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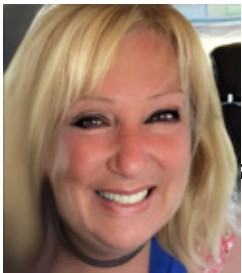


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from the editor's desk

Virginia Rider is kickstarting summer with this special issue filled with all good things to help you enjoy your riding lifestyle as you roll through these months of great rides and hopefully gorgeous weather. It's flag season! Most people fly their flags from Memorial Day weekend through Veteran's Day so we've got some good tips on flying your flags at home & on your bike too.

With the flags flying and summer celebrations happening most weekends, this is also fireworks season. While some may be hoping to shoot off fireworks especially to celebrate during the Fourth of July holiday, fire officials are reminding Virginians that they are actually illegal. In Virginia, a person is not legally allowed to possess, use, store, sell or handle any firework that explodes or rises into the air or they risk a fine of up to \$2,500.00 or up to one year in jail....Wow, totally not worth it! However, fireworks that stay on the ground, like pinwheels, fountains and sparklers, are legal through the state code.

Please be sure to take care of your pets if you do happen to experience fireworks in your area. It's a fact that more pets go missing during the summer with fireworks going off, particularly near & on the 4th of July. They get frightened & will go to great lengths to escape all those scary loud bangs & booms. You can't control what goes on around you so we've got some helpful tips on how to help your furry friends get through those scary times.

There are soooo many amazing events happening & we don't want you to miss any of the excitement so be sure to visit the Events page of our website virginiarider.com/events to get the latest on rides & events throughout Virginia & West Virginia.

You're invited to share your stories of the road and pictures from your bike nights, weekend rides, charity events or just hanging out with friends & you might just see them in an upcoming edition of the magazine! We welcome your pictures for the SHOTZ pages too...keep 'em coming!

We encourage you to visit the wonderful businesses who support our magazine with their advertising. They help us make Virginia Rider possible each month of the year just for you. Stop in to see them, take a quick photo at their place to send us & let them know you saw them in our magazine! They'll love to see you!

We hope you all have a FUNtastic start to your summer with safe travels to & from wherever you're heading. If there's anything you need, just let us know....we're here for You! 😊

Stay awesome friends & we'll see you next time around ❤️

Kelly



IN THIS ISSUE



GREAT PLACES TO RIDE Marc and Rose are challenged with a break down. As Marc says, "It was a mystery that challenged my, my friend's, colleague's, and professional's thresholds of possibilities in unraveling. Fortunately, I knew that it would be a process, and not a light switch solution. But, as most bikers have experienced, when your bike is broke, and there's no clear solution, patience often takes a back seat to anxiety."



Tom McGrath's Motorcycle Law Group is well known throughout the motorcycle industry as being there for bikers. To fulfill that promise made over thirty years ago, they are expanding their office locations and staff members. This month they introduce Rick Stewart to us.



When you're on the road you don't want to stop to eat at every other roadside burger stand or have to worry about where the next restaurant or convenience store is. From banana chips to protein bars to veggies, there are a myriad of road-worthy snacks you can take with you for when the munchies strike on a ride. We cover just a few of the many options.



MY RIDE Drew and Chey Chaney's story is about their bikes but also Drew's life-changing accident. "Broken sternum, dozen or so rib fractures, collapsed lung, 4 or 5 scapula fractures, fractured/separated shoulder socket, concussion, facial lacerations, and more abrasions than I can count...To say that I am Blessed to be alive, let alone riding again, is an understatement!"



FIT FOR THE ROAD When you ride, you're using lots of different muscles to not only keep the bike upright but also generate the right turning forces through corners and bends. A lot of this depends on the type of bike you ride. This month it's about the benefits of training your Core, Legs and Arms.



THE LIGHTHOUSE Symbols by themselves mean nothing. The flag is mere fabric, the cross is a bit of wood or metal. But when we let a symbol stand for something, we honor the better parts of our human nature. We explore the long history and connection between the American flag and the cross.



TOM MCGRATH'S MOTORCYCLE LAW GROUP The road is unpredictable, and accidents can happen at any time. There are several different aspects of accident preparedness....If you do get involved in an accident, it's always best to have all your ducks in a row from a legality standpoint.

Kelly Collins - Owner/Editor
Virginia Rider Magazine
1385 Fordham Dr., Ste 105-270, Virginia Beach, VA 23464
(757) 822-4700 virginiaridermagazine@yahoo.com
@virginiaridermagazine - on Facebook
www.virginiarider.com



Layout & Design
Warren Ells
warrenellsdesign@gmail.com

ON OUR COVER:

It's time to kickstart summer! Make sure to plan to attend the South Central Bike Fest in Chase City, VA June 8, 9 and 10.



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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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MY RIDE

Drew & Chey Cheney

Long ago, it started with mini bike, powered by a 3hp Briggs & Stratton lawn mower motor. This was followed by several dirt bikes and, eventually, my first street bike. It was a 1978 Honda CB750A, with a full Vetter fairing/bags/trunk setup. I wasn't looking for an automatic bike, but got a great deal and the storage was great for commuting to school/work and taking weekend trips. My wife and I just celebrated our 30th wedding anniversary and have been together for more than 37 years. She wasn't sure about dating me, at first. She didn't know I even owned a car (all she ever saw was the bike). We've had many bikes over the years. Our first Honda Goldwing was an '82 GL1100 with a sidecar. Living in Las Vegas at the time, that was the "family car" for a couple of years. In 2019, I had a serious "mishap" involving a deer, while riding (solo) our '88 GL1500 that had almost 200k miles. This bike had been passed down from my parents (I had it custom painted/powder coated. See pic outside Virginia Diner. We were taking Dad's ashes back to Michigan). All The Gear. All The Time! I was wearing dress shoes/pants, shirt, and half helmet (no jacket, gloves or boots) when the accident occurred: Broken sternum, dozen or so rib fractures, collapsed lung, 4 or 5 scapula fractures, fractured/separated shoulder socket, concussion, facial lacerations, and more abrasions than I can count. I spent a month in the hospital, had three surgeries & a chest tube, was off work for 5 months, and spent 7 months in Physical Therapy. To say that I am Blessed to be alive, let alone riding again, is an understatement! Eight months after the accident, we bought a '10 GL1800. My daughter cried that day after seeing me ride again: "Life's getting back to normal again!" I do ride year-round with heated grips, heated gloves, insulated pants, layered socks, etc. One tip I learned recently was medical (nitrile) exam gloves under the riding gloves. They do an incredible job breaking the wind in the colder months! Since then, we've bought a '97 and a '98 GL1500 (we both like how the older model feels/handles) and modified our utility trailer to tow the canoe to Lake Chesdin. No long trips since the accident, just a few day trips to Blue Ridge/Appomattox/Orange/Harrisonburg, but planning on seeing the fall foliage in Maine next year.

All the gear! All the time!
Ride Safe!



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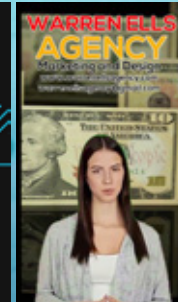
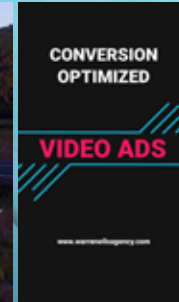
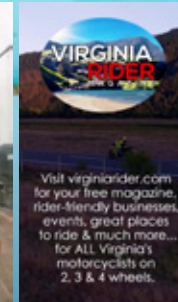
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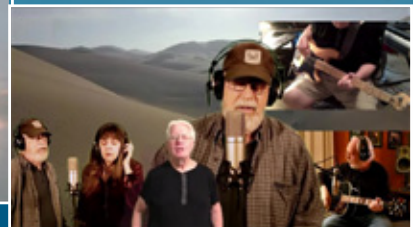
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GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

On a Wing and a Prayer



It had been nearly two months since Windy's breakdown in Hightown just past Monterey. It was a mystery that challenged my, my friend's, colleague's, and professional's thresholds of possibilities in unraveling. Fortunately, I knew that it would be a process, and not a light switch solution. But, as most bikers have experienced, when your bike is broke, and there's no clear solution, patience often takes a back seat to anxiety.

Rose and I were scheduled to ride to Texas to attend her Grandson's graduation. We got the call from Cyclelogikal in Mount Crawford, that she was ready: two days before departure. I had cooked and froze another alternator when all was said and done. Hearing the engine properly turn and fire for the first time in weeks nearly brought tears to my eyes. The process was finally complete. And we had our bike back once again.

KSU arrived early Sunday morning. November-Golf-Lima-One-Eight-Zero-Zero-Heavy was cleared for departure. The Google Center vectored us down Rts 678 and 42 to Clifton Forge. Even though we were going to Texas and our riding stories feature VA and WV, these two roads are exemplary of some of the best valley tracks in the state.



It was a clear, sunny morning, in a world alive with activity. Chipmunks, squirrels, deer, and even a bald eagle were spotted. I asked Rose if she was getting all of the purple flowers dominating the side of the road. We were enjoying a leisurely pace in mostly forest, knowing full well, it would soon evolve into a white-knuckle dance at 70+MPH with multiple targets in close proximity through several concrete jungles.

Aside from the wildlife, we had the blacktop all to ourselves. An old Marillion song (I don't know the title, but it was from the Fish years) played loudly over the audio system's shuffle. And like everything else that seemed to be coinciding and coming together, the building crescendo culminated with a post card view of the valley and distant mountains once out of the trees. "Take it away!"

Past Williamsville, the tarmac became smooth like a velvet ribbon, still fresh from last year's repaving. Windy, with her crew, cargo, fuel, and Peanut, at gross weight, performed like lighter craft, even with her balance slightly off. She made quick, easy work of entry, exit, and all of the mechanical details involved with gears, clutch, brakes and throttle. Her 1832 CC's of horizontally opposed liquid cooled goodness surged with the slightest response post apex. It's a dance that would go on for miles.

Rt. 42 is a somewhat different affair. It's a much more spirited ride at highway speeds with sweepers. Anyone doing loops in this area will not want to miss Sulfur Spring Road over the mountain back to Rt. 220. Check out the video on our YouTube channel if you haven't already done so. It might save you from getting smacked after the ride from those not expecting all the shenaniganry disguised as a road.

There are several restaurants to choose from in Clifton Forge. Rose and I like Michael's New York Style Pizza, which serves authentic Italian dishes and subs. And if you're into trains, the C&O Railway Heritage Center will get you all fired up over railroads and locomotives. If you're like me, a little history or geography fix goes well with a ride. It makes up for not having the attention span for it in school.

And, as feared, we arrived at our on-ramp. And within seconds, our pristine fairytale in wonderland was replaced with the rush of wind loudly competing with whatever Windy's audio system served, with cages and trucks vying for any open road. It was completely rude.

Rose and I arrived in Texas late Monday afternoon after over 1300 miles of ballin' on interstates for two days. Her new parts performed flawlessly. As most of you know, this is not "Great Places to Ride." However, it's good to test the sea legs every so often just to make sure they're still intact. We did manage to stumble on Lake Tawakoni once off the highway, which provided a nice backdrop for a pic, and a welcomed break from the bucolicless hustle-bustle of urbanville. It must be in the blood. Looking back and putting it all into context, in my book, it still beats driving.

Cheers and thanks for reading!
Marc Ritchie

Photos and the greatest Pillion this biker could ever have:
Rose Grant

continued next page



VIRGINIA RIDER

MAGAZINE™

2023 MOTORCYCLE EVENTS CALENDAR

Get the most up-to-date information on motorcycle rides & events in Virginia & West Virginia on the EVENTS page at

www.virginiarider.com/motorcycle-events

Start planning your riding season adventures today!!!





Tom McGrath’s Motorcycle Law Group is Expanding Locations and Staff

Tom McGrath’s Motorcycle Law Group is well known throughout the motorcycle industry as being there for bikers. To fulfill that promise made over thirty years ago, we are expanding our office locations and our staff members. We are happy to announce that we have recently opened offices in Roanoke, VA at 3308 Franklin Road SW, Roanoke, VA 24014 and Greenville, SC at 33 Market Point Drive, Suite 3010, Greenville, SC 29607. We anticipate hosting open houses at each location in the next few weeks once the dust settles. We continue to serve our clients with locations and personnel in Richmond, VA; Newport News, VA; Raleigh, NC; Angier, NC; Walnut Cove, NC; Cayce, SC; and Savannah, GA office that we opened in January 2023.

When Tom McGrath first merged his passion for motorcycling with his desire to help others, Tom McGrath’s Motorcycle Law Group was born. Since that inception, our firm has strived to exceed the expectations of our clients.

As the firm grew, Tom surrounded himself with not only skilled trial attorneys, but with lawyers who were equally as enthusiastic about motorcyclists as he was. The one-man personal injury firm with the reputation for helping motorcyclists became a multi-state law firm dedicated to serving clients with the same personal touch as the original one man show.

Today our firm serves clients both in and out of court. We use our resources to maintain a presence in state legislative bodies. We work to promote laws which protect the rights of motorcyclists, and work to remove laws which do not. In court, we use our knowledge and skill to protect the rights of those injured by the carelessness of others.

Tom McGrath was once asked in an interview why he started the Motorcycle Law Group. He gave the question a moment’s thought and then answered.

“There were many attorneys advertising motorcyclist representation, but few lawyers if any rode bikes, and no one was doing the work to protect the right to ride. As a motorcyclist, I felt there needed to be someone who would not only represent riders when they were injured but tap into a personal passion of motorcycling to represent our community in front of lawmakers and regulators.”

Matt Danielson, joined the firm in 2003, allowing him to combine his enthusiasm for the law and his passion for motorcycles. He has successfully represented motorcyclists in matters ranging from simple property damage trials to complex multi-million-dollar injury cases. Matt is a registered lobbyist who works to protect the rights of motorcyclists at both the state and federal level. Matt is licensed in VA, NC, SC, and GA.

Liz Sorrell joined the firm in 2007. She feels privileged to be able to represent her clients, ride with them and to help make a challenging time easier for them to bear. She has tried thousands of cases ranging from simple misdemeanors to first degree murder during her time as a prosecutor before joining our firm. Liz is licensed in VA, NC, GA, and WV.

Daisha Schwear joined the Firm that Rides® in 2013. She worked as a paralegal for several years and immersed herself in the motorcycle community. As a result of her passion for helping people, she went to law school and went into the practice of law. Daisha is our Georgia attorney with an office in Savannah, Georgia and is licensed in VA, SC, and GA.

Rick Stewart is the newest addition to the Tom McGrath’s Motorcycle Law Group’s family. You can find him most days in our Greenville, South Carolina office but he has clients all over the state. Although he is new to our law team, he is not new to fighting for injured riders and motorists. That has been his passion for the last 20 years. He provides outstanding service and availability to our South Carolina clients, which is exactly what makes him the perfect fit for the Motorcycle Law Group’s team.

Rick grew up in West Greenville, the son of a disabled father and hard-working mother. They lived in a double-wide trailer that his grandma allowed them to put on her property. He witnessed a lot of unfair things happen to his parents and swore when he got older, he would help the “Davids” of this world battle all Goliaths. He was unaware at that time that most Goliaths nowadays are insurance companies.

Fast-forward a few years and a combination of hard work and determination to fight for those who were in need propelled him to attend Furman University at night with a full-time class load while working full-time driving a forklift during the day. After graduating from Furman in 3 years, he attended law school at The University of South Carolina’s School of Law where he immediately excelled and was made a member of The South Carolina Law Review. Rick has more than 20 years of experience in litigation and has tried numerous cases to verdict before both state and federal courts. He is proud to have played a part in one of the longest civil trials in the history of South Carolina which ran nearly 7 weeks in Oconee County. He has also settled thousands of cases totaling tens of millions of dollars in his career.

During all this time, motorcycles have been the background music of his life. From his grandfather taking him on a Honda trailbike when he was 4, to his love of Evil Knievel as a kid, Rick has owned bikes from Kawasakis to Moto Guzzis to Royal Enfields to multiple BMW GSAs and more. He dreams of traveling the Pan American Highway on bike and ending up at the tip of South America in Ushuaia, Argentina.

Rick currently resides in his hometown of Greenville with his wife of 30 years and their 6 children. In addition to practicing law, he is also a church planter and pastors a non-denominational house church in Greenville. He also enjoys coaching soccer and spending time with his family.

We encourage you to stop by one of our locations and pick up one of our VIP rider cards and other swag. We have water and coffee on hand as well if you need a refreshment.

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Locations:

- 1427 W. Main St. Richmond, VA 23220
- 763 J. Clyde Morris Blvd, Suite 1D Newport News, VA 23601
- 8360 Six Forks Rd, Suite 203 Raleigh, NC 27615
- 532 Knox Abbott Drive, Suite 7 Cayce, SC 29033
- 33 Market Point Drive, Suite 3010 Greenville, SC 29607
- 127 Abercorn Street, Suite 204 Savannah, GA 31401
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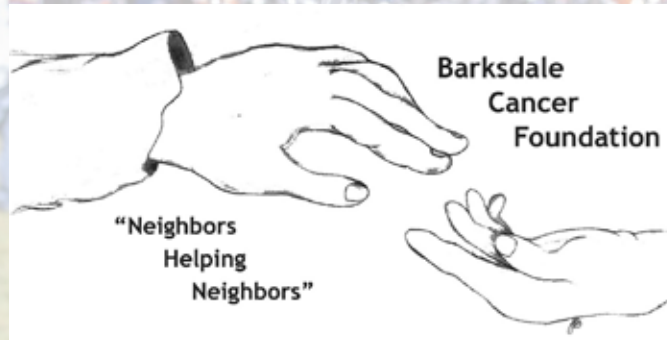
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If you have any questions or need further info please contact Lee Brankley at (434) 210-1503.

SOUTH CENTRAL BIKE FEST BENEFACTORS

The Barksdale Cancer Foundation



The Barksdale Cancer Foundation was founded in 1999 after the Barksdale family from Phenix, Virginia lost three family members in a four-year period to cancer. Its sole purpose is to help cancer patients in Charlotte County, Virginia who need financial assistance in dealing with this dreaded disease. To date the 501(c)3 organization has given out more than 200 grants totaling more than \$125,000. For more information on this organization, call Wendy S. Lankford at 434-470-1538.

Mecklenburg County Cancer Association



Mecklenburg County Cancer Association (MCCA) is a 501(c)3 organization founded in 2006 by Wendell Watterson after winning his battle with cancer with the mission to assist cancer patients in Mecklenburg County, Virginia by providing financial assistance to help defer the costs associated with fighting cancer. For more information regarding MCCA go to: www.mecklenburgcancer.org.

Veterans and active military enter for free!



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Food Available by Request

Friday:

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Food & Vendors Open
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Tobacco Road Band 5pm until
Bike Wash
LED Lighting Installations
Axe Throwing



Saturday:

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Axe Throwing
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Charity event to benefit The Barksdale Cancer Foundation and
The Mecklenburg County Cancer Association

ROAD WORTHY EATS

Road trips are awesome and summer is the best time of the year to get out & enjoy a little travelling. When you're on the road you don't want to stop to eat at every other roadside burger stand or have to worry about where the next restaurant or convenience store is, or worse yet, having to deal with that biting hunger! Have you ever been out on a road trip & hunger sets with no food places in sight? Yep, it's happened to us all at one time or another. Having the best road trip snacks will make the ride more enjoyable & keep your belly happy too. Here's some excellent eats that are perfect for your next road trip:

Nuts



Nuts are nature's energy storage system, and across the world millions of animals rely on nuts as a reliable and convenient source of calories – ever seen an unhappy squirrel? Nuts are a great source of protein and other goodness we all need each day in our diet. Look for raw or roasted nuts that aren't sugar coated in the process. Almonds, are always one of the best choices due to their nutritional value. A handful of almonds can definitely take the edge off of any hunger pangs. With a vast range from pre-packed salted peanuts and cashews to shelled Brazils and mixes with dried fruits, these all make perfect riding foods. The salted ones will help you to avoid cramping but clearly will make you thirsty, so avoid them if you've not got plenty of water or it's very hot

Fruits



Oranges, apples, apricots and pears pack nicely and can hold up being knocked around a little in your bag. Fresh fruits are so good for you but also choosing dried fruit is really smart as well – a bag of banana chips will keep until the end of time & offer a crunchy and tasty snack when you need it on the road.

Veggies



Cut up Carrots and celery are the two most common veggies to find on the road and will last a few days packed without refrigeration. They're perfect to dip in some nut butters that can also be easily packed for travel.

Beef Jerky



is a great choice for travelling because it's a nutrient-dense and protein-rich food source. Compared to many other popular snacks, beef jerky may be one of the healthiest snacks there are.

Rice Cakes



Crispy, crunchy Rice Cakes, preferably whole wheat rice cakes (we like to call them ride cakes) will satisfy that need to "munch".

Nut Butters



Just like nuts, nut butters are a great go along because they don't need to be refrigerated and travel well.

Cheeses



There are many kinds of cheeses but only a handful that will travel well. Aged Gouda is hard so it doesn't melt. Parmigiano Reggiano is great for picking at. Pair it with fruit & nuts & you have the perfect high-protein snack. Fiore Sardo (& other types of Pecorino) cheese is durable & doesn't spoil. Montgomery Cheddar & other Aged Cheddars are awesome travel companions. Appenzeller, a semi-hard swiss cheese, is soft but travels very well. If you can't find Appenzeller, pack along Gruyere instead.

Protein/Meal/Cereal bars



are a natural go-to option for rider replenishment. From the humble own-brand store versions to high-energy technical versions, the basic principle is a combination of fast and slow release carbohydrate energy that will keep you going until mealtime.

These are just some of the most travelable & delicious foods to take with you when you hit the road. Be sure to pack plenty of water and hydrating drinks to go along for the ride too. Being prepared makes everything so much better. We hope you all have a fun & safe summer!

ON A 78° DAY:

Car parked in **SHADE** = 90°
Car parked in **SUN** = 160°
in minutes

PLEASE DO NOT LEAVE YOUR DOG IN THE CAR!

Firework Safety and Pets

FACT: More pets go missing between Memorial Day weekend and Labor Day than any other time of the year due to them being frightened by the loud sounds from fireworks.

- Keep your pets **INSIDE** after dark.
If your pet has to go outside, take them out on leash
- Give them a safe place to **HIDE**
Set up a comfortable crate or room. Keep curtains and windows closed.
- Drown out the NOISE**
Turn on the TV or radio with comforting classical music
- Provide **DISTRACTIONS**
Frozen toys filled with treats can last for hours
- Update **IDENTIFICATION**
ID Tags and microchips can help your pet get home sooner!
If your pet gets lost, check your surrounding Animal Control Facilities **DAILY**

VIRGINIA RIDER Magazine

THE LIGHTHOUSE

"The Lord Hears Those Who Cries Out To Him & Sets Them Free" - Psalm 118:5

Why honoring the flag is so important

I remember as a boy being taught to respect the flag. We had a flag pole in front of our house and on certain holidays—like Flag Day—we raised and lowered the flag. My dad, a submarine vet of World War II, was very particular about our treatment of the flag.

"It should never touch the ground," he said. When we lowered it, one kid held up the bottom of the flag while another unclipped it from the line. When we folded it, we stretched it above the grass, flipping it back and forth to make a tight triangle.

"It'll burn if it touches the ground," Dad said.

Did I really believe the ground would burn it? I don't think so. It's not like there were hot coals down there, but what Dad was trying to instill in us was respect not for the object itself but what it symbolized.

We take our hats off when the flag passes by - if we wear hats. We salute the flag. We put our hands over our hearts. Flags should never be flown at night unless they are lit or if they are flying over a specifically designated site—like the park in front of our house where the battle of Fort Washington was fought in 1776.

One of the first symbols that appears in the Bible is the rainbow that comes out after Noah's flood. It's God's promise that floodwaters will never again destroy all creatures. "This is the symbol of the covenant between God and every living being of all the earth's creatures," God said to Noah.

The cross is a potent symbol, so powerful that the Crucifixion didn't appear in Christian art until several centuries after Christ's death. The memory of actual crucifixions was too fresh in early Christian minds.

The American flag is relatively recent by those standards, adopted by the Continental Congress on June 14, 1777. Commemoration of June 14 as Flag Day is even more recent, established by President Woodrow Wilson in 1916, a hundred years ago.

Symbols by themselves mean nothing. The flag is mere fabric, the cross is a bit of wood or metal. But when we let a symbol stand for something, we honor the better parts of our human nature. When we say the pledge of allegiance "to the flag," we are reminding ourselves of the values it represents. We do the same thing when we reverence the cross.

So when you see the flag today, pause for a moment. If you're wearing a hat, take it off. Put your hand over your heart. Say a prayer for "one nation under God with liberty and justice for all." Liberty and justice for all.

"It gave me great joy when some believers came and testified about your faithfulness to the truth, telling how you continue to walk in it. "Joy Is The Flag Flown High" " - 3 John 1:3



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



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FIT FOR THE ROAD

CCLA

Core * Cardio * Legs * Arms

Riding a motorcycle isn't easy and it's surely more strenuous than driving a car. When you ride, you're using lots of different muscles to not only keep the bike upright but also generate the right turning forces through corners and bends. A lot of this depends on the type of bike you ride but if you're on a supersport model, cramped and flat to your machine, you're going to feel the burn, more so than if you were on a more relaxed cruiser.

Fitness IS important

Fitness will improve your performance in anything you do, whether that's working in an office, climbing mountains or running marathons. These are extreme examples but the easiest way to illustrate this is in terms of concentration. The fitter you are, the longer it will take for you to become distracted when active, and a distracted rider is one who's heading for a fall. As riders know, turning a motorcycle is as much about leg muscles and your core as it is about your arms, which move the handlebars. Riders need to be able to cling on to their bike, shift their weight in a controlled manner and maneuver anything as heavy as around 300+ pounds of machine. Whether on the street or highway speeds, there are powerful forces acting on the body. As a result, there's no one area to focus when it comes to riding fitness...it's everything!

Cardio



Endurance training and cardiovascular fitness is vital when it comes to rider fitness. Cardiovascular or aerobic exercise is that which involves the pumping of oxygen around the body to the muscles. Roughly, that means high duration workouts like middle and long distance running, cycling or swimming. That means you need to do some form of cardio training every week to get yourself fit to ride, which translates to a couple of 30 minute workouts per week as a minimum.

Your core

The opposite of cardio is anaerobic fitness and focuses on short sharp workouts to build muscle. The most important muscle groups for rider fitness are the stomach, forearms and thighs. It is these three muscle groups that keep a rider balanced and controlled on

their bike, particularly when moving around to take corners and bends. If you're not smooth and controlled as you do this you can become unbalanced and risk falling.

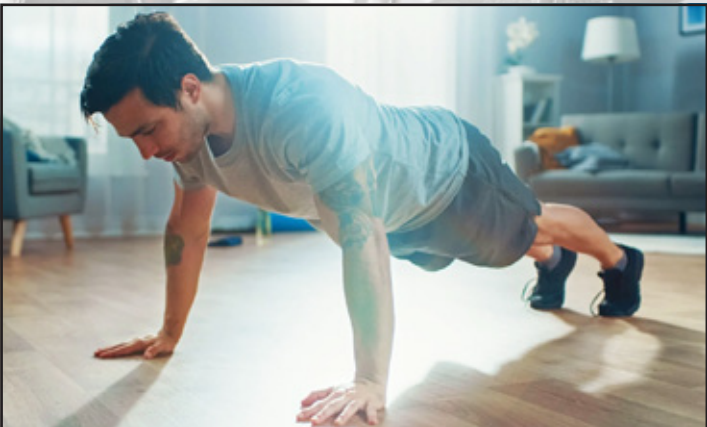
Work your core muscles.

Legs



Your legs are constantly working when you're on your bike as they keep you attached to the bike and balanced. If you're riding long distances your leg muscles will be put through their paces so it's important that you train them for life on a bike. Squats, deadlifts and lunges will all improve your leg strength.

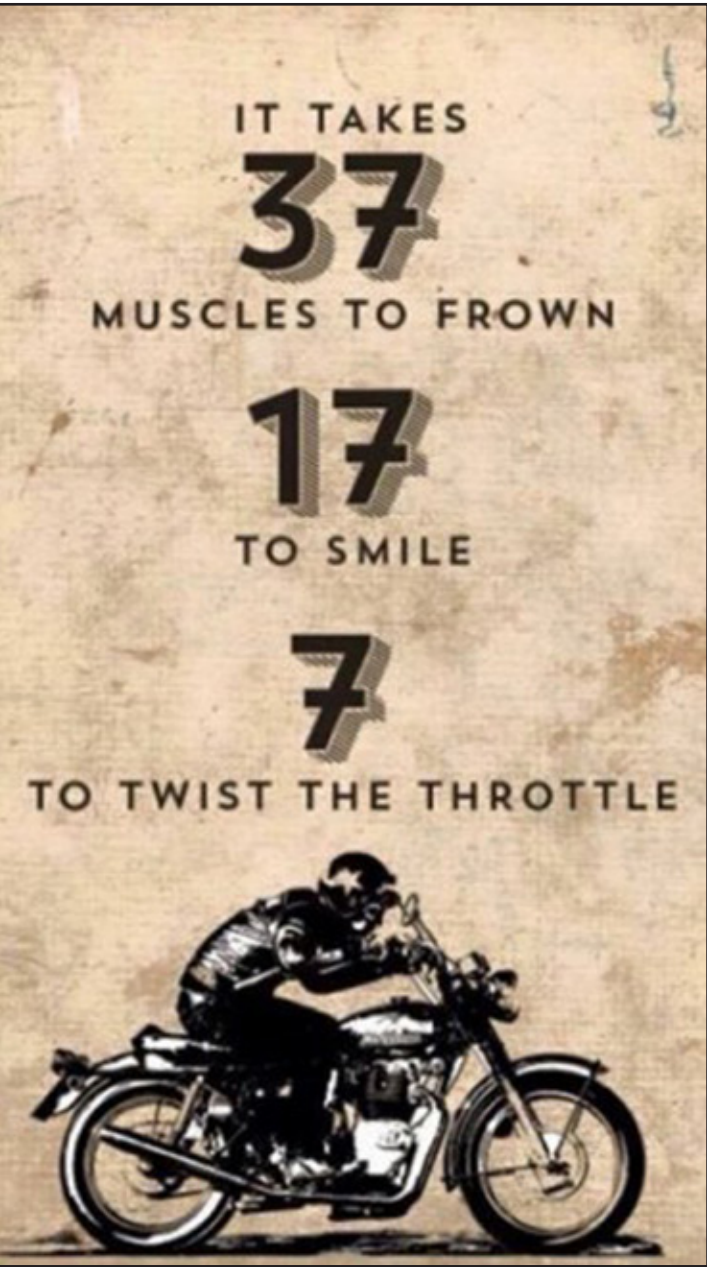
Arms



Riders always use their arms to push and pull handlebars and the higher your speed, the more strength you'll need. You will also use your arms when accelerating and braking to shift your weight one way or the other to prevent a wheelie and stay balanced on your machine. This means press-ups, bench presses and pull ups are all useful in stepping up your upper body strength.

Gyms are great if you have a membership to one but these can all be done in the privacy of your own home anytime for free. Working these key muscle groups will not only make you feel really good but it will help keep you ready to ride & fit for the road.

Source: <https://www.thebikeinsurer.co.uk/riding-advice-and-guides/motorbike-fitness/#:~:text=The%20most%20important%20muscle%20groups,to%20take%20corners%20and%20bends.>



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MUSIC & MOTORCYCLES

born to be wild

When you hear the words “Born to Be Wild”, for most people, immediately they envision a motorcycle. It’s most synonymous to the motorcycle culture than any other song in music history. This immortal hard-rock classic became a mega-hit song written by Mars Bonfire in 1967 and first performed by the band Steppenwolf. It became doubly famous as the theme song from the classic 1969 counterculture road movie “Easy Rider”. This made this arguably the most popular song associated with motorcycles. “Born to Be Wild” is described as the first heavy metal song, and the second-verse lyric “heavy metal thunder” marks the first use of this term in rock music (although not as a description of a musical style but rather a motorcycle).

Lyrics

Get your motor runnin’
Head out on the highway
Looking for adventure
In whatever comes our way

Yeah, darlin’ gonna make it happen
Take the world in a love embrace
Fire all of your guns at once
And explode into space

I like smoke and lightnin’
Heavy metal thunder
Racing with the wind
And the feeling that I’m under

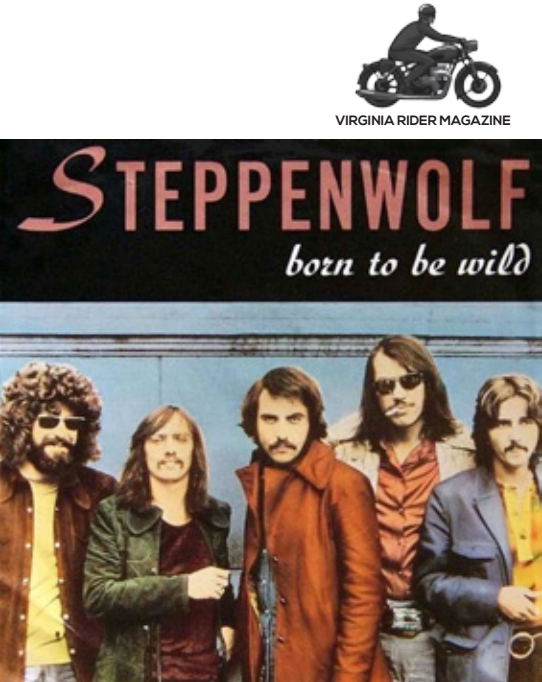
Yeah, darlin’ gonna make it happen
Take the world in a love embrace
Fire all of your guns at once
And explode into space

Like a true nature’s child
We were born
Born to be wild
We can climb so high
I never wanna die
Born to be wild
Born to be wild

Get your motor runnin’
Head out on the highway
Looking for adventure
In whatever comes our way

Yeah, darlin’ gonna make it happen
Take the world in a love embrace
Fire all of your guns at once
And explode into space

Like a true nature’s child
We were born
Born to be wild
We can climb so high
I never wanna die
Born to be wild
Born to be wild



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

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

If you must transport a load, it should be:

- (1) Carried over the rear axle.
- (2) Carried on the gas tank in front of you.
- (3) Piled up against a sissy bar or frame on the back of the seat.



Answer: (1) Carried over the rear axle.
Explanation: Loads should be kept over, or in front of, the rear axle. Only experienced riders should carry loads on their motorcycle.

When riding during the day, you should:

- (1) Wear dark clothes since it is light outside.
- (2) Wear bright clothes so other motorists can see you better.
- (3) Be comfortable, wearing shorts if it is hot.



Answer: (2) Wear bright clothes so other motorists can see you better.
Explanation: Most motorcycle crashes occur in broad daylight. To make yourself more visible to other drivers, you should always wear brightly-colored clothing when riding, even during the day.

Of the following, it is most important to flash your brake light when...

- (1) Someone is following you too closely.
- (2) You will be slowing suddenly.
- (3) There is a stop sign ahead.



Answer: (2) You will be slowing suddenly.
Explanation: Because a motorcycle’s brake light is not as noticeable as the brake lights of a car, it is usually a good idea to flash your brake light when slowing or stopping so others will be more likely to notice that you are decelerating. This is particularly important if you are slowing down more quickly than others might expect.



Riding with a group of friends can be a blast. But, it can go all pear-shaped if certain precautions aren't taken upfront. Some problems are merely inconvenient, like when the group has to wait around because someone didn't arrive with a full tank of fuel or when someone goes AWOL during the ride.

Other problems are more serious, like when a guy runs into the back of another rider because he was riding too close, or when a rider lowsides into a guardrail trying to keep up with the fast guys.

As a group leader, it is your responsibility to take some basic precautions. Let's take a look at a few.

Before we start: These tips do not take the unique issues of very large groups into account. However, these tips can be used for groups of 2 to perhaps 30 riders. Trying to manage more riders than that and you're into a whole other ball of wax. Breaking into smaller subgroups is a better solution.

We Gotta Talk

The root of most group riding mishaps can be traced to a few key factors. The first one is a failure to voice basic ground rules so that members know what to expect and what is expected of them.

Start by evaluating the group; are they aggressive and reckless, or law-abiding and considerate? Is there talk of drinking alcohol or stunting? If so, then nip it in the bud, or pay later.

Speed & Passing

The group is better off if all participants agree on general speed limits and passing. Some group rides I've attended come right out and say that I should expect illegal passing and speeds that exceed the legal limit. Knowing this ahead of time lets me decide whether or not to participate.

One option is to break into sub groups with one sticking to more conservative speeds while following the rules of the road.

Another rule I want to know is whether there is passing within the group. I'm not a fan of inter-group overtaking because it encourages bravado and risky dicing. If passing within the group isn't allowed, then faster riders should ride up front and everyone must maintain a safe following distance from each other. If a rider wants be in a different part of the group, he or she can wave someone past or change positions at the next stop.

When the leader decides to overtake slower traffic, he or she must be smart about whether it's worth the risk. If you have a turn or stop coming fairly soon, just hang tight. But, if the opportunity presents itself to make a pass that is safe for all, do it. Your fellow riders then decide to pass or not and hopefully have the self-discipline to patiently wait if it's unsafe to overtake.

Passing as a group is dangerous if riders blindly follow the person in front. It's better to tell your group to wait until the rider ahead has almost completed the pass before committing. And when making the pass, maintain passing speed well beyond the slow vehicle so that the next person has room to return to the lane and file in behind you.

Formation

A staggered formation is often the norm when on long straight sections of road with at least a 2 second following distance from the bike directly ahead. This means that you will be only about one second behind the rider offset to your immediate left or right. Even though the staggered formation gives riders access to the width of the lane, this formation is pretty tight and can lead to collisions when attempting evasive maneuvers. By riding two abreast, you are limited to either the left or right portion of your lane. And that's just not good enough for maximum safety.

That's why the leader needs to abandon the staggered formation when the road is narrow or riddled with surface hazards and when the road turns twisty! When following single file, each rider has the full width of the lane to use cornering lines or avoid mid-corner hazards.

There is a recent discussion about something called the "reverse formation". It basically has the front rider in the right wheel track rather than the left. The idea is that it affords the second rider to see and be seen better. But, I have my reservations, because this puts the first rider in a spot that is hidden from view and prevents him or her from seeing ahead as well.

Staying Together

One time when riders should be side-by-side is when coming to a stop or entering traffic. When stopping, the leader should gradually slow and come to a complete stop. The rest of the riders should "box in" so the group is compact.

To keep the group together, the leader should stop and wait when possible, like at intersections and then wait for the last rider to arrive. Look for a thumbs-up before continuing. This is used in combination with each rider taking responsibility for the rider behind by waiting until the straggler is in sight before turning onto a new road.

One thing I see from time to time is a group leader who is too concerned with keeping the group together when it isn't necessary (or safe). For example, if there are no turns or stops for people to get lost, then keep moving, make safe passes and let people have fun. And know when it is important to keep the group together, like in areas with many chances for wrong turns.

When it's time to go, the leader should leave slowly. This helps prevent the bungee effect where riders in the back must go much faster to catch up with the leaders. Remember, the group is relying on the leader to lead the way.



Some groups use communicators between the group leader and a "sweep" rider to monitor things. This can really help manage group rides and is a way the leader can know if the pace is okay or if there is any potential trouble. An experienced volunteer should be put in charge of this sweep role.

The Pace

Group riding often places safety in the back seat. It's not unusual for safety-focused individuals to become reckless when exposed to pack mentality. One thing to emphasize that each person rides within their limits and to resist the temptation to keep up with the group. Far too many group rides end in tragedy because one or more participants exceed their riding ability.

Managing the group's pace is the job of the leader. Many times the leader sets a moderate pace, only to increase the speed as the ride progresses. It's okay to wick up the speed through a nice set of twisties, but you must then slow the pace to allow stragglers to catch up without much effort. This pattern balance fun with predictability that encourages slower riders from feeling a need to stay in touch.

Poo, Meet Fan

When things do go wrong, you will want to be able to manage the situation. Ask if anyone is CPR or First Aid certified if you're not. However, getting certified in first aid training cambridge is the safest as you may not always find help. Know if you'll be riding in areas with no cell service and have an idea of the nearest population if you need to send someone to make a call.

It's smart to attend a class or seminar that discusses how to manage an accident scene and a motorcycle scene in particular. Or, you can also check out lawyers for slip and fall injuries in order to understand accident incidents. (Follow Tom McGrath's Motorcycle Law Group articles on Accidents in this issue & in next month's edition too).



Before this happens, you also need to consider if you could be held liable. Some groups require waivers, but most don't. It's implied that each participant is responsible for his or her actions, but that doesn't stop family from coming after you anyway. Sucks, I know. But it's the society we live in. It's another reason to follow these tips to avoid problems. Also, encourage full protective gear so relatively minor mishaps remain minor.

Set the Tone

Yes, being a true group leader (as opposed to a reluctant leader) means you are willing to take on the responsibility. Not everyone is cut out to be a leader. It can be stressful, but is also rewarding to show others a good time. Group leading isn't too hard with just a bit of preparation.

This leadership begins before the ride by posting rules and expected behavior, encouraging full protective gear and explaining logistics. A bit of foresight reduces risk and increases enjoyment. And if things go well, you'll look like a hero. If things go wrong...well, just follow these tips and you will hopefully be okay.

Sweep Riders

Well organized groups select a strong rider to take up the back to keep an eye on things. This person can identify any particularly weak or aggressive riders and can help keep the group together. Communication to the group leader is a huge plus.

Source:
<https://www.ridinginthezone.com/tips-for-leading-a-motorcycle-group-ride/>



What To Do Before And After An Accident



The road is unpredictable, and accidents can happen at any time. There are several different aspects of accident preparedness; legal, insurance and knowing what to do immediately after an accident.

If you do get involved in an accident, it’s always best to have all your ducks in a row from a legality standpoint. This means not only having proof you’re abiding by all laws when the accident occurred, but also knowing who you can call for legal assistance if you’re ever injured.

Insurance is not something you can get retroactively. Being proactive with your insurance coverage can help ensure that if the unexpected does happen, you won’t be stuck holding the bill. Most importantly, you need to know what to do if you are involved in an accident. The steps you take and the evidence you gather could be the difference between a full recovery and long-term financial pain.

What to Do Before an Accident



Get the Necessary License Designation/Endorsements

Virginia: Class M (Both two or three-wheeled motorcycles), Class M2 (Just two-wheeled motorcycles) or Class M3 (Just for three wheeled motorcycles)

To obtain a Virginia motorcycle designation, riders must:

- Pass a vision screening
- Pass the motorcycle knowledge exam
- Obtain a motorcycle learner’s permit for 30 days
- Pass a motorcycle road skills test (Not every DMV offers the motorcycle road skills test – if you need one check for availability)

West Virginia: Motorcycle Endorsement

To get a motorcycle endorsement, riders must:

Take and pass the Basic Rider Course (BRC), also known as the Motorcycle Safety Awareness Program
The Experienced Rider Course (ERC) is not required but it is available and covers mental strategies, risk management, traction, braking, cornering, swerving and other accident avoidance techniques

Georgia: Class M License

To get a Class M license in Georgia, you must either:

- Take a Motorcycle Safety Program Course
- Pass a knowledge and on-bike skills test (on your own motorcycle) and a vision test

North Carolina: Motorcycle Endorsement

- Pass a vision test
- Pass a motorcycle knowledge test
- Pass a road sign identification test
- Pass an off-street motorcycle skills test (motorcycle road tests have to be scheduled ahead of time – appointments available Tuesday, Wednesday and Thursday at specific NCDMV locations)

South Carolina: Class M License

- Pass the Motorcycle Road Test at a designated SCDMV location
 - Provide proof you passed an exam comparable to the SCDMV’s motorcycle skills test
- #### Other Accident Preparedness Tips
- Always carry your license, registration, motorcycle insurance information and health insurance cards on you when you ride
 - Consider having a card in your wallet with “Emergency Contact Information” on it
 - Keep your insurance up to date
 - Research attorneys and relevant motorcycle laws if you ride

Know the Motorcycle Laws

Most states’ motorcycle skills tests or written portions – if they’re required – should give you a basic overview of motorcycle laws for your jurisdiction. But there’s more to motorcycle safety and legality than the basics. If you passed the test a long time ago, it won’t hurt to brush up on state laws that pertain to you.
Why are laws so important in an accident? If someone was doing something illegal and an accident happened, you want it to be the other driver that was in the wrong – not you. Following the laws may not always keep you safe from other drivers, but it can at least help ensure you’re not the one who will be liable if a crash happens.

Make Sure Emergency Personnel Can Easily Find Your Contacts

Riders involved in accidents are often severely injured to the point where they can’t call their emergency contacts

themselves. That’s why having a card with your emergency contacts in your wallet next to your health insurance cards may be necessary. You want any medical personnel to be able to easily locate your insurance information as well as know who they should contact in the event you need someone to make decisions on your behalf if you’re incapacitated.

After an Accident

1. Don’t say anything about the accident to anyone. In most states you are required to check if anyone is injured and needs help, and you’ll need to exchange insurance information and your driver’s license – **but that’s it. Never apologize or admit to an accident being your fault.**

You don’t even have to speak to the police. You can tell them that given the stress of the accident you need to get medical attention or gather your thoughts before making a statement, which you can give at a later time.



2. Take photos of the accident scene yourself. Don’t just trust the police or the other driver to gather evidence. If you’ve been injured, don’t hesitate to call a friend or family member to come take cell phone video and photos of the accident for you. Try to get:

- Wide-angle shots of the vehicles where they landed before anything is moved
- Wide-angle shots of the debris on the roadway before it’s cleaned up
- Close-up shots of the damage to the vehicles and your motorcycle
- Also, try to talk to witnesses and get their contact information. A witness’s testimony can be hugely important when it comes to insurance company negotiations. A witness is an impartial party who doesn’t have any reason to mischaracterize what happened.

Accidents Aren’t Predictable, But Good Insurance Can Provide Surety

If your motorcycle is your primary form of transportation, you likely need to replace your bike as soon as possible. Even if it’s not, your motorcycle is a big investment and it will be important for you to get compensated fully for its replacement costs.

Riders who still have a motorcycle loan on their bike purchase should strongly consider adding GAP insurance to their policy.



Motorcycles, like cars, lose value quickly. If you buy a new bike for \$25,000 it will only be worth \$22,500 once you ride it off the lot.

Putting 10,000 miles on it will knock off another significant percentage – but you’ll still owe nearly \$25,000.

If you get in an accident and your motorcycle is totaled, the insurance company will value it based on the bike’s fair market value, which could be a lot less than what you still owe on your loan. GAP insurance makes up the difference between what you owe and what your motorcycle is valued at, so you don’t end up having to pay off the remainder of a loan for a bike you no longer have.

Some other types of overlooked motorcycle insurance are gear coverage and classic motorcycle insurance.

Gear, especially good gear, is not cheap, and it’s likely to get damaged in a serious motorcycle accident. Standard motorcycle insurance policies won’t cover a lot of that gear (boots, chaps, leather jackets, etc.) – other than helmets (on some policies).

Classic motorcycle coverage is for riders who have spent tens of thousands of dollars and years of their life restoring a classic bike. Kelly Blue Book estimates a 1969 Harley-Davidson XLCH Sportster is worth about \$3,040. You may have put 10 times that into restoring the bike, but the insurance company doesn’t care about your time or investment unless you’ve purchased classic/collector motorcycle insurance.

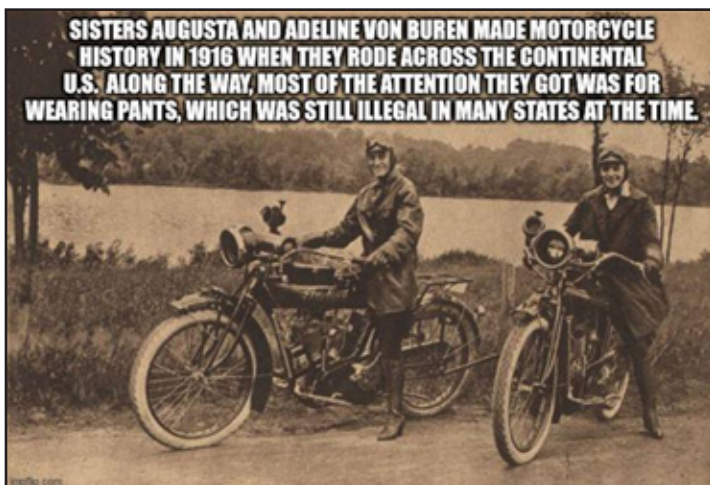
If you’re riding a vintage or restored motorcycle and you just have normal coverage, consider contacting your insurer or shopping around to find out if classic motorcycle coverage is a better fit for you.

Get Help After a Motorcycle Accident

If you or a loved one ever do get into an accident, it’s likely in your best interest to contact a motorcycle injury attorney. These personal injury attorneys have focused a significant part of their practice on learning about motorcycle law and assisting riders with some of the unique difficulties they face after an injury accident.

The Motorcycle Law Group is The Firm That Rides. We understand motorcycle accidents because we are riders and we’ve represented hundreds of people who have been in similar accidents. If you have questions about your case, call 1-855-LAW-RIDERS for a free initial consultation.





EASY DOES IT

Good Food Simply Made

Slow Cooker Buffalo Chicken Sliders

Good food doesn't have to have many ingredients or be complicated! With summertime upon us we all need some easy peasy good eats to whip up fast like these yummy sliders. Not only do these Buffalo Chicken sliders taste amazing, they happen to be one of the EASIEST recipes you will ever make! But first, we thought you'd enjoy knowing a little history on the stars of these delicious little morsels...

Buffalo chicken got its start back in the 1960s when it was first made at the Anchor Bar in Buffalo, New York, hence the name Buffalo Chicken. Sliders were first made back in 1921 when the hamburger chain White Castle started making them & before long sliders became popular with fast food restaurants and diners across the country. Their small size made it easy to eat on the go, and its affordability meant that it was accessible to people from all walks of life. So put these two icons together & you have one of the most popular & scrumptious little sandwiches ever made!

Here's all you need:

- 4 boneless skinless chicken breasts
- 12 oz Buffalo Wing Sauce, 1 bottle of your favorite brand
- 1 packet Ranch Dip Mix
- 12 Hawaiian rolls, sliced like a hamburger bun
- Cheese, slices of cheddar, or bleu cheese crumbles
- Ranch dressing + veggie sticks, optional

Instructions

- Put chicken breasts in your slow cooker. (You can put them in frozen.)
- Pour the whole bottle of buffalo sauce over chicken breasts.
- Sprinkle ranch packet on top and mix well.
- Cook on low 6-7 hours.
- 1/2 hour before serving, shred the chicken and return it to the crock pot and continue cooking.
- Add 2-3 spoonfuls of the shredded chicken to each bun and top with cheese.
- Serve with a side of ranch dressing and some veggie sticks!

You can make this the day before also & just heat it up for lunch, dinner or serve at your backyard BBQ! It's going to be a delicious summer! Bon appetit! ❤️



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