing inside was damaged, thankfully, and we managed to finish the roof literally two minutes before the next storm hit! It doesn't look that high, but the roof crest is twelve to fifteen feet above the ground. Add in a chainsaw and sawdust, and it can make for an exciting time crawling around a 9/12 roof pitch, or whatever it is.

But I was bothered because it took me away from the 1972 CB350 Four I have up on the slab in the lab. Last month I rebuilt the engine and got it back into the frame, but I ran into a problem with the top cover, which didn't seem to want to go on right. When I take apart anything with bolts in it, I make a diagram on a piece of cardboard where everything needs to go, which saves a lot of time on reassembly, but this time around it wouldn't go into its proper holes, as seen here:



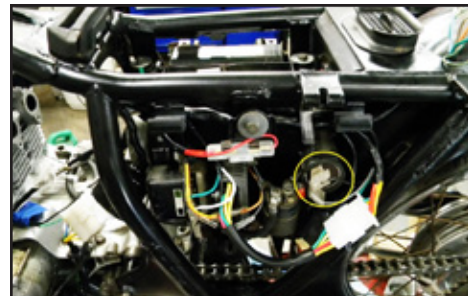
The bolt indicated by the red line would match up with its mounting holes, but the bolt indicated by the yellow line wouldn't catch and indeed was blocked by something. What that was I couldn't figure out, and puzzled over it until greater minds than mine pointed out that I had

put the wrong bolt (in this case the acorn nut with the yellow circle on it) in the wrong spot - it needed to go in the front of the engine, along with another matching one, and once I got that figured out the cover went on smoothly.



Next I tried getting the electrical system wired up, but that had some inherent problems too. I kept blowing the main fuse, which I suspected was due to a bad ground somewhere. After a LOT of aggravating hunting and pecking and isolating and testing, including a moment of frustration when I pulled ALL the connections apart to track that bugger down, I finally narrowed it down to what I thought was a short somewhere in the harness. Since I had a new one lying around and am a big fan of scorched-earth tactics, I took out the old harness and put in the new one. And the fuse blew AGAIN!

I hate electricity. I know, I know - ya gotta have it if you want the magic to happen - but it was a brand new wiring harness! I mean, "WTF"???



Turns out it was THIS little bugger right here, circled in yellow: the turn signal flasher relay! When I replaced the wiring harness, I reattached the green and black wires of the relay to the posts on the turn signal flasher, which was the way I found

them originally on the old harness. Black wires on Honda motorcycles are 'Switched Hot' wires, and Green wires are Ground wires. So whenever I turned my key switch on, it, of course, went right to ground and fried my fuse! I studied the wiring diagram and noticed that the flasher relay DID have the gray wire attached to the relay as well, on the side, but the Black and green wires were parallel to each other, so I could see where the confusion was coming from. I switched out the Green wire with the Gray one, and voila! Turn signals!

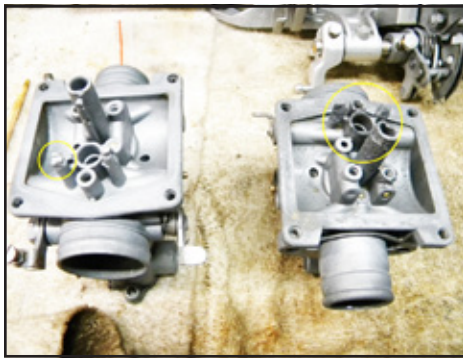
If you look closely, you can see I have the black wire and a GRAY wire now attached to a new round-style winker relay, which works a lot better than the crusty OEM one. That gray wire is the hot turn signal wire for the flasher relay; I like to think the PO (Previous Owner) was driven nuts by that obscure problem - I know I was!

But I got it all sorted and was happy to see all my dash lights light up - well, except for the Turn Signal light, which I believe is just the bulb. At least I hope so.



In retrospect, I think my original harness was okay, but that little hidden problem with the turn signal relay let my frustration get to me, so I decided to replace it with a new one - but new is better anyway. I still have to replace the dash light.

The carbs are another matter entirely. With bikes this old, it's not rare to find all sorts of mayhem in the carburetors. Varnish, old dried fuel, stuck jets, and Yes, damage - although this little 350 Four carburetor is among the worst I've seen - they were pretty crapped up when I first opened them. This is after I ran them through my vapor blaster; you can see the damage.



The left one is missing one of the float posts, and the right one...well...time can do terrible things to pot metal...



I had NO idea how I was going to get on top of this problem. This is the Number Four carb, and CB350 Four carburetors aren't just lying about. I did, however, have another 'donor' carb that I was using for spare parts, so it became a case of cobbling together a full set. Which I did.

Wasn't easy; This bike is very similar to the CB500 and CB550, just smaller.



It passed the clear-tube test, which I was happy to see - no leaks or overflows either!

But it is smaller, and smaller means 'tighter'. And tighter means an afternoon of expletives...especially when it comes to putting said carbs into the bike - but I got it!



In my preoccupation with trying to get the carbs back in, though, I inadvertently neglected to put the manifold bands on it. Be advised that the air box - that black plastic thingy you can see on the right there - is an absolute PITA to put in, because in order to DO it, you have to take out the electrical panel and the battery box! Yeah, it sucked a bit.

But she's starting to look like a motorcycle again. It's been a long slog with this one, and the slog isn't over yet. Hopefully, by the time the leaves turn, I'll have something, but in between now and next month, I'll hopefully have it going down the road. Hopefully.



VIRGINIA RIDER MAGAZINE



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Photo Courtesy of Cameron Davis

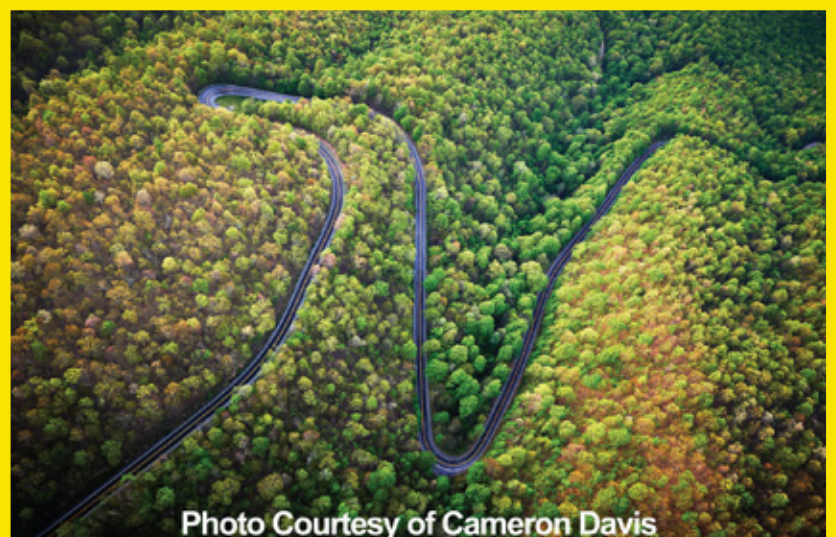


Photo Courtesy of Cameron Davis

Motorcycle & Sports Car Travel Routes

THE LIGHTHOUSE

President George W. Bush quoted Psalm 23 during his national address on the evening of September 11, 2001: "Even though I walk through the valley of the shadow of death, I fear no evil, for you are with me."

Meet Me In The Stairwell

You say you will never forget where you were when you heard the news on September 11, 2001? Neither will I.

I was on the 110th floor in a smoke-filled room with a man who called his wife to say "Goodbye." I held his fingers steady as he dialed. I gave him the peace to say, "Honey, I am not going to make it, but it is okay...I am ready to go."

I was with his wife when he called as she fed breakfast to their children. I held her up as she tried to understand his words and as she realized he wasn't coming home that night.

I was in the stairwell of the 23rd floor when a woman cried out to Me for help. "I have been knocking on the door of your heart for 50 years!" I said. "Of course, I will show you the way home - only believe in Me now."

I was at the base of the building with the priest ministering to the injured and devastated souls. I took him home to tend to his flock in Heaven. He heard my voice and answered.

I was on all four of those planes, in every seat, with every prayer. I was with the crew as they were overtaken. I was in the very hearts of the believers there, comforting and assuring them that their faith has saved them.

I was in Texas, Kansas, London. I was standing next to you when you heard the terrible news. Did you sense Me?

I want you to know that I saw every face. I knew every name - though not all know Me. Some met Me for the first time on the 86th floor.

Some sought Me with their last breath.

Some couldn't hear Me calling to them through the smoke and flames: "Come to Me...this way...take my hand." Some chose, for the final time, to ignore Me. But I was there.

I did not place you in the Tower that day. You may not know why, but I do. However, if you were there in that explosive moment in time, would you have reached for Me?

September 11, 2001, was not the end of the journey for you. But someday your journey will end. And I will be there for you as well. Seek Me now while I may be found. Then, at any moment, you know you are "ready to go."

I will be in the stairwell of your final moments.

God

Inspirational Christian Story on 911 written by: Stacey Randall





Produced by **TIDEWATER MOTORCYCLES, HOLLYDAYS, INC.**
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SWAMP ROAR MOTORCYCLE RALLY

SUFFOLK, VA

**24th Annual scenic 80-mile ride around
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Great Dismal Swamp National Wildlife Refuge.**

SUNDAY, OCTOBER 11, 2026

Biker registration begins at 8:00am
 at the Suffolk Executive Airport on Highway 13,
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 Send-off begins at 11:00am. Rain or shine.

RIDE REGISTRATION

\$20 per driver | \$10 per passenger

Includes commemorative event pin and admission
 to Suffolk Peanut Fest (a \$10 value)

Light breakfast provided, while supplies last.

First 100 drivers registered to receive ride t-shirt.

Swamp Roar Bike Show: October 11

\$10 Participation Fee | Awards Presented
 ~ plus ~

Peanut City Chop & Swap: October 10 & 11

Interested vendors, call 757.613.2435

CASH or CHECKS ONLY

Please make checks payable to: Suffolk Festivals, Inc.

SwampRoar.com

Additional Fest Info: SuffolkPeanutFest.com

HOW TO REGISTER

PRE-REGISTRATION AVAILABLE AT SUFFOLK FESTIVALS OFFICE

Monday - Friday, 10am - 4pm (Until Sept. 25)
 440 Market St. 2nd Floor | Suffolk, VA 23434

Monday - Friday, 10am - 4pm (Beginning Sept. 28)
 Suffolk Festivals Office at Suffolk Executive Airport

MAIL TO: Suffolk Festivals, Inc. P.O. Box 1852 | Suffolk, VA 23439
 ON-SITE REGISTRATION AVAILABLE. CHECKS & CASH ONLY.

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Driver Name (Please print clearly)

Passenger Name

Address

City, State, Zip

Daytime Phone

E-mail Address

CIRCLE T-Shirt Size: S M L XL 2X 3X 4X 5X

CHECK ALL THAT APPLY:

- ☐ Swamp Roar Driver (\$20)
☐ Swamp Roar Passenger (\$10)
☐ Bike Show Entry (\$10)

CONSENT TO THE USE OF PHOTOGRAPHS:

I understand that photographs may be taken of me and/or my child at the Suffolk Peanut Fest and Suffolk Swamp Roar Motorcycle Rally for publication in materials used to promote the Suffolk Peanut Festival and associated activities.

WAIVER FOR PARTICIPATION: I hereby agree to participate in the Swamp Roar Motorcycle Rally produced by Suffolk Festivals, Inc., Tidewater Motorcycles, and HollyDays, Inc., upon the understanding and condition that I agree to abide by the rules, policies, and procedures of the festival.

I will not hold the City of Suffolk, Tidewater Motorcycles, HollyDays, Inc., or Suffolk Festivals, Inc., its staff, employees, representatives, volunteers or agents responsible for loss of personal property or for medical or dental expenses incurred as a result of said participation including liabilities, expenses, or judgments, attorney's fees or court costs, except claims caused by the gross negligence or willful misconduct of the Suffolk Festivals, Inc.. In the event of injury, I give permission to have myself or my child transported to the nearest medical facility and have appropriate care administered.

Driver Signature

Date

Passenger Signature

Date

(Parent or guardian if passenger is under 18 years of age)

Mother and Son Achieve Their Dreams Together

By Julie Parham - Mom, high school teacher, and 2023 Basic RiderCourse graduate



Really, who doesn't want to ride a motorcycle when they're a kid? Or at least think it's cool? I remember as a child watching Evel Knievel perform his stunts on TV, and while I didn't necessarily want to jump over obstacles like him, I definitely wanted to zip around on a motorbike and have the potential to do such amazing stunts. Not even the Bandit outrunning Smokey or the Dukes of Hazzard dusting Sheriff Rosco P. Coltrane could outdo Evel Knievel on his motorcycle.

It wasn't until I was 19 that I got to ride on a motorbike. I was studying abroad in Ecuador for a summer, and per my professor's recommendation on how to learn Spanish the quickest, I'd met and spent all my time with my Ecuadorian boyfriend, Carlos. We rode his sport bike two-up all around Quito. Those days, I performed a stunt more dangerous than anything Evel Knievel had ever done: I rode without a helmet. Helmets were expensive, and most riders there didn't own one, so every time I got on the bike with Carlos I would pray. Still, my fear wasn't enough to keep me from riding with him all the time. I was smitten! Whether it was more with Carlos or the bike is still unclear. I just knew I loved the feel of the wind. It was a sensation of freedom, tranquility, and pure joy all at once.

Fast-forward many years: work, marriage (not to Carlos), kids, divorce. Besides a one-time scooter rental in Key West and a ride on the back of my friend's Harley – both with a helmet – I didn't have any further experiences on a motorbike. But oh, how I envied every person I saw on a motorcycle over those years. Every time I drove by the local community college and saw the advertisements for their Motorcycle Safety Foundation Basic RiderCourse, I said to myself that I needed to sign up, but I never did. I hadn't given up my dream per se, but I wasn't really actively pursuing it either.

Around when he turned 18, my son Kaden expressed his own long-held interest in learning how to ride a motorcycle and pursuing a license. I excitedly told him that if he signed up, I would take the class with him.

Then, a few months later in May 2021, I took a bad fall off my bicycle while clipped in. I torqued my ankle and hip. My ankle eventually recovered, but after months and months of physical therapy for a limited range of motion, my hip ultimately required surgery in December 2022. During my rehabilitation, my sole focus was on walking again and building strength enough for a trip to Morocco that I had planned for my 50th birthday in July 2023, so the thought of riding a motorcycle didn't really cross my mind for a good seven months.



Summer came quickly, and six months to the day after my surgery, I landed in Morocco. One of the highlights was spending the night in the Sahara. Luckily for me, that happened to be the night before my birthday. I rang in my 50th birthday at midnight in the sands of the Sahara. It is something I'll never forget. Early the next morning, our group decamped on camels to watch the sunrise and then rented ATVs to ride through the dunes. I instantly felt that tranquil joy sensation, and my dream was reignited. I knew that I could no longer put it off. As soon as we got back to the hotel – even before showering all that grit and sand off of me – I looked up the Basic Rider Course at the community college on my phone, and I called Kaden to tell him to sign us up for the August class before it filled.

From the online description of the class, I'd assumed that learning to ride would be a piece of cake. The only prerequisite was that you had to know how to ride a bicycle. Despite my fall

while clipped in, I'd been expertly riding a two-wheel bicycle since I was four years old, and I'd learned how to drive a manual-transmission car, so I figured motorcycle riding would be a cinch for me. I was more concerned about Kaden mastering the clutch.

Welp, I had it all wrong! While I did great on the written test and he just made it, Kaden blew me out of the water on the riding course. He mastered every skill on the bike almost immediately. Meanwhile, even with my mastery of the clutch, I struggled with my hand position and modulating the throttle.



When it came time to test, I was nervous. I finished the first task successfully, but when I went to move on, I stalled. Then came the U-turn that I'd been struggling to achieve all day, but during the test, I did it within bounds and without putting a foot down. However, when I finished the U-turn, I over-throttled and didn't stop where I was supposed to. As the testers explained the next task, I was near tears with nerves and beating up on myself for such preventable errors. Kaden came up and put his arm around me and said, "There's always next weekend," reminding me that I could retake the test.

Fortunately, it turned out that my errors didn't cost me too many points and I passed, while Kaden landed a perfect score! Today, I am so proud of the two of us for achieving this dream, and overjoyed that we did it together. I like to think that I am now much wiser than that 19-year-old helmetless girl in love: I take the risks and responsibilities of riding a motorcycle much more seriously, which is something I believe all riders should do. And I am so relieved that my son understands that at age 19 in a way that I did not.



I was even more proud of Kaden for making his first vehicle purchase on his own: a beautiful Kawasaki Vulcan S CAFE. After taking the Motorcycle Safety Foundation Basic RiderCourse 3-Wheel as well, I purchased a gorgeous Can-Am Spyder F3 Limited Special Series. One of my favorite things in the world now is to go riding with Kaden. Sometimes I lead. Sometimes he does. And sometimes, I even let him ride my Can-Am while I relax in the passenger seat.

We talk to each other over our intercoms as we ride, commenting on the sights, planning future trips, and just generally discussing life. I am always his mother, but out on our bikes, we are more like equals, and I really enjoy this new and special dynamic between us. I love that even though we have cultivated our own groups of friends to ride with, Kaden and I will always be each other's first riding partner.



Source: <https://msf-usa.org/msf-news/mother-and-son-achieve-their-dreams-together/>

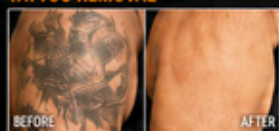


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- 📍 **QUINCY WALMART • 1001 WARRIOR WAY, QUINCY, WV**
- 🌟 **9:00-10:00 AM** Registration for ride to Summersville
- 🏆 **10:00-11:00 AM** Bike Show • \$10 entry
People's Choice judging
- 🎵 Live music provided by
Thomas Danley
Food Trucks and 50-50 Drawing
- ✂️ **11:30 AM** Blessing of the Bikes
- 👤 **11:45 AM** Safety Briefing
- 🏁 **12:00 PM** KSU / Start Your Engines
Depart to Summersville
- 📍 **Approx. 1:30 PM** Arrival at Summersville
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Welcomed by Mayor Dave Harper
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3 ARMORY WAY, SUMMERSVILLE, WV
- 🏁 **7:00-9:30 AM** Registration & Motorcade Line-Up
- 👤 **9:30 AM** Safety Briefing
- 🏆 **9:45 AM** National Anthem & Flag Presentation
- 👤 **9:50 AM** Opening Prayer
- 🏁 **10:00 AM** **PARADE START / KICKSTANDS UP**
Route through Summersville and Fayetteville
Cross the New River Gorge Bridge twice
- 📍 **Approx. 12:15-12:30 PM** Arrival at The Tractor Bar
Lunch provided for registered riders
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TIPS FOR GROUP MOTORCYCLE RIDING

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For motorcycle riders, there's nothing sweeter than hitting the open road with a group of your friends. No one knows that better than GEICO Motorcycle. But group trips can be chaotic, so having some guidelines to follow is important.

With that in mind, here are 10 top tips from the Motorcycle Safety Foundation and the American Motorcyclists Association that will help ensure a safe group ride.

- Keep the group small; ideally 5-7 riders max. If your group is larger, consider splitting up into multiple groups with different lead and chase riders.
- Before hitting the road, hold a riders meeting to discuss the route and where you'll be stopping for fuel and food.
- Pick a lead rider. He or she should have lots of experience, be good with directions and know the skill level of everyone in the group.
- Choose a chase rider who will bring up the rear and make sure people don't fall too far behind.
- Go over basic hand signals. There's nothing worse than trying to yell, "I'm on empty. Let's pull over for some gas!" at 60 mph, while wearing a helmet.
- Make sure your bike is maintained in tip-top shape and the gas tank is full. You don't want to be the person who derails a two-day trip on mile three. At least one person in the group should carry a first aid kit and basic tool kit, and everyone should have a cell phone.

- Don't ride next to someone else. Instead, stagger yourselves within a lane. That will give you enough room to swerve around any obstacles or hazards. Keep at least two seconds of distance behind the rider directly in front of you. Avoid side-by-side formations, which reduce the amount of maneuvering space you each have and increases risks of getting your handlebars tangled up. When turns get sharp or visibility is bad, switch to single file.

- While riding, don't become mesmerized by the bike in front of you. (That's especially easy to do on long-distance trips.) Instead, keep your eyes on the road and remember your training.

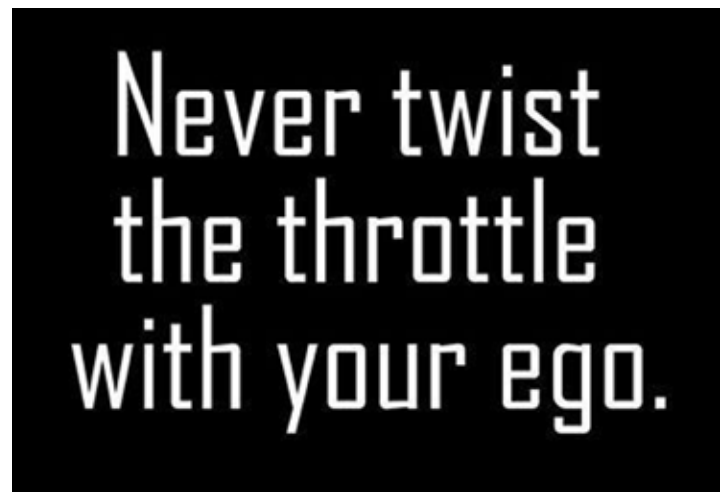
- Keep eyes on each other by periodically checking your rear-view. Make sure everyone is able to keep pace and slow down if necessary.

- When the time comes to park, try to get everyone off the road as quickly as possible. And wherever you stop, make sure there's enough space for your entire group. It's no fun trying to cram 100 bikes into the parking lot of a small roadside diner.

Group riding is about teamwork and communication, so pay attention to the rules and everyone will be able to enjoy the ride. And review these important motorcycle safety tips to stay safe whenever you hit the open road.

Source: <https://www.geico.com/living/driving/cycle/10-tips-for-group-motorcycle-riding/>





The average adult human body is made up of about 60% water...

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Blood	83% Water
Heart	79% Water
Bones	22% Water
Muscles	75% Water
Liver	85% Water
Kidneys	83% Water

runner unleashed

THE MOUNTAINS FOUND THEM THE NEXT MORNING

Erik and Debbie rode west, chasing the kind of silence that only high country can offer. The road curled upward into the Appalachians—tight switchbacks, blind corners, cliffs dropping into green valleys so deep they looked bottomless. The air thinned, cooled, sharpened. Every breath tasted like pine and stone.

They didn't speak. Riders rarely do. The road was the conversation.

The Mountain That Didn't Want Them

By noon they reached a ridge where the asphalt narrowed to a single lane. A sign warned FALLING ROCKS, but the locals had scratched out the "F" so it read ALLING ROCKS, which felt more honest.

Debbie slowed, scanning the cliffs. Erik followed her lead. Halfway up the pass, the sky shifted. Clouds rolled in fast—too fast—like someone had pulled a gray curtain across the sun. Wind slammed into them, pushing their bikes sideways. Erik felt his tires skid on loose gravel.

Debbie pointed ahead. A rockslide had torn across the road. Not fresh, but recent enough that the stones were still dusted with pale powder. The path was barely wide enough for a bike to squeeze through.

Debbie killed her engine, boots crunching on the debris. Erik did the same.

"Looks passable," Erik said.

Debbie shook her head. "Looks hungry."

But riders don't turn back unless the mountain makes the decision for them. They walked the stretch first, testing footing, checking for unstable stones. The wind howled through the pass, carrying the smell of rain and something metallic—like the mountain itself was warning them.

The Moment Everything Tilted

They mounted up and eased forward, engines rumbling low. Debbie went first, picking a careful line through the rubble.

Erik followed, keeping his front wheel exactly in her track.

Halfway through, the mountain shifted. A boulder—no bigger than a suitcase but heavy enough to ruin a life—broke loose from the cliff above. It didn't fall fast. It rolled, gathering speed, bouncing once, twice, heading straight for Erik.

Debbie saw it before he did. She didn't think. Riders don't have time for thought when death is already airborne.

Debbie gunned her bike sideways, slamming her rear wheel into the rock just as it dropped. The impact knocked the boulder off its path, sending it tumbling harmlessly down the slope.

But the force threw Debbie's bike off balance. Her front tire slipped on the gravel. The bike tipped.

Erik lunged, grabbing her jacket collar with one hand and her handlebar with the other. His boots dug into the rubble, sliding, scraping, but he held on. Debbie's bike teetered, then settled upright with a shudder.

They froze there—two riders in a narrow mountain pass, engines idling, hearts pounding like war drums.

Debbie exhaled. "Guess we're even."

Erik shook his head. "Not even. Just bonded."

The Summit

They cleared the pass and climbed higher until the storm broke behind them. At the summit, the world opened—rolling ridges, blue haze, sunlight spilling across the valleys like molten gold.

Debbie parked and sat on a flat rock. Erik joined her. Below them, the mountain they had just crossed looked peaceful, innocent, as if it hadn't tried to kill them twice in twenty-four hours.

Erik glanced at her. "You ever think about quitting riding?"

Debbie smirked. "Every time I almost die."

"And then?"

"And then I remember that nothing else makes me feel alive."

Erik nodded. Riders understand.

The wind carried the scent of rain, pine, and freedom. The mountains stood silent around them—ancient, indifferent, magnificent.

Two bikes.

Two riders.

One road that tried to take them and failed.

They sat there a long time, letting the quiet settle into their bones, knowing tomorrow the road would call again.

And nature would answer.

-E— in Bluefield, WV.

Erik Sporre



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The boy on the right told his teacher that he got the same haircut as his best friend so she wouldn't be able to tell them apart

WHAT SHOULD YOU DO IF YOUR MOTORCYCLE'S TIRE BLOWS OUT WHILE ON A RIDE

As with all emergency situations, presence of mind is key.



Although they are uncommon with today's tubeless tires, blowouts are still possible and can be an extremely harrowing experience. The most frequent reason for tire failure is poor tire inflation, more especially, tire pressures that are too low. This is because using a tire pressure that is significantly lower than what the manufacturer advises can lead to uneven tire wear, especially on the sidewalls, which increases the risk of tire failure.



As a result, regularly inspecting your tires' general condition and air pressure can help to ensure that you never encounter a blowout. Tire blowouts can also be caused by worn-out or defective tires. Most manufacturers recommend a shelf life of no more than five years for most tires, so if your bike is rolling on rubber older than half-a-decade, change them out for added peace of mind.

Having said that, it is our responsibility as motorcycle riders to be prepared for the unexpected, which includes handling a tire blowout while on the road. It seems logical that if a tire on your motorbike were to fail while you were traveling, you would need to move swiftly and decisively to avoid a collision. So spend a few minutes now getting familiar with the following procedures for handling motorbike tire blowouts smoothly and safely.



Avoid Any Sudden Movements

The moment you realize either of your tires have blown out, stay calm and try not to panic. Ease off the throttle gently—not abruptly—and gradually let the bike slowdown through its own rolling resistance. Don't make any sudden maneuvers on the bars or with your body, and just focus on keeping the bike upright and moving in a straight line.



Stay Off The Brakes

If you experience a tire blowout and your bike is equipped with ABS, chances are the braking system will have already entered an error state rendering your ABS useless or severely compromised. In such a scenario, if at all possible, avoid stepping or tapping on the brakes as this could further unsettle an already unstable bike, or worse, cause the deflated tire to unseat from the rim resulting in an unavoidable crash. Instead, if you're on an open road, allow your bike to coast to a stop and carefully make your way to the outermost lane.

Don't "Fight" The Bike

In the event of a tire blowout, your motorcycle will wobble, and violently shudder. This could give you the false impression that it's going to want to break away from moving in a straight line. However, in most cases, it's the rider trying to over-correct the situation that causes the motorcycle to lose control. Instead, stay calm, let the bike do its thing, and hold the handlebars firmly. That said, it's important to keep your arms, torso, and legs loose and limber, allowing you to move with—not against—the bike. Those of you with off-road riding experience will be extremely familiar with this technique.



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12 SECOND RULE

Many of you have heard of the five-second rule and maybe have even used it on occasion. Few people would actually admit to practicing the five-second rule, especially at home. The rule states that any food item dropped on the floor is OK to eat as long as it is picked up within five seconds. Some people extend the time limit to as much as thirty seconds. Presumably, if the floor is clean, there is less time allowed to get it picked up before it dirties the floor. The five-second rule is also used at some picnics.

The twelve-second rule is not about food, but about riding a motorcycle. The only relevance it has to food is helping to ensure we are able to eat after the ride. The twelve-second rule defines how far ahead we should be looking as we're riding down the road. It identifies our visual lead as that point where we'll be in twelve seconds as we're searching for potential problems with traffic and the road itself.

So what does a twelve-second visual lead really mean? How far in front of our bike should we really be scanning? At 30 mph, a relatively slow residential speed, we are moving at 44 feet per second. That means we should be looking 528 feet, or about a block, ahead of our front wheel.

If we can see a situation developing a block down the road, at 30 mph we should be able to make it a non-issue by the time we get there. At 45 mph, we're traveling 66 fps, so our scanning should be out 792 feet. On an expressway at 60 mph, our visual lead should extend to two-tenths of a mile.

There are those who get concerned that they won't see tar snakes, potholes, tire remnants, oil, or gravel on the road if their eyes are focused that far ahead of their bike. They may be right. They might not recognize a pothole or an oil spill a block away. However, they will probably see a dark spot on the road at that distance. If not, their peripheral vision should pick up the color change as they approach it. A different colored area spotted on the road may not be immediately identifiable as anything other than a potential hazard. It can be clarified as it gets closer, and normally things that small are easily avoided by simply riding around them.

In reality, these are smaller, albeit important, issues compared to a car getting ready to pull out of the driveway or an erratic driver who isn't connected to their driving. That's not to say we should ignore anything closer to us, but the point is that we need to keep our focus far enough out to see the potentially big problems developing. A quick scan can help us respond to the smaller surface issues we might encounter.

The five-second rule can define what's edible, but the twelve-second rule might ensure we make it to the picnic without any major problems. Seeing a situation before it develops can make dealing with it a piece of cake

Ride Smart! Ride Safe!

Source: <https://www.saferideronline.com/articles/12second.html>

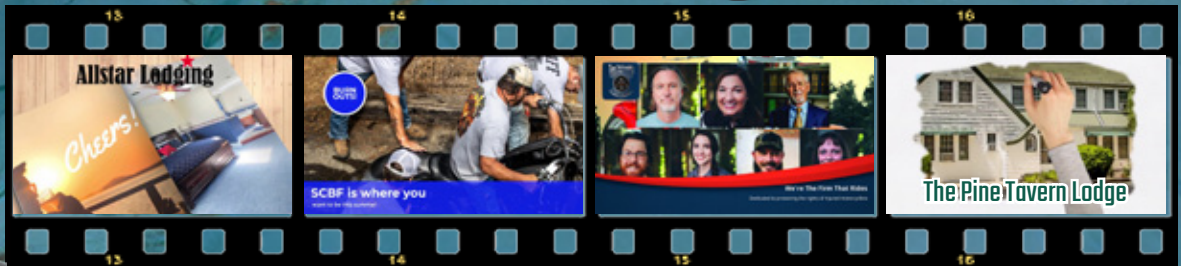


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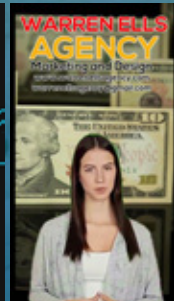
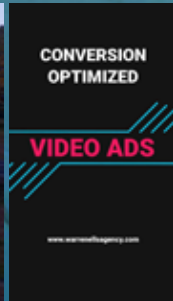
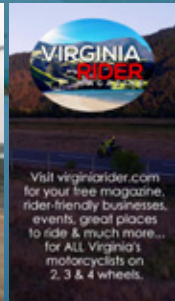
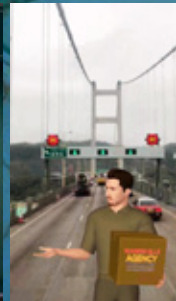
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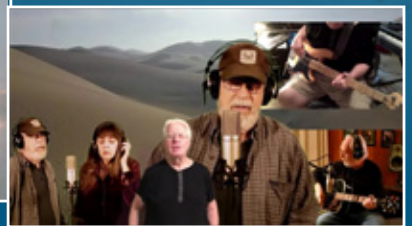
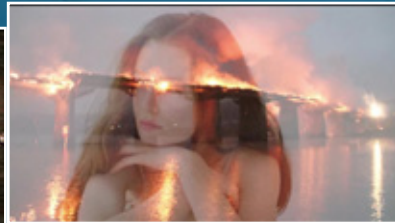
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As a rider, you'll know where to go and who your friends are out on the road. We connect you to area events, rider services, and rider-friendly businesses where you can shop, eat, sleep, stay and play. Plus, we'll show you great places to ride to enjoy awesome scenic byways and some of the best motorcycle roads in the country.

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