

# VIRGINIA RIDER

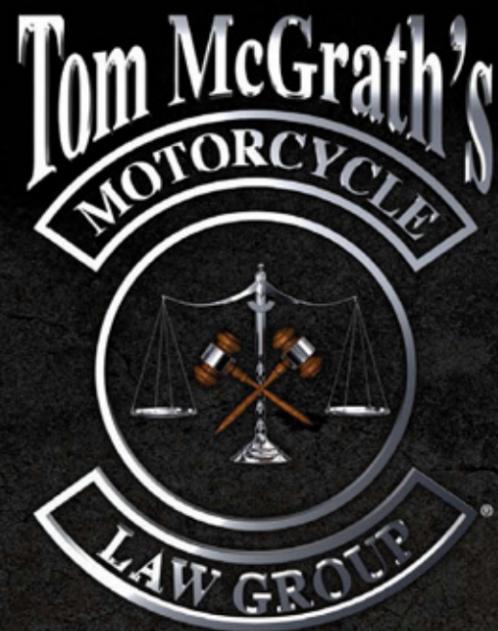
Serving the Riders of Virginia & West Virginia

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**Fall Edition 2022**  
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## from the editor's desk

Happy Fall to all! It's hard to believe that the holiday season will be starting next month...seriously!?! Wow, where has the time gone? I'm still trying to get used to the sun going down before 7pm. Then next month it'll be getting dark a lot earlier starting November 6th when we "Fall back". I don't know about you but all this early darkness sure does make me want to go to bed around 8pm.

It's been so nice to see many events back on track with good attendance this year since in the past couple of seasons they had either very low attendance or had been cancelled altogether due to covid. Even though there were still cancellations this year as well, mostly due to their staff coming down with the second and even third rounds of covid, we are very hopeful that 2023 will be free of any cancellations due to that "c" word and that everyone is healthy & back on the road again.

If you're a rider in the Virginias, we've got the perfect place for you to visit & find just about everything you need for life on 2, 3 or 4 wheels.... [virginiarider.com](http://virginiarider.com). You'll find lots of great information throughout the pages of our site. For example, on our MAGAZINE page, you can read the current magazine as well as our back issues. The EVENTS page is updated daily as we combine event information from various Facebook event or webpages so you can easily find most of the area events on our site without having to hunt through lots of different ones to find events. Our DIRECTORY of Rider-friendly Businesses is your best resource to find the businesses that have what you need for your riding and adventurous lifestyle. We are so thankful to have them with us to help us keep the magazine going from month to month. The directory is constantly being updated so be sure to check back often for the most current info. We'll be having some fun things posted for the holidays coming up so please visit us often.

We'd like to say a huge THANK YOU to all of YOU, our subscribers/viewers, who are with us each month, to our friends on Facebook who help keep us up to date on what's happening throughout Virginia and West Virginia and share our posts with friends and fellow riders. We are here for all of YOU so if there's anything you need or if you just want to just say hello, we'd love to hear from you!

We wish you lots of great riding and smooth roads as you enjoy the beautiful fall color show that nature has planned for you this year.

Until we meet again...

Be safe in your travels & always stay awesome!

Kelly

Choose to Shine

## IN THIS ISSUE



**MOTORCYCLE BRAKING TECHNIQUE** may not be something you have devoted a lot of thought to, but the difference between grabbing the lever with two fingers or four can be significant. We cover the subject thoroughly this month.



In this month's **Motorcycle Tire Guide**, we wrap up our series on all things motorcycle tires, including how a tire works, new installation and procedures, what to do if you have sudden air loss, and a wrap up of everything you need to know



**FIT FOR THE ROAD** this month is about Neurobics (say what?) for motorcycle riders. Neurobics is described as "cross training for the mind", in which one switches up daily routines, like brushing your teeth with the opposite hand and many more examples of exercises to re-train your brain.



In **GREAT PLACES TO RIDE**, Marc and Rose are off to Clifton Forge. The new-found fresh air was crisp. Temps had risen to the mid-60s as we crossed Jack Mountain on our way to Monterey. The skies were mostly clear apart from a few puffy clouds. We made the right choice with the spring/fall gear in the cooler air.



As a motorcyclist, what's **GOOD FOR YOU**? Protecting your eyes, for one. We cover the ways you can do that on a bike, from windshields to helmets and goggles. By the way, eye protection is a requirement for riding in Virginia and West Virginia.



**THE LIGHTHOUSE** this month is about a little boy and his puppy, but on a greater scale, it's about looking in the mirror and wondering if you'll be accepted because of the way you look. In God's eyes, as the story points out, you are always "the pretty one."



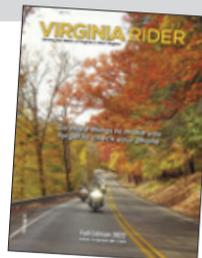
**Tom McGrath's Law Group** this month is about finding a motorcycle attorney to represent you, especially in the case of an accident. Contributory negligence, the bias against riders, and just feeling comfortable with your attorney are covered.

Kelly Collins - Owner/Editor  
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**ON OUR COVER:**  
There's still a lot more riding time left before winter. The air is cool and invigorating, the leaves are dressed in their most colorful outfits, and it's a wonderful time to get out and explore.



# MOTORCYCLE HAND SIGNALS A RIDER'S UNIVERSAL LANGUAGE

Over the years, there have been other hand signals created and used by motorcyclists. Sometimes groups have their own secret signals aside from the basic universal ones. Most of the time, these are just used among the riders in that group and the universal hand signals are still used to signal other motorists. Either way, we all have to share the road with each other. Being able to communicate with each other can make our journeys much safer for all motorists, regardless of the vehicle.

We'll be zooming in on six individual hand signals throughout this edition as well as five more in each of the November and December 2022 editions of the magazine to help you learn or refresh your skills of using hand signals to message fellow riders. When you're out on the road, communication is key!



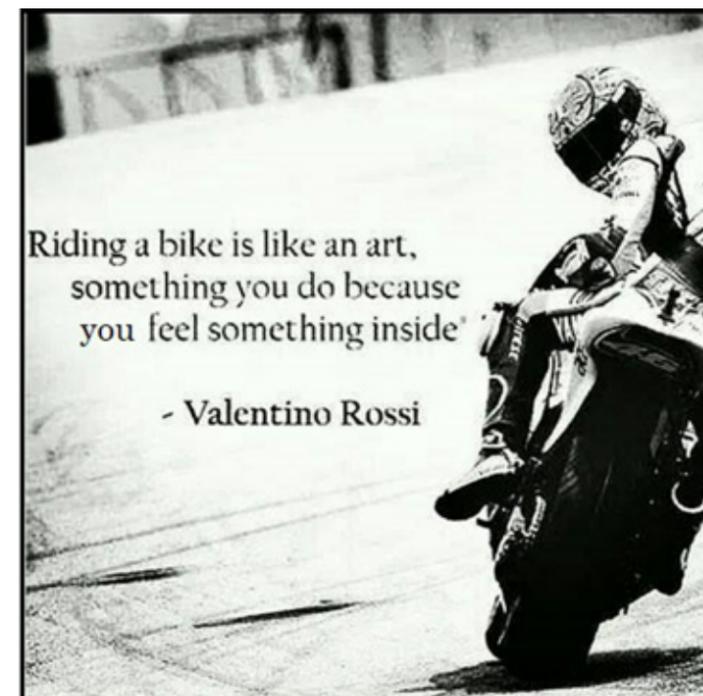
## ROAD HAZARD

Extend your left arm with your index finger pointing towards the ground and take your right foot and point it towards the ground as well. This is a signal to let other motorists know that there is something obstructing the road or possibly, an accident up ahead.



## STOP

When coming to a stop, extend out your left arm and turn your palm to face backwards. It is a universal fact that a hand being held up means to stop. Due to being on a motorcycle and having to maneuver it, you can't face the people behind you to hold your hand up and let them know you are coming to a stop. So, this is a safe way to alert them with the same concept of the hand being up.



Riding a bike is like an art,  
something you do because  
you feel something inside

- Valentino Rossi



Tell me and I forget.  
Teach me and I remember.  
Involve me and I learn.

- Benjamin Franklin



# GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

## Sulfur Spring Road and Clifton Forge

It was nearing 11 AM. Rose and I were finally Covid free, the weather was cooperating, and Windy had fresh rubber for the first ride in a while. Temps had dipped down to the upper 40s during the night, so we were letting things warm up a bit before our ride. The bacon and veggie omelet she made was also a tasty sacrifice for our late departure. But it's always a bit of panic between gearing up and taking off this late, fearing a phone will start making noises, delaying KSU even further.

Safely enroute, sans the noises, it was clear sailing on Bullpasture Mountain until we got to the top and encountered a slow SUV impersonating a minivan. It wouldn't have been so bad, but Rose and I didn't have any tunes on this ride. While my new phone was still a day away, I struggled mightily the evening before attempting to load Rose's Apple with mp3s failing miserably. So instead, we got to listen to high pitched insects easily out-singing Windy's anemic sewing machine whine, as we stared at Florida tags all the way down a mountain.

Stopping for fuel at Mountain Oasis in McDowell, with new pay at the pump pumps, a manure truck parked across from us, just as we dismounted. I hastily punched the pin code on the keypad employing my best wretch faces in my attempts to amuse Rose. Fortunately, we both still had our helmets on and Windy only needed five gallons of gas.

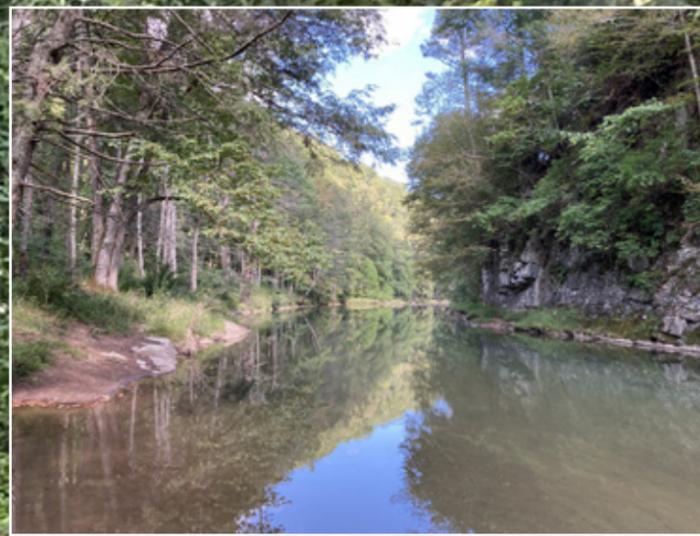
The new-found fresh air was crisp. Temps had risen to the mid-60s as we crossed Jack Mountain on our way to Monterey. The skies were mostly clear apart from a few puffy clouds. We made the right choice with the spring/fall gear in the cooler air. Rose and I passed a row of tall pine trees after our turn on 220 south. And like clockwork, I took a deep breath and gave her leg a squeeze, once again on an open road in the highway gear, right where we belonged.



Our wide open spaces in the middle of nowhere were soon replaced by endless canopies of forest. I backed off a bit as the shadows shared the pavement with patchy areas of condensation. We stopped in Hot Springs across from The Homestead to change the camera battery. The upper section of this iconic hotel was surprisingly covered in scaffolding. It was a bit of a shock to see, but as a former little white pill chaser, I enjoyed the landscapes of the lush and pristine golf courses majestically displayed.

Team GL turned left on McGraw Gap Road where we encountered some inconspicuous gravel in a couple of the turns causing some minor slippage and puckering. Safely in the clear, we turned again on Airport Road. Climbing and climbing, the air became ever cooler. I reach for the info button and it displayed 59F. In a few miles, we reached an overlook. I don't know how high we were, but visibilities were unlimited, and we could see forever. Lake Moomaw appeared in vivid contrast to the seemingly endless ridge lines of the Allegheny Mountains. The day couldn't have been any better for such an amazing view.

Sulfur Spring Road, the theme for a video we recently posted on the VA Rider Magazine's YouTube channel, had a new surface in spots. It's still the same narrow, scary mountain road with low shoulders, just with fewer bumps and visible skid

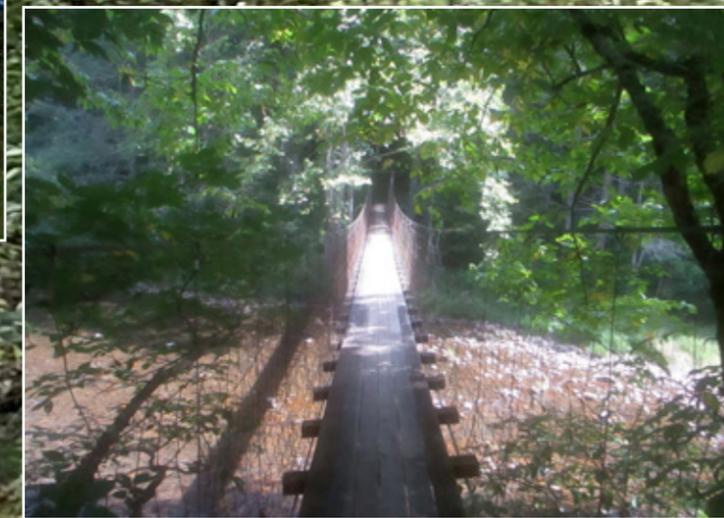


marks as before. It requires a rider's undivided attention. Fortunately, it's mostly forest, and lacks points in the stunning scenery department, so there are few distractions other than the occasional wildlife.

Rose and I soon found ourselves in Clifton Forge. I was in search of a walk bridge, which we sadly discovered was closed. However, the paved one we traveled over provided a nice view of the town. For anyone into trains, there's the C&O Railway Heritage Center. And for those seeking Italian fare, there's Michael's New York Style Pizza and Bella's, either of which seem to always have bikes parked out front.

The speed limits quickly changed from 35 to 70 as we jumped on I-64 for a brief thrill ride to the next exit. The sudden rush of wind, with Windy's vents and air deflectors now fully open, was in sharp contrast to the sounds of traffic and the whining from third and fourth gear just moments before. Signs for a limit of 55 backed us down to cruising speed, which was more than suitable for a brisk pace on Rt. 42 to Millboro Springs.

Rose and I took a short detour to Goshen on 39 to our favorite produce shop along Mill Creek. Fruits and veggies safely stowed, we headed for home on the smooth and fresh pavement on Rt. 678. Just past Williamsville, we stopped at a hidden parking area next to a walk bridge that crosses the Bullpasture River. It was listing very noticeably to port, but still quite crossable. Rose walked to the other side to forage for mushrooms while I absorbed the tranquil sounds of the rushing water below. The



resulting meditative state, however, was soon overtaken by the urge to pee.

Despite the lack of music, Windy continued to spoil us, as she always has, thriving in every type of situation we found ourselves in. Safely home, it was another wonderful day spent on the bike. When just a few weeks before, any ride, let alone one as enjoyable as this, seemed a near impossibility while recovering, waiting for vital equipment and suitable weather. It was a very dynamic cycle in another of life's crazy chapters that saw everything eventually fall into place like a well-choreographed ballet initially perceived as a train wreck.

Cheers and thanks for reading!

Marc Ritchie  
Photos, kisses and mushrooms: Rose Grant



# MOTORCYCLE TIRE GUIDE



**What riders need to know about street motorcycle tires**



MOTORCYCLE INDUSTRY COUNCIL



U.S. TIRE MANUFACTURERS ASSOCIATION

## Tire Tips

- Maintain proper air pressure
- Regularly inspect your tires
- Buy the right tires for your bike
- Have your tires professionally installed
- Avoid sharp objects and slick surfaces



MOTORCYCLE INDUSTRY COUNCIL

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## NEW TIRE INSTALLATION AND PRECAUTIONS



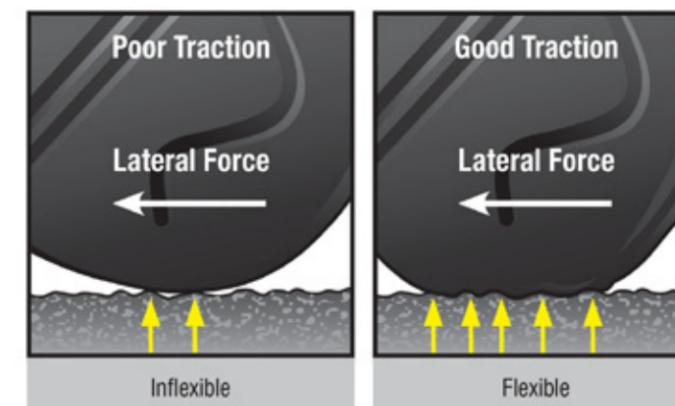
Tires should be replaced and balanced by a professional mechanic. Professionals have the right tools to prevent damage to the bead of the tire which must seat firmly against the rim to provide an air-tight seal, and they have equipment that can perform dynamic, high-speed balancing to guard against wheel vibration. Install a new tube every time a tube-type tire is replaced. If equipped with a rubber rim band, replace it with an equivalent band. For a tubeless rim, replace the rubber valve stem, or replace the valve core and rubber grommet in a metal valve assembly. For motorcycles equipped with a TPMS, consult the owner's manual or TPMS manufacturer for service recommendations. Certain Harley-Davidson® motorcycles use spoked, tubeless-type rims identified as "MTM" which require a rim seal for proper tire-to-rim fitment. Consult your owner's manual. Take it easy on new tires for your first 100 miles. The tire's surface will be a bit smooth and needs to be "scuffed in" for maximum grip. Also, its cross-section shape will be more round than a worn tire, which likely has flattened out over time in the central tread area. This wear happens so gradually that you likely won't notice how sluggish (relatively speaking) your bike's handling has become until your first ride with new tires. The fresh tires may respond more quickly to cornering input, and during this break-in period you may have to re-adjust to this "restored" feeling.



## HOW MOTORCYCLE TIRES WORK



Because a motorcycle is a single-track vehicle and leans as it turns motorcycle tires are quite different than car tires. Whereas car tires have a fairly flat profile and a contact patch that varies little in size or shape, motorcycle tires have a U-shaped profile and a contact patch that changes size and shape during cornering. Motorcycle tires are also relatively narrow, which makes their gripping capability ("traction") a limited commodity. Plus, this limited amount of traction is divided up among multiple forces created when braking, cornering, and accelerating. The more you lean in a corner, for example, the less traction is available for braking; the quicker you accelerate, the less traction is available for turning. If any one of these actions uses an excessive share of available traction, you might lose control of the motorcycle. For more information on how motorcyclists can manage braking, cornering, and acceleration forces, please read the Motorcycle Safety Foundation's Guide to Motorcycling Excellence (Second Edition), or any number of in-depth books on the art and science of motorcycling. Traction can be thought of as the mechanical adhesion between tires and road surface.



Predictable traction is essential in all riding situations, especially cornering. To enable this connection to transmit as much force as possible, it is necessary for the tire's rubber surface to interlock at the microscopic level with the protrusions and pores of the road. That means there must be sufficient tread thickness, and it must be flexible to provide adequate traction.

There are several ways in which the adhesion between rubber and road can be compromised:

- The tire surface has lost its elasticity, because of cold temperatures, aging, or other factors
- The asphalt or concrete has been "polished" down and made smooth by automobile and truck tires
- The interface between tire and road is "lubricated" or obstructed by any number of substances: rainwater, engine oil, leaves, gravel, sand, dirt, etc.

## SUDDEN AIR LOSS AND TIRE REPAIR

Fortunately, sudden air loss is uncommon and generally preventable by maintaining proper air pressure. Sudden air loss may occur due to a puncture, overloading, under-inflation, impact, etc. Sudden air loss may occur without warning and can induce panic even in experienced riders. The symptoms may include vibration or sluggish handling. If a sudden air loss should occur, keep a firm grip on the handlebars, steer smoothly, and gently ease off the throttle. Avoid downshifting or hard braking, as these actions can upset the now-unstable chassis. If traffic permits, slow gradually and move off to the side of the road. If you must brake, limit your braking to the wheel with the good tire. Applying the brake to the wheel with the bad tire can cause the tire to separate from the rim, leading to a loss of control. If a tire is punctured, it might be possible to repair it. However, repairs should be considered a temporary measure at best, and speeds should be kept low. Repairs to the sidewall are not permitted. Some tire manufacturers do not recommend repairing motorcycle tires or using liquid sealants. If permissible, repairs should be limited to a combination plug/patch repair of tread punctures no larger than 1/4" in diameter on a demounted tire. Never perform an exterior repair and never use an inner tube as a substitute for a proper repair. Speeds should not exceed 50 mph for the first 24 hours after the repair, and the repaired tire should never be used over 80 mph (not recommended to exceed the legal speed limit in any event). Remember, motorcycle tires experience tremendous sideways forces and deformation when cornering. For detailed information on repairing your tire, contact the specific tire manufacturer.

*continued next page*

# CONCLUSION

Buy the right tires, have them professionally installed, maintain proper air pressure, inspect them regularly, don't ride over sharp objects, and avoid slick surfaces. Treat your tires well and they'll treat you to many miles of safe, comfortable riding.



Danger lurks beyond the wear bars. Once the rubber is gone, so is your tire's ability to grip the road.

## MSF T-CLOCS<sup>SM</sup> Pre-Ride Inspection Checklist

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>T-TIRES &amp; WHEELS</b>				
Tires	Condition	Tread depth, wear, weathering, cracking, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to recommended pressure, considering total load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
	Valve Caps	Damaged, missing.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
<b>C-CONTROLS</b>				
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
<b>L-LIGHTS</b>				
Battery	Condition	Terminals clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
	Operation	Hi beams/low beam operation.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
Turn signals	Operation	Flashes correctly.	Front left	Front right
			Rear left	Rear right
Mirrors	Condition	Cracks, clean, tight mounts and swivel joints.		
	Aim	Adjust when seated on bike.		
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		

continued on next page

# MOTORCYCLE BRAKING TECHNIQUE

One of the most common questions we get is, "should I use two fingers or four fingers when braking on a motorcycle?" Surprising to some, the answer to this simple question is that it depends. It depends upon where a rider is at in their skill development and sometimes it can depend upon the type of motorcycle and braking system.

It should be noted that while most motorcycle riders use two fingers or four fingers, there are some riders who have developed habits contrary to the preferred braking techniques we recommend. For example, famous motorcycle racer Valentino Rossi uses three fingers to pull the brake lever upon occasion. While the three-finger technique comes naturally to Valentino, he's one of the best motorcycle riders in the world, so he can pretty much do whatever he pleases. Not so for us mere mortals.

For the rest of us, sticking to either two fingers or four fingers is probably best. Our Motorcycle Safety Foundation Basic Rider Course typically teaches riders to use four fingers when braking. Here's why a four-finger braking technique is best, especially for anyone who is new to developing riding skills and is still at the entry-level of motorcycle riding:

- Braking with four fingers makes it easier for beginning riders to roll off the throttle and apply the brakes easier.
- Using four fingers to brake your motorcycle makes it less likely that you would accidentally roll on the throttle while you're braking. When you use the two-finger motorcycle braking technique, you have two fingers on the brake and two fingers on the throttle. If you're not careful, or even if your hand slips a little bit, you can accidentally manipulate the throttle when you're only trying to hit the brakes.
- Engaging all four of your fingers allows you to apply more force to the brake lever. You're pulling on it with twice the amount of fingers, making it easier to brake hard in a hurry. You might have strong hands or think it's silly to require extra force on something as small as a motorcycle brake lever, but both every instant and every millimeter count when you're on a motorcycle.
- Since you don't have any fingers left under the lever, you're able to squeeze the lever all the way to the bar. Keeping two of your fingers under the lever could possibly restrict maximum brake level travel.
- One of the top motorcycle training philosophies is to build gross motor skills before fine motor skills. By starting braking with four fingers, we allow the necessary neural connections to develop and strengthen before migrating to a technique that requires finer motor skills and may present a higher risk to the rider.
- With four fingers on the brake lever, we may be able to generate more force on the brake lever than if we used two fingers. If you use the two-finger motorcycle braking technique which requires the use of your index and middle fingers then your fingers are close to the brake lever's anchor point. To understand why this is important, you have to think a little bit about the physics of levers and fulcrums. Or, more simply, you can think about it this way: the handle of a car door is far away from the hinges because less pressure generates more movement out there. If the handle were right by the hinges, it would be hard to open the door. Now, relate that to your motorcycle braking technique. If you only use your inside fingers, they're closest to the brake lever's anchor point, which is also harder to generate significant force.
- Four-finger braking instruction makes it easy to receive consistent training across all Motorcycle Safety Foundation courses.

## Is It Okay to Brake a Motorcycle With Two Fingers?

Maybe you've been riding your motorcycle for a while now, and you consider yourself to be a more intermediate or even advanced rider. You may hear a lot of your friends say that they only use two fingers, too. In that case, is it alright to use two fingers while braking?

The short answer is yes. If your motorcycle is capable enough and your motor control skills are developed enough, two-finger braking is entirely acceptable. We teach people to brake with two fingers in our TEAM Arizona Advanced Riding Techniques course. Furthermore, there are some benefits to using this braking method. The benefits of braking your motorcycle with two fingers include both of the following:

- Reduced reaction time before you can apply your brakes
- The ability to perform the trail braking technique, which requires you to use the throttle and your brakes at the same time
- We can use our brakes to dynamically alter the geometry of our vehicle so that we can make cornering easier and more confidence inspiring

While the trail braking technique is an essential step toward becoming a skilled motorcycle rider, and a vital tool to have in our riding toolbox, because it requires fine motor skills with respect to brake and throttle, it may not be for everyone. We strongly recommend against trying this technique until you're already confident with your throttle and brake application control. Furthermore, you need to have a thorough understanding of your motorcycle's braking ability before this can be considered an option. How can you tell if you have enough skill to try this technique? The easiest thing to do is come out to a course and let the coaches evaluate your skill level.

## So what are you going to use? 2 or 4 fingers?

There is much to consider when it comes to deciding how many fingers to use when braking. That's why we always recommend that our riders completely master braking with four fingers before they move on to braking with two fingers. Like all other motorcycle riding techniques, it's best to focus on safety and master the basics before worrying about more advanced motorcycle riding tips. The fundamentals NEVER go out of style!



Source: <https://motorcycltraining.com/team-arizona-riding-tip-november-2012-stop-two-fingers-or-four/>

## MSF T-CLOCS<sup>SM</sup> Pre-Ride Inspection Checklist

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>O-OIL</b>				
Levels	Engine Oil	Check level per owner's manual.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
<b>C-CHASSIS</b>				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted.		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
<b>S-STANDS</b>				
Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		

## Load Limit Calculator

**AVAILABLE LOAD CAPACITY**

1. Enter GVWR (Gross Vehicle Weight Rating).  
Check owner's manual or Vehicle Identification Number (VIN) plate. 1. \_\_\_\_\_ lbs.
2. Enter dry weight of motorcycle.  
Check owner's manual. minus 2. \_\_\_\_\_ lbs.
3. Average weight of fluids (gas and oil). minus 3. 40 lbs.
4. **Available load capacity of your motorcycle.**  
(Line 1 - Line 2 - Line 3) 4. \_\_\_\_\_ lbs.

**LOADING OF YOUR MOTORCYCLE**

5. Enter total weight of rider and passenger.  
Include helmets, boots and clothing. 5. \_\_\_\_\_ lbs.
6. Enter weight of accessories.  
Accessories you have added, including chrome, windshield, saddlebags, etc. plus 6. \_\_\_\_\_ lbs.
7. Enter weight of any cargo/luggage you are carrying. plus 7. \_\_\_\_\_ lbs.
8. **This is the load you are adding to your motorcycle.**  
(Line 5 + Line 6 + Line 7) 8. \_\_\_\_\_ lbs.

If line 8 is greater than line 4, **YOUR MOTORCYCLE IS OVERLOADED.**  
Overloading your motorcycle could lead to tire failure, accident, injury or death.

# GOOD FOR YOU

## Protect Your Eyes While Riding Your Bike

The wind rushes at your face, carrying dust, dirt and debris. The pickup truck in front of you kicks up gravel as its wheels spin from a start. A bug splatters against your headlight, spraying legs, guts and antennae in your face as you speed through the night. If you're wearing proper eye protection, these are all minor inconveniences. If your eyes are bare, your sight might be impaired, either temporarily or permanently.

Many states require proper eye protection every time you ride on the road. You can check the specific laws in your state, (see Note at the end of this article) and states where you plan to ride on the American Motorcyclist Association website. Even if your state doesn't require eye protection it's just smart to wear proper eye protection every time you ride.

**There are three layers of eye protection available on a bike.**

**The first layer is on the bike — a windshield.**



A properly fitted windshield will direct airflow so that it doesn't land directly in your face. It can also deflect some of the hard particles that inevitably fly your way, like small rocks, bugs and other debris. Be sure that your windshield

is properly constructed from shatterproof material, and that the shield is mounted securely to your front forks or frame.

**The second layer of protection is a helmet face shield.**



There are also 3/4-helmets and half-helmets with shields that also offer decent eye protection. Helmet face shields must also be made of shatterproof material. You can



choose a tinted or clear face shield, depending on when and where you are going to be riding. If you choose to wear a tinted shield, be sure to carry a clear shield in case of cloudy weather or riding after dark, and learn how to swap

shields on your helmet — it's a tool-free operation on most helmets.

The latest development in eye protection is the photo-chromatic face shield. Much like Transitions lenses for prescription eyeglasses, the photo-chromatic face shield reacts to changing light conditions while you ride, darkening in bright sunlight and lightening in the shade or dark. Photo-chromatic face shields generally run about \$120 — two to three times as much as clear or tinted shields — so there's a price for convenience. But it might be worth it.

**The third layer of protection is goggles or glasses.**



Goggles are a good choice if you use a half-helmet, because goggles provide additional wind protection around your eyes. Glasses work great behind a full-face shield, as long as your lenses are shatterproof polycarbonate.

Think about the three layers of eye protection every time you decide to ride, and protect your eyes while you ride your motorcycle.

Note:

Virginia: Eye protection is required by law unless equipped with windscreen;  
Code of Virginia 46.2-910  
West Virginia: Eye protection is required by law  
West Virginia Code, 17C-15-44 (b)

Source: [https://travelzone.bestwestern.com/protect\\_your\\_eyes\\_while\\_riding/](https://travelzone.bestwestern.com/protect_your_eyes_while_riding/)



**TURN RIGHT**  
When making a right turn, extend your left arm out. Next, bent at the elbow, making a 90-degree angle. Make sure you're making a closed fist. Some people may think it makes more sense to use the right arm to do this but that is incorrect. Using your right arm instead of the left may confuse fellow motorists and can possibly cause a hazard.



# WELCOME TO TIDEWATER MOTORCYCLES

FULL SERVICE SHOP \* PARTS & ACCESSORIES \* APPAREL

Tidewater Motorcycles was started with the Customer in Mind. Established in 2003, we have developed a passion for and commitment to the Motorcycle Community. Come see why no shop is as "Customer Oriented" as we are.

We're equipped to handle all repairs on any motorcycle, both Foreign and American made. From minor maintenance to major repairs, our team of Experienced Technicians will keep your motorcycle, off-road, or ATV Operational and Safe!

If you're looking for an oil change, tune-up, tires, or a complete engine rebuild you can trust Tidewater Motorcycles to get the job done!

Need riding gear? We carry Jackets, Vests, Chaps, Gloves, and Rain Gear as well as safety equipment such as helmets and reflective clothing for all seasons.

WANT TO JOIN OUR TEAM? Tidewater Motorcycles continues to grow due to the loyalty of our customers. This growth has opened opportunities to expand our team. We are continuously looking for Sales Representatives to maintain our level of Customer Service and Motorcycle Service Technicians to keep up with our customers repairs and service needs. If you feel you are qualified in either of these areas, please submit your resume to [staff@tidewatermotorcycles.com](mailto:staff@tidewatermotorcycles.com)

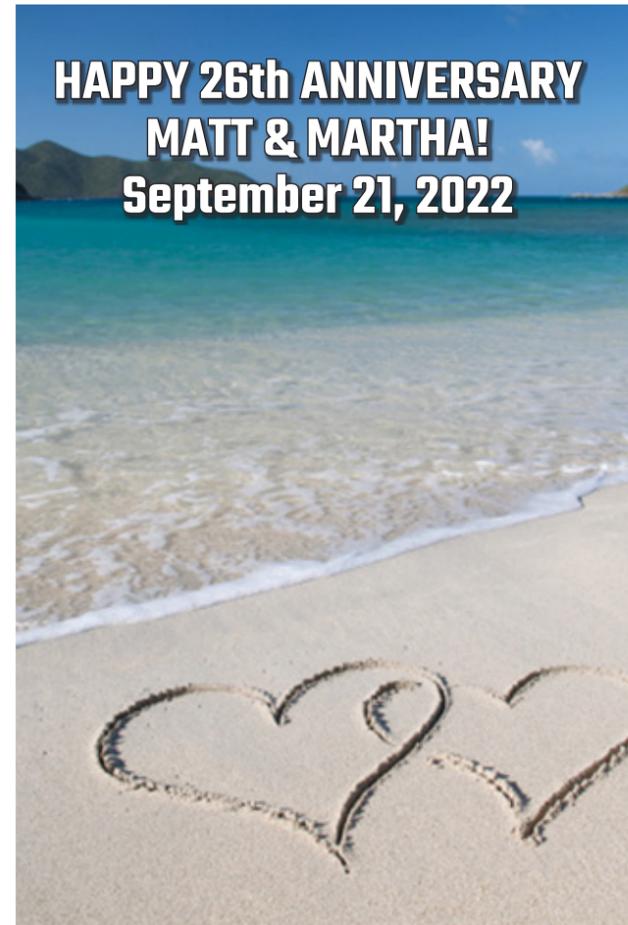
## CONTACT US

Better yet, see us in person!

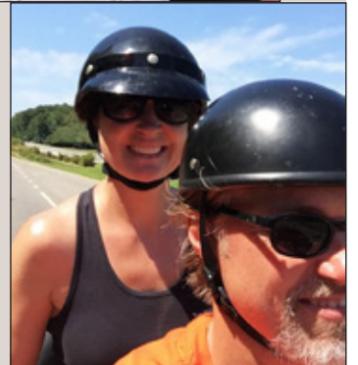
Tidewater Motorcycles, Inc  
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(757) 255-4200  
[tidewatermotorcycles.com](http://tidewatermotorcycles.com)



HAPPY 26th ANNIVERSARY  
MATT & MARTHA!  
September 21, 2022



HAPPY Anniversary!



# TIDEWATER MOTORCYCLES



(757)255-4200

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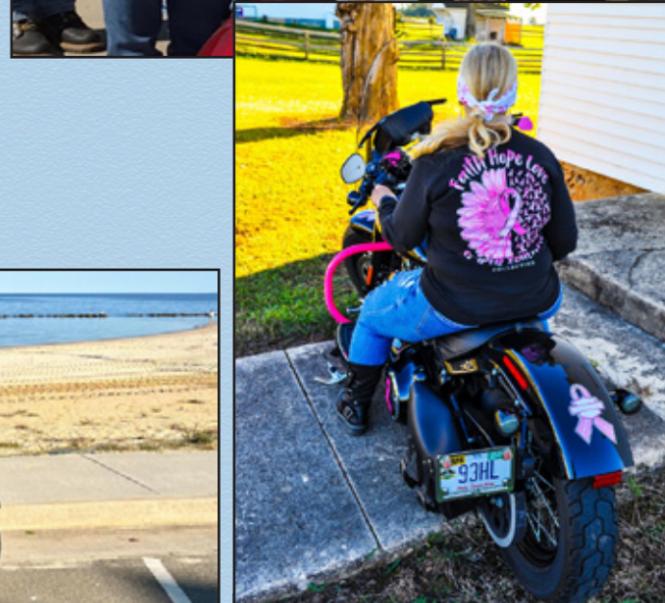
# MY RIDE

I'm Cathy A. Breeden, born and raised in Page County, Shenandoah Valley, Virginia, 57 years young. I started riding two wheels at age six on a homemade mini-bike. I eventually advanced to a Honda 50, Honda 100 and a Suzuki 125 on road/off road.

I was 17 when I graduated and my graduation gift was a Suzuki on road/off road 250 which I rode until 2008 when I purchased my first Harley, a 1200 Sportster. I've had a few Softail Harleys since, including a Street Glide from Bruce Rossmeyer's in Daytona, Florida that has 18k gold paint. I currently ride a 2016 Softail Slim S that is black and is accented with silver and grey Breast Cancer ribbons including the Harley Bar and Shield. I also have a 2020 CVO Street Glide.

I raise \$\$ for Breast Cancer/Relay for Life yearly and ride as many local charity rides as my work schedule permits. With my boyfriend and local riders, we host a Ride for Pink Charity Ride in October.

I love riding and physical fitness. Pink is my favorite color.

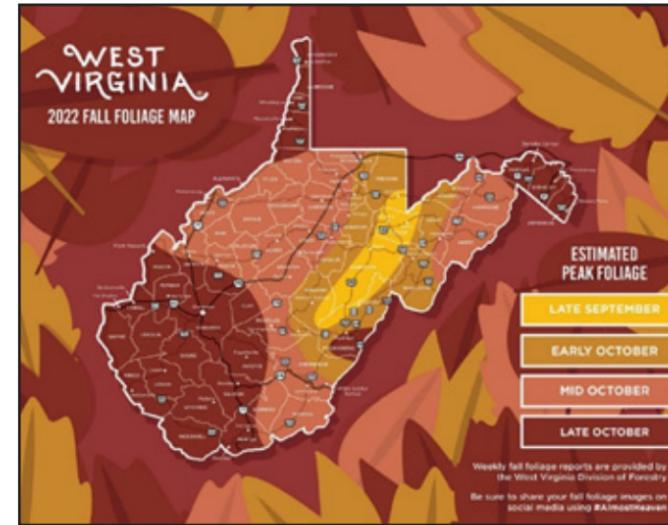


Visit the Rider-Friendly Business Directory at [www.virginiarider.com/rider-friendly-business-directory](http://www.virginiarider.com/rider-friendly-business-directory)

**USE'EM BEFORE YOU LOSE'EM**

**.....SHOP LOCAL**

*Rider-Friendly*  
support your local small businesses!



"Life is like riding a bicycle. To keep your balance, you must keep moving."

- Albert Einstein

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**Fall in Virginia**

Estimated Peak Fall Foliage

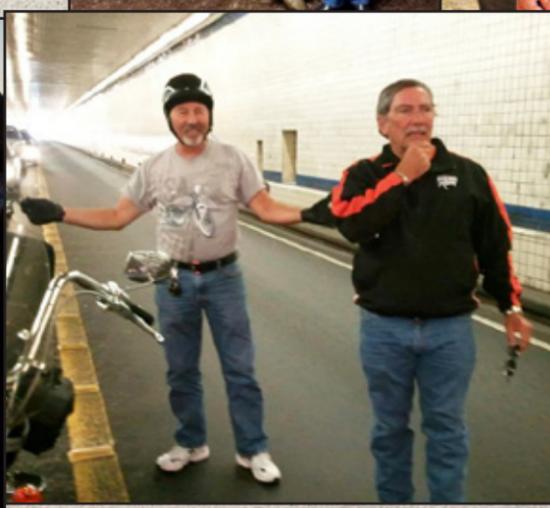
Virginia's expansive woodlands, famously blue-tinged mountains, and rambling scenic byways are the place to be when colorful autumn leaves are at their fiery peak. Whether you're looking to hike in a state park or sip some hot chocolate in a quiet mountain town, Virginia has something to love for everyone.

Start planning your fall getaway at [virginia.org/fall](http://virginia.org/fall)

- Early October
- Early to mid October
- Mid October
- Mid to late October

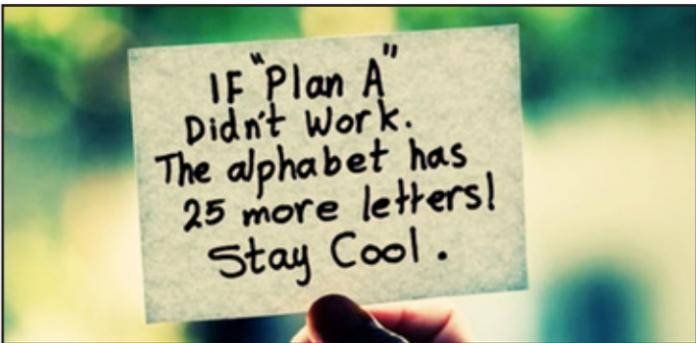
**#LoveVA**

**VIRGINIA IS FOR LOVERS**





**FALL BACK**  
**End of Daylight Saving Time**  
 "Turn your clocks back one hour"  
 at 2:00 AM on **Sunday, November 6, 2022**



"When you come to a fork in the road,  
 Take it."  
 - Yogi Berra

**SLOW DOWN**

Extend your left arm. Do a downward movement with your palm facing down. If for any reason the group needs to slow down, the lead rider can give the signal to everyone and they can then lower their speed.



*Just married*

**CONGRATULATIONS GINGER & BOB!**

**WE WANT YOU TO JOIN**

**ABATE OF VIRGINIA**

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.

- ◆ Join a group actively protecting and defending your rights
- ◆ Meet people who love freedom and having a good time
- ◆ Enjoy discounted memberships for additions in the same household
- ◆ Get your first year free if you are 18 to 29 years old

Check out the local chapter nearest you at [abateva.org](http://abateva.org)  
**BECOME INVOLVED AND JOIN TODAY!**

# FALL WITH PLUS ONE RIDING DOUBLE

Riding with a passenger becomes even more popular in the Fall when the leaves start to turn and you want to share nature's beautiful color show with a plus one. Here's some important safety info to help keep you and your passenger safe on the road.

## Motorcycle Safety Tips: Riding Double

Do your research and know what's different when it comes to safety when you have a passenger on your bike. Riding double on a motorcycle can increase the bike's weight by 20% to 30% and requires you to adjust your driving habits to accommodate the extra load. Before riding double, check that your motorcycle meets the passenger requirements in your state. Generally, laws require that passengers have a separate seat and set of foot pegs.

Also check the owner's manual for weight restrictions. Some bikes can't handle the weight of two people, while others require adjusting suspension or tire pressure. And of course, don't hit the road before you've secured proper insurance protection.

## Keep these motorcycle safety tips in mind when riding double:

- Always wear a helmet and have your passenger do so, too.
- Be easy on the rear brake—the additional weight will affect stopping power.
- Brake early to account for the extra stopping distance.
- Allow more time and space for passing.
- Refine your shifting and accelerating skills. Jerky transitions will cause the passenger to lurch forward.
- Establish a communication system using shoulder taps: One tap means slow down, two taps means stop, etc.

Discuss motorcycle safety and proper riding techniques with passengers.

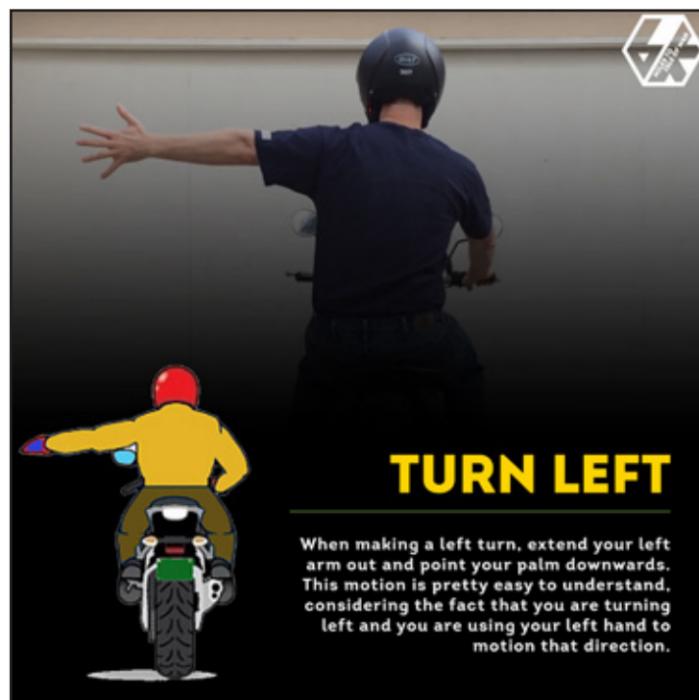


Cover these basics:

- Don't mount the bike until the kickstand is up and the driver says to do so.
- Wrap your hands around the driver's waist to hold on.
- Keep your legs clear of the hot exhaust.
- Lean with the driver when turning.
- Avoid sudden movements that could affect the bike's handling.
- Keep your feet on the footrests at all times—don't put them down at a stop.

Source:

<https://www.statefarm.com/simple-insights/auto-and-vehicles/motorcycle-safety-tips-riding-double>

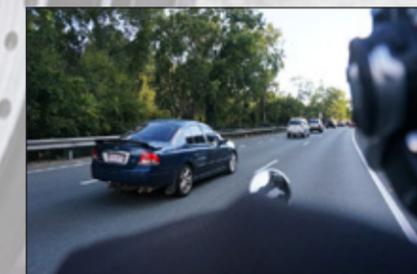


# Testing 1-2-3 from the DMV Motorcycle Permit Test

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

When being passed, moving to the part of your lane that is farthest from the passing vehicle:

- (1) Is recommended because you will be farther away from the passing vehicle.
- (2) Is not recommended because it invites the other driver to move back into your lane too early.
- (3) Is not encouraged or discouraged as it has no impact on safety.



**Answer: (2) Is not recommended because it invites the other driver to move back into your lane too early.**  
**Explanation: When being passed, it is not advisable to move to the part of your lane that is farthest from the passing vehicle. Doing so may prompt the passing driver to move back into your lane too early.**

When making a U-turn:

- (1) The front and rear brakes need to be used at the same time.
- (2) Do not use the front brake because it could cause the bike to tip over.
- (3) Use the front brake to increase stability of the motorcycle.



**Answer: (2) Do not use the front brake because it could cause the bike to tip over.**  
**Explanation: The front brake should not be used when making a U-turn because it could cause the bike to tip over. Instead, use the rear brake to control the speed of the bike in the U-turn.**

Riders who do not wear helmets while riding are

\_\_\_\_\_ to die in a crash than riders who do wear helmets:

- (1) Half as likely
- (2) Twice as likely
- (3) Three times as likely



**Answer: (3) Three times as likely**  
**Explanation: No matter the speed, riders who are not wearing helmets are three times more likely to die from head injuries than riders who are wearing helmets at the time of a crash.**



# The Lighthouse

*"Open the eyes of my heart, Lord." - Ephesians 1:18-19*

## The Pretty One

It had been a very long night. Our black Cocker Spaniel, Precious, was having a difficult delivery. I lied on the floor beside her large four-foot square cage watching her every movement - watching and waiting, just in case I had to rush her to the veterinarian.

After six hours, the puppies started to appear. The firstborn was black and white. The second and third puppies were tan and brown in color. The fourth and fifth were also spotted black and white. "One, two, three, four, five," I counted to myself. I walked down the hallway to wake my wife, Judy, and tell her that everything was fine. As we walked back down the hallway and into the spare bedroom, I noticed a sixth puppy had been born but was lying all by itself over to the side of the cage. I picked it up and laid it on top of the large pile of puppies, which were whining and trying to nurse on the mother. Precious immediately pushed the small puppy away from rest of the group. She refused to recognize it as a member of her family.

"Something's wrong," said Judy.

I reached over and picked up the puppy. My heart sank inside my chest when I saw it had a cleft lip and palate and could not close its little mouth. I decided right then and there that if there was any way to save this animal, I was going to give it my best shot.

I took the puppy to the vet and was told nothing could be done, unless we were willing to spend about \$1,000 to try to correct the defect. He told us that the puppy would die mainly because it could not suckle. After returning home, Judy and I decided that we could not afford to spend that kind of money. We at least needed to get some type of assurance from the vet that the puppy had a chance to live. However, that did not stop me from purchasing a syringe and feeding the puppy by hand. I did that every day and night, every two hours for more than 10 days. The little puppy survived and learned to eat on



his own, as long as it was soft, canned food.

The fifth week, I placed an ad in the newspaper, and within a week, we had people interested in all of the pups, except the one with the deformity. Late one afternoon, I went to the store to pick up a few groceries. Upon returning, I happened to see the old retired schoolteacher, who lived across the street from us, waving at me. She had read in the paper that we had puppies and wondered if she might get one for her grandson and his family. I told her all the puppies had found homes but I would keep my eyes open for anyone else who might have an available Cocker Spaniel. I also mentioned that if anyone should change his or her mind, I would let her know. Within days, new families had picked up all but one of the puppies. I was left with one brown and tan pup as well as the smaller puppy with the cleft lip and palate.

Two days passed without me hearing anything from the gentleman who had been promised the tan and brown pup. I called the schoolteacher and told her I had one puppy left and that she was welcome to come and look at it. She advised me that she was going to pick up her grandson and would come over at about 8 o'clock that evening.

That night at around 7:30 p.m., Judy and I were eating supper when we heard a knock on the front door. When I opened the door, the man who had wanted the tan and brown pup was standing there. We walked inside, took care of the adoption details, and I handed him the puppy. Judy and I did not know what we would do or say when the teacher showed up with her grandson. At exactly 8 p.m., the doorbell rang. I opened the door, and there was the schoolteacher with her grandson standing behind her. I explained to her the man had come for the puppy after all and there were no puppies left. "I'm sorry, Jeffery. They found homes for all the puppies," she told her grandson.

Just at that moment, the small puppy left in the bedroom began to yelp.

"My puppy! My puppy!" yelled the little boy as he ran out from behind his grandmother.

I just about fell over as I noticed that small child also had a cleft lip and palate. The boy ran past me as fast as he could, down the hallway to where the puppy was still yelping. When the three of us made it to the bedroom, the small boy was holding the puppy in his arms. He looked up at his grandmother and said, "Look,

grandma! They found homes for all the puppies except the pretty one, and he looks just like me.

The schoolteacher turned to us and asked, "Is this the puppy that's available?"

Yes, I answered. That puppy is available.

The little boy, who was now hugging the puppy chimed in, "My grandma told me these kinds of puppies are very expensive and that I have to take really good care of it."

The lady opened her purse, but I reached over and pushed her hand back down into her purse so she could not pull her wallet out. "How much do you think this puppy is worth?" I asked the boy. "About \$1?"

"No. This puppy is very, very expensive," he replied.

"More than \$1?" I asked.

"I'm afraid so," said his grandmother.

The boy stood there pressing the small puppy against his cheek. "We could not possibly take less than \$2 for this puppy," Judy said squeezing my hand. "Like you said, it's the pretty one."

The schoolteacher took out \$2 and handed it to the young boy.

"It's your dog now, Jeffery. You pay the man." Still holding the puppy tightly, the boy proudly handed me the money. Any worries I'd had about the puppy's future were gone.

The image of the little boy and his matching pup stays with me still. I think it must be a wonderful feeling for any young person to look in the mirror and see nothing except "the pretty one."

"In His hand is the life of every creature..." - Job 12:10



## Welcome To Pete's Custom Cycles

Pete Kutasi has been building bikes and riding for over 30 years. He always says there has to be options when it came to fixing and customizing rides. In 2016, Pete's Custom Cycles opened. The goal is to be able to provide better and more options for any rider who wants to customize their ride. We know how important your ride is to you. We will assist you on every level of your purchase including parts you need, answering questions, and maintaining your bike so your ride is safe. Everyone is different. Pete's Custom Cycles wants the bike you ride to be as unique as you are.

### WE HAVE EVERYTHING... NO CLOWNIN!

We have so many choices for every bike no matter what part you are looking for. If you want a certain look for your ride, we want to be able to provide every option possible to help you get what you need. If you don't see what you want on our online store xtreme-biker.com, you let us know and we will find what you want and get it for you. We will do our best to offer the best prices we can for every part we sell. You are the most important part of our business. Without you, our customers, people who love to ride, we would not be here. From the time we partner with you, your satisfaction from start to finish is our number one priority. We want to make absolutely sure once you are a customer, you will stay our customer for life. Join us for a ride!

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## EASY DOES IT

## Good Food Simply Made

### FRITO PIE

Good food doesn't have to be complicated! Three ingredients is all you need to enjoy this good eats! The season of comfort food is here again & this tasty meal is the perfect go-to when you have a busy schedule or if you just don't feel like cooking. Chili is the star of this super easy pleasy dish that you can dump together with its co-stars & bake up for a yummy Fall meal.

Here's your 3 ingredient line up:

- 1 large bag of Fritos (you don't have to use them all)
- 3 (15 oz) cans of chili – your favorite brand with or without beans
- 1 cup of shredded cheddar (mild or sharp) – you can add more if you want it more cheesier

Here's all you do:

- Preheat oven to 350 degrees F

- Layer the Fritos in a 9x13 pan (very lightly sprayed with Pam)
- Pour the chili over them, spreading evenly
- Sprinkle the shredded cheese on top
- Bake at 350 for 15-20 minutes until cheese is melted and the chili is warmed all the way through

Serve with a of fresh sour cream, diced tomatoes, chopped avocado, sliced scallions, fresh cilantro, sliced jalapeno chiles or nothing at all because it's so good all by itself! Bon appetit!



# FIT FOR THE ROAD

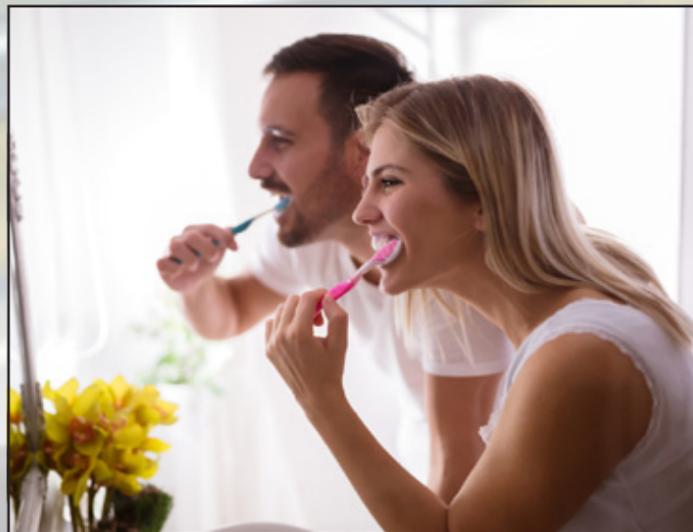
## Neurobics for Riders

**YOUR MIND: USE IT OR LOSE IT.** Mental exercise is just as critical as physical exercise in keeping your brain fit and healthy especially if you're riding a motorcycle or operating any type of vehicle.

Neurobics cross-train the brain to be more responsive and flexible in order to retain memories and new information, learn new tasks and find creative solutions through thought and action. It's a combination of physical and mental exercises that uses all five senses and EQ to shake up everyday routines.

### "Neurobic" exercises are like cross-training for your brain

Giving your brain new experiences that combine physical senses—vision, smell, touch, taste, and hearing—with emotional "sense" stimulates more connections between different brain areas, causes nerve cells to produce natural brain nutrients that dramatically help memory, and makes surrounding cells stronger and more resistant to the effects of aging. Try these brain exercises—devised by neurobiologist Lawrence C. Katz, PhD, and Manning Rubin for the book *Keep Your Brain Alive*—during your morning routine or your downtime and see if you feel the difference.



- **Switch Hands** - If you are right-handed, try using your left hand to do things like brushing your teeth, eating, and using your computer mouse. Using your non-dominant hand results in increased brain activity. This can be very hard at first which is why it gives your brain a good workout. Research has shown that using the opposite side of your brain, as in these suggested exercises, can result in a rapid and substantial expansion in the parts of the cortex that control and process tactile information from the hand. When brushing your teeth, brush with the hand you wouldn't normally use, and don't forget to open the tube and apply toothpaste in reverse, too.



- **Shower with your eyes closed** - Your hands will probably notice varied textures of your own body that you don't "see" and will send messages back to your brain. Brain exercise: Try using just your tactile senses (but use common sense to avoid burn or injury). Locate the taps solely by feel, and adjust the temperature. Then wash, shave, and so on with your eyes shut.

- **Switch around your morning activities** - Brain imaging studies show that novel tasks exercise large areas of the cortex, indicating increased levels of brain activity in several distinct areas. This activity declines when the task becomes routine and automatic. Brain exercise: Get dressed after breakfast, walk the dog on a new route, or change your TV or news station. Even watching a kids' program like *Sesame Street*, for example, may arouse the brain to notice how much of what you take for granted is explored in depth by children.



- **Turn familiar objects upside down or backwards (literally)** - No worries, you don't have to stand on your head for this one. When you look at things right-side up, your left "verbal" brain quickly labels it and diverts your attention elsewhere. When they're upside down, your right brain networks kick in, trying to interpret the shapes, colors, and relationships of a puzzling picture.

An easy one to start with is wearing your watch upside down. This forces your brain to really think every time you glance at your watch. You can also hang clocks or calendars upside down. When you get used to that, you can graduate to using your phone, or whatever else you can imagine, upside down. Or you can channel your inner Leonardo da Vinci and try mastering the art of writing backwards, known as mirror writing.



- **Switch seats at the table** - In most families, everyone has his or her "own" seat, but your brain benefits from new experiences. Brain exercise: Switch seats to change which position you occupy, who you relate to, your view of the room, and even how you reach for salt and pepper.



- **Make a new connection with your nose** - You probably don't remember when you "learned" to associate the smell of coffee with the start of a day. However, by linking a new odor—say, vanilla, citrus, or peppermint—to an activity, you'll alert new neural pathways.



- **Read Books Aloud** - Take turns reading and listening to a book with your significant other, a friend, or a child. If that's not feasible, alternate reading with listening to audiobooks. This engages the imagination in a different way.

- **Take New Routes** - On a routine commute, your brain is on autopilot and gets very little stimulation. But taking an unfamiliar route activates the cortex and hippocampus. It has been said that Bill Gates would drive a different route on the way home from work each day to stimulate his brain, and look where that got him! There's no need to stick to the same ole, same ole! You can take new routes when riding your bike to your favorite destination, walking, bicycle riding or driving

- **Simultaneously Use All Your Senses** - Try activities that simultaneously engage all your senses. Travel, camping, and gardening are some of the best activities that utilize all your senses in new ways.



**Try New Things** - Do things you've never done before.

- Travel somewhere you've never been.
- Check out an unfamiliar ethnic cuisine.
- Try a hobby that is totally out of character for you.

Though you can't expect to get all of the following benefits from any one activity, brain exercise is reported to help in all these areas:

less stress  
better memory  
more positive mood  
increased focus and concentration  
boost in motivation and productivity  
enhanced fluid intelligence, creativity, and mental flexibility  
faster thinking and reaction time  
greater self-confidence  
sharper vision and hearing

Exercising your mind helps you be your mental best now while it protects against future memory loss and cognitive decline which can help you be a better rider and help you stay fit for the road.

Sources:

<https://www.thehealthy.com/aging/mind-memory/brain-exercise/>  
<https://www.linkedin.com/pulse/neurobic-exercises-nishant-ranjan/>



VIRGINIA RIDER MAGAZINE



## HOW TO FIND A MOTORCYCLE LAWYER IN VIRGINIA?

Finding the right personal injury lawyer to represent you after you've been injured in a motorcycle accident isn't as easy as doing a quick "auto accident injury" search in Google.

Virginia personal injury laws sometimes make motorcycle accident cases more difficult to negotiate and win than other states. There are also unique challenges riders face in that regular car, truck or SUV drivers don't have to deal with.

In many cases it's in a rider's best interest to seek out a lawyer with extensive experience in the realm of motorcycle accident injury litigation and negotiation.

Personal injury lawyers with that kind of expertise understand the vulnerable position of riders on Virginia roads and can speak to the steps you take every day to minimize your accident and injury risk. They can help explain things like accident-avoidance maneuvers that may seem reckless to jurors who don't understand the dangers posed by distracted or careless motorists.

### Contributory Negligence Laws in Virginia

The concept of contributory negligence practiced in Virginia personal injury law is less forgiving than the comparative negligence laws in many other states. In effect, if an injured person is partially responsible for an accident, they won't be able to recover damages.

There are a lot of motorcycle accidents in Virginia where the rider is not at all to blame, so you shouldn't immediately give up hope if you were injured in a motorcycle accident. Contribution negligence doctrine often just means you'll need a lawyer who can thoroughly investigate your accident and aggressively negotiate with the insurance company on your behalf.

This is also why it's so important to take all the right steps right after an accident. Never admit fault at the scene of the accident to law enforcement or the other driver. Always try to take accident photos or gather evidence. See a doctor right away to get all of your injuries properly documented and to get treatment started. Doing those things can help your lawyer develop a motorcycle accident injury case with a better chance for success.

**Make Sure You're Comfortable with Your Attorney**  
You'll frequently see good communication listed as a selling point for lawyers. There's more to good communication than keeping you apprised of your case's progress and being responsive to your calls and emails. When building a motorcycle accident case, it's important your attorney understands you and what happened in your accident.

Attorneys who don't ride can still be good car crash lawyers, but they likely won't understand the physics of your motorcycle accident or why you made the choices you did leading up to a

crash. A law firm that focuses its practice on representing riders should have that type of understanding.

At the Motorcycle Law Group, our lawyers understand accident-avoidance maneuvers and know how to use them when building a case that shows you did everything right in an attempt to avoid an accident.

You may also feel more comfortable working with a lawyer who understands riding and why you use a motorcycle for recreation or just to get around. When your lawyer is a rider you don't have to worry about being judged for your bike or who you are.

### Lawyers Who Understand the Bias Against Riders

Most motorcycle riders are familiar with the disdainful glaring or rude behavior or some drivers on the road. Those same drivers may end up on a jury if your Virginia motorcycle accident injury case ever gets to a full trial phase.

Changing a juror's mind about riders isn't always easy or straightforward, but it often helps if your lawyer is also a rider. Our attorneys can speak to judges and juries, help them understand what happened in your accident and show them you're just like every other safety-conscious driver on the road.

Insurance company negotiations can be challenging for riders for the same reason. The insurance company knows you'll be at a disadvantage during trial just by being a motorcyclist and not a car driver. They may assume they can settle for less than you deserve by inferring you'll have trouble winning a case in court.

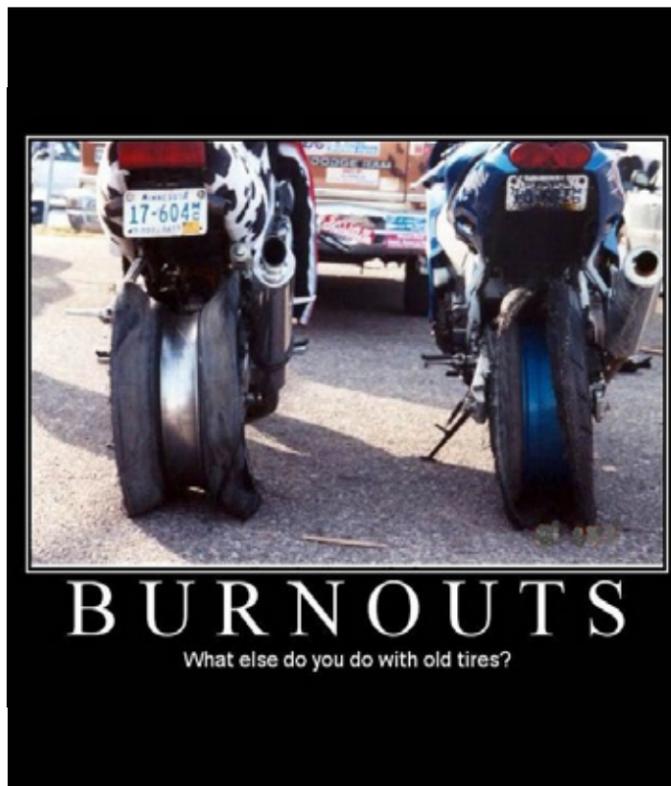
Our motorcycle lawyers understand the insurance company's negotiating tactics and will fight hard to ensure you get as much money as possible to recover after your motorcycle accident.

### Call Our Motorcycle Lawyers in Virginia

Virginia riders who have been injured in a motorcycle accident can call the Motorcycle Law Group for attentive, dependable representation from a fellow rider.

We've handled thousands of cases throughout Virginia, West Virginia, South Carolina, North Carolina and Georgia. Our lawyers understand the unique challenges inherent in Virginia auto accidents of all types and will provide an honest assessment of your case and what we may be able to accomplish on your behalf.

If you'd like to schedule a consultation, please call us at (855) 529-7433.

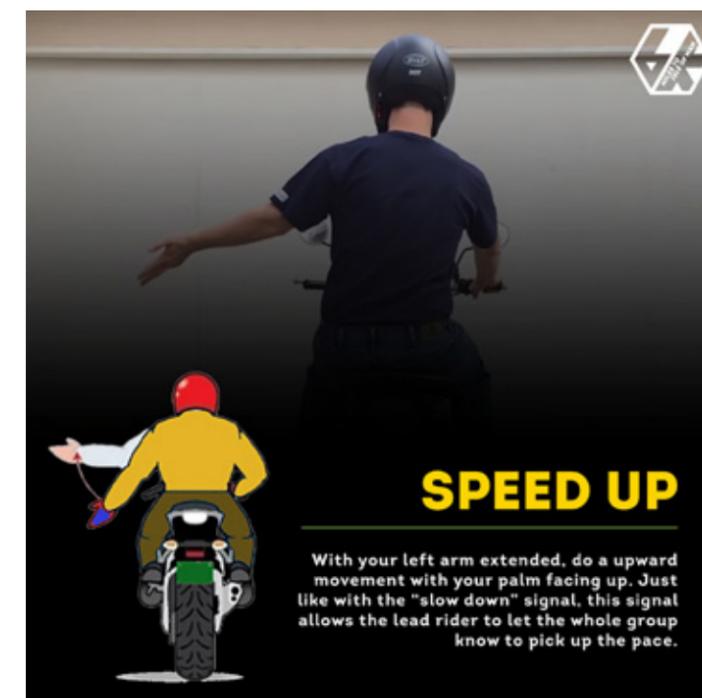


## IT WAS COOL BACK THEN...

Helmet with a built-in communication device so that the motorcycle rider can talk with the passenger in the backseat, 1960s.

**When riding with a passenger, who gets on the motorcycle first?**  
**THE MOTORCYCLE DRIVER**  
**Who gets off the motorcycle first?**  
**THE PASSENGER**

Sometimes there seems to be a little bit of confusion about who needs to get on the motorcycle first when there are two people involved. The motorcycle driver should always be the first to mount the motorcycle so they can steady it while the passenger gets on. For that same reason, when getting off the motorcycle, the driver should stay on the bike while the passenger dismounts so they can keep it steady and the driver will be the last to get off of the bike.



With your left arm extended, do a upward movement with your palm facing up. Just like with the "slow down" signal, this signal allows the lead rider to let the whole group know to pick up the pace.

# How Daylight Saving Time Affects Riders

By the time November rolls around, autumn is in full swing, Halloween is in our rear-view mirror, and winter is fast approaching. In the early morning hours of November 6, we're to set our clocks back one hour thanks to the end of daylight saving time.

An extra hour of sleep sounds like a gift. Whether you get that extra sleep or stay up later is a personal choice. The return to standard time means the sun will rise and set an hour earlier, with the hours of daylight continuing to shorten until the winter solstice. Does this one-hour time shift affect us as riders?

back one-hour overnight, however, our sleep cycles don't change that rapidly. It might take a week or more for sleep rhythms to adjust. While you adjust to the change in daylight hours, you might experience the following:

- Drowsiness
- Fatigue
- Lack of concentration
- Reduced alertness
- Reduced reaction time
- Impaired reasoning
- Poor problem solving

During the morning rush hour, the sun will be higher in the sky, which can affect the vision of eastbound commuters. The evening commute will now start at sunset—most drivers will need time to adjust to driving home in the fading light.



## Science and time change

Studies have been conducted regarding the health and safety effects of shifting from standard time to daylight saving time and back again. Statistics from these studies often have limited widespread use since the data sets are often very localized. Still, some studies suggest that traffic accidents increase slightly immediately after the time change, particularly around sunrise and sunset. While not universally conclusive, this would suggest we riders need to be extra alert and cautious when riding during these times.

## Beat the clock

The timing of the day's events is changing, and we have to change with it. It's a fact of modern life. Even though one hour seems like a modest change, it's an abrupt change to our natural sleep rhythms. Most of the adverse effects we experience come from trying to make a sudden change.

We do have options on how we change our sleep schedules. Change the time you go to bed slowly over a period of a week, going to sleep 10 minutes earlier each night. Start the routine on November 1.

By making the change to your sleep cycle slowly, you ease the transition and might avoid the adverse effect of disrupted sleep. You will maintain your sharp riding skills when you need them most—when all of the already distracted drivers are still drowsy.

Sleep tight, and till next time, ride safe!

Source:

[www.dairylandinsurance.com/motorcycle/on-the-road/events/daylight-saving-fall-2016](http://www.dairylandinsurance.com/motorcycle/on-the-road/events/daylight-saving-fall-2016)



## Clock time vs. natural time

As motorcycle riders, we could benefit from considering how the time shift can affect us and other road users. Clocks move

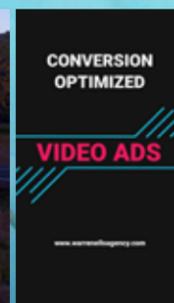
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