

VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

MAGAZINE™



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Saturday 6/8

Friday 6/7:

- Gates Open At 12pm
- Food & Vendors Open
- Cruise In - Bikes, Cars & Trucks
- Tobacco Road Band 5pm until
- Bike Wash
- LED Lighting Installations
- Axe Throwing



Saturday 6/8:

- Open at 7am
- Food & Vendors 7am
- Axe Throwing
- DJ Sound Dog
- Audio & Sound Show by Vitas Hawiey
- Tobacco Road Band 11am-2pm
- Rodeo Games
- Poker Run, Loudest Bike
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Charity event to benefit The Barksdale Cancer Foundation and The Mecklenburg County Cancer Association



from the editor's desk

Welcome friends! It's always good to have you with us as we roll through another awesome month of the 2024 riding season. The weather has been really nice for late spring riding and the long range forecasts are looking pretty sweet for the weeks ahead as we prepare to say hello to one of our favorite 6 letter words...SUMMER! Yes, it's almost here & we are so ready to feel the warm breezes as we ride to everywhere.

I love this time of the year. The air is filled with the true American spirit more so than any other. I like to call it, "the patriotic season". Typically from May through November, it marks a special time where many folks break out their American flags and fly them proudly in front of their homes and on their bikes. It's a season of showing our neighbors and the world that we are proud to be an American and you'll often see it in fashion with folks wearing the colors of Old Glory with red, white, and blue. If this is one of your favorite seasons too, we welcome you to send us your pictures of how you celebrate this special time.

This is also a time where riders are making plans for the summer for vacations and road trips. If you're looking for some great places to ride to rider-friendly destinations, our friends who have ads here in the magazine have some exciting and wonderful adventures waiting for you. They are all on Facebook also so please check them out & add them to your "Destination" list!....

The Curly Maple in Monterey, VA... Ride here. Eat here. Stay here... that's their motto! With a storefront and grocery, kitchen and deli, you'll have everything you need for a delicious day visit or comfortable weekend stay... you may even want to stay longer! They have your suite spot... After a long day of riding (or even short trips), you can relax and enjoy their warm cozy suites where riders are always welcome.

Blue Grass Mercantile in Blue Grass, VA... A great place to eat and shop. This family-owned and operated country store has some of the best eats in Virginia, with a made-to-order full menu and the most delicious local honey and syrup. Nestled in beautiful Blue Grass, this is the perfect destination for the day trippers.

Dry Run Spirits Distillery in Franklin, WV... This is the real deal here folks... Located on West Virginia's best-known craft beverage trail, it's just 50 miles from Harrisonburg, VA. Making applejack, moonshine, and liqueurs the historic Appalachian way, this is an extraordinary destination filled with over 100 years of tradition, you won't want to miss out on. Ride out for a free tasting and visit the historic homestead on site too. You can even schedule Private tastings for your group. Ask about his motorcycles too!

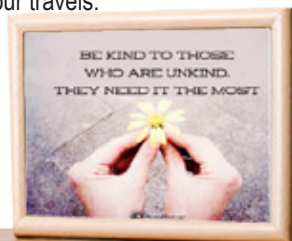
CycleLogikal in Mt Crawford, VA... If you're looking for the best shop to take your bike to for service, this is the place that'll keep the fun alive for you! With over 55 years of combined experience, you'll be in good hands with these guys. For performance, maintenance, repair, restoration, and customization, they service any make or model.

We will have many more Virginia Rider Destinations for you in our upcoming editions so stay with us and get ready for a fun and exciting summer ahead!

Stay awesome friends & be safe in your travels. We'll see you next time around!

Hugs,

Kelly



IN THIS ISSUE



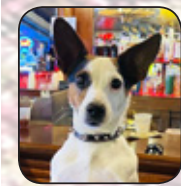
GREAT PLACES TO RIDE If there's one thing these bikes can do, even if they can't freeze moments, they can string them together, and provide hope for the next one, and the ones after that. It's almost like a chain reaction of nuclear proportion. It's like a neutron spitting a uranium atom. That's the wishful atom.



MUSIC AND MOTORCYCLES. Motorcycle Man is the first song on Saxon's motorcycle-themed album Wheels Of Steel. The album received very positive reviews from critics and is today regarded as a classic, genre-defining metal album.



BIKE SAVERS The tank has been very problematic in John's efforts to put a 1989 Honda VTR250 back on the road, but work continues, albeit slowly. It's amazing how much other stuff Life throws in front of you when you're trying to get stuff done.



RUFF RIDERS features Willow In The Wind. She is always so excited to see her biker family and meet new friends along the way, including a few famous ones in the Biker Community. She has attended some of the largest rally events in the country, including Sturgis, SD, Daytona Beach Bike Week and is about to return again to Thunder Beach in Panama City Beach, FL.



ROAD FOOD Have you ever been out on a road trip & hunger sets in with no food places in sight? If you want to enjoy your ride without having to worry about where the next restaurant or convenience store is, or worse yet, having to deal with that hunger, here are some excellent dried goods and other foods that will keep at least several days.



THE LIGHTHOUSE We remember our fallen heroes on Memorial Day and it is a sacred time to remember those who gave their lives to keep us free. Sometimes it is also a time for those who may not know what an important time it is to learn the meaning and importance of the day.



THE BIKER WAVE Who invented the biker wave, and why do we do it? We all know the wave. But what is the biker wave origin? Where did it come from? What does the biker wave mean, really? There are a couple of theories out there, so let's dive into some motorcycle history and see if we can debunk this mystery.

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OUR TEAM



Kelly Collins
Owner/Editor

Kelly is a U.S. Navy Veteran & is a long-time friend & fellow rider of motorcycle communities throughout the Virginias and the Mid-Atlantic regions. She has been the owner/editor & publisher of free "moto" magazines for nearly 20 years. Kelly takes great care in making sure that her publications are entertaining, informative, are a great resource for riders, while also keeping the content in good taste so that they can be enjoyed by everyone. She packs a variety of topics into every issue...rider-friendly businesses, safety, health/wellness, funnies, entertainment, tourism, great places to ride & so much more.



Warren Ells
Layout & Design

The Warren Ells Agency, owned and led by Warren Ells, specializes in a comprehensive range of services including video production, copywriting, ad design, and print layout. With a focus on delivering high-quality content, they excel in creating engaging videos, compelling copy, and visually appealing advertisements. Whether it's crafting impactful messages or designing eye-catching visuals, Warren is dedicated to meeting the diverse needs of clients, providing a one-stop solution for effective multimedia communication. He has been creating content for businesses, bands, and individual entrepreneurs for over thirty years.



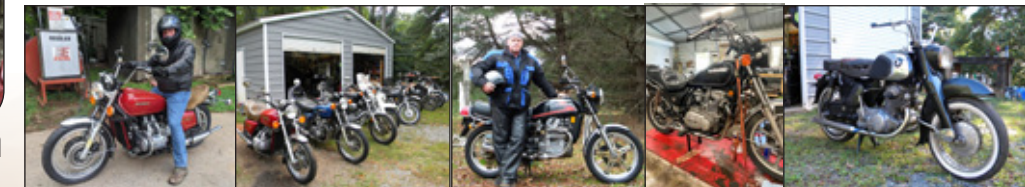
Marc Ritchie & Rose Grant
Great Places To Ride

Marc and Rose have been riding, traveling, writing, photographing, and videoing together for over a decade. No matter what time of year, whether it's across the country, or across the county, the bike is their sanctuary, and they're always looking forward to the next ride together.



John Peterson
Bike Savers

John's been saving bikes ever since he was given his first motorcycle that didn't run and snapped a funnel off in the transmission case. His biggest inspiration is his wife Barbara, who reminded him that "None of them run..." Ever since, he has breathed new life into at least 20 vintage machines!



FEATURED IN THIS ISSUE

What Is ABS on a Motorcycle

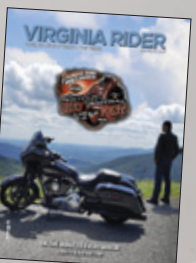
We all know that ABS, or Assisted Braking System technology has long been used on automobiles. If you are researching motorcycles for the first time, you may have noticed the phrase ABS in some listings or details for specific bikes.

It is surprising for some people to find out that motorcycles as well as cars and trucks can have anti-lock brakes. If you did not realize anti-lock brakes were available on bikes, too, you might be surprised to discover it was first introduced for motorbikes in 1988 by BMW.



ON OUR COVER

Spring has officially sprung and riding season is upon us in full swing. It's time to discover new paths and make new adventures, as this gentleman is doing.



MUSIC & MOTORCYCLES



MOTORCYCLE MAN



Motorcycle Man is the first song on Saxon's motorcycle-themed album Wheels Of Steel. The album received very positive reviews from critics and is today regarded as a classic, genre-defining metal album. Eduardo Rivadavia of AllMusic lists the album as "topping the heap of essential Saxon albums, pretty much hand in hand

with its immediate successors, Strong Arm of the Law and Denim and Leather, effectively setting the template for the band's most successful efforts.

Motorcycle Man

If you see me flashing by
Do not stop me, do not try
'Cause I'm a motorcycle man
I get my kicks just when I can

Motorcycle man
Motorcycle man

I can beat your street machine
We're taking risks, that's what we mean
'Cause I'm a motorcycle man
We get our kicks just when we can
When we can

Motorcycle man
Motorcycle...

If you see me riding by
Do not stop me, do not try
'Cause I'm a motorcycle man
I get my kicks just when I can
When I can

Motorcycle man
Motorcycle man
Motorcycle, motorcycle
Motorcycle man

I can beat your street machine
I'm taking risks, that's what I mean
'Cause I'm a motorcycle man
We get our kicks just when we can
When we can

Motorcycle man
Motorcycle man
Motorcycle, motorcycle
Motorcycle man



HELPING HANDS

Kick Off Your Summer At The

7th Annual SOUTH CENTRAL BIKE FEST

in Chase City, VA

June 7th & 8th 2024

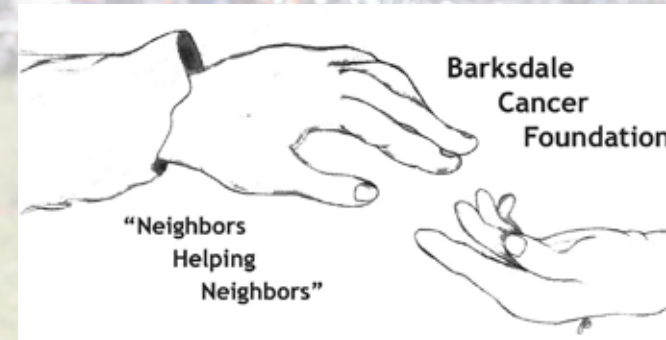
Two Exciting Days of Bikes, Vendors, Games, Events, Great Food & Beverages AND LIVE Music!

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Located at the Fire Training Grounds @534 Jonbil Road, Chase City, VA 23924 Find us on Facebook
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.

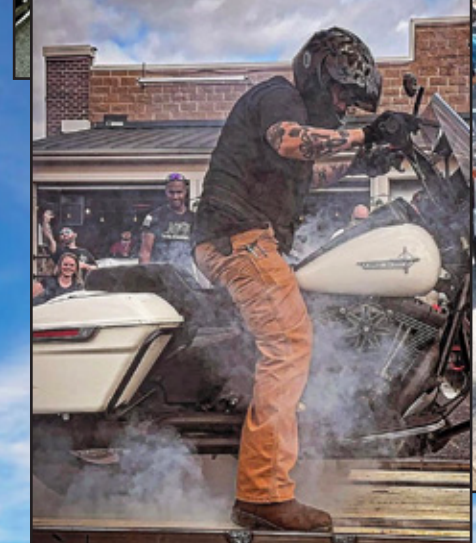
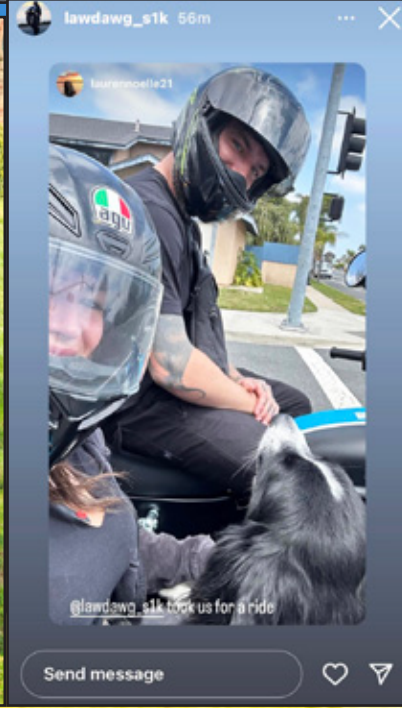
Mecklenburg County Cancer Association



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.

SHOTZ

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





GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant

The Wishful Atom

Sometimes it can be beneficial on ride day, to wake up and find it's only 42 degrees in May. Just think of all the \$#+ you can get done waiting for it to warm up. In addition to the Gatos, dishes and trash, I was able to take some time with Windy to check tires & oil, and primp her windshield, mirrors, lights and dash: things I should do anyway, but sometimes I leave the primping for the gas stop.

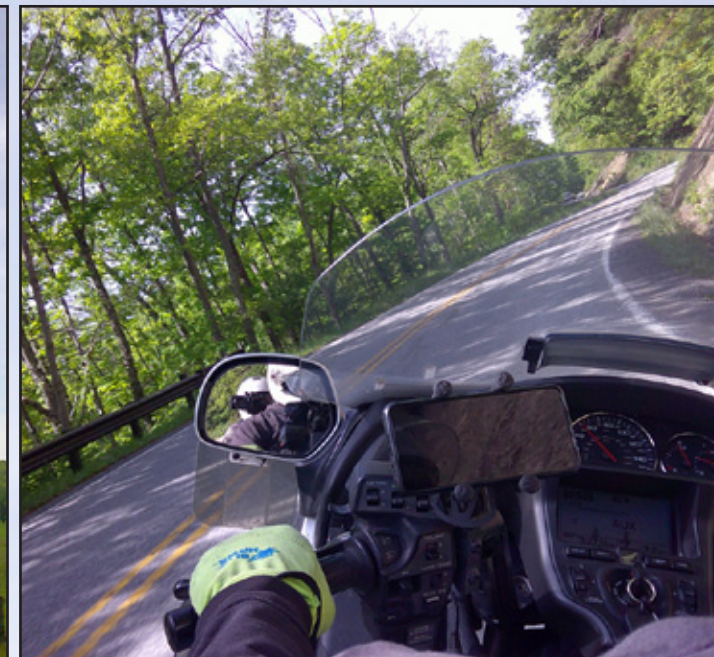
By KSU, it was 56F. I asked Rose, "Spring jackets, or mesh and hoodies?" It was forecast to be in the mid-70s later, but we would be in the forests and mountains. To my surprise, she replied the latter. I then realized we wore them on the last ride, so she probably didn't want to switch everything from the pockets. Besides, she has her very own heat knob for the seat, just in case, but she's been known to be a step or two ahead of cowboys.

Right out of the chute, Dino's '59 hit, "All I Do is Dream of You," shuffled over Windy's speakers and the leg squeezing began. It was back and forth between him and Frank for a few songs until Pandora decided that was enough and thought we might want to hear some Tesseract. Rose and I did, especially as we hit the twisties before Monterey. The deep breaths finally got onboard passing the nearly half mile of pine trees south of town. There may have also been another leg squeeze or two.

Noticing her SUV, we passed Sherry, owner of The Curly Maple, just after turning on Mill Gap Road, and waved. It wasn't long before the effects of motion, in wide-open spaces, in the highway gear, took hold. What was shaping into a beautiful day wasn't hurting matters either. It's just one of those roads, like this day, I wish would go on forever. All of this nirvana, however, would sadly come to an end with just three words: Road Work Ahead.

Fortunately, there's not a lot of traffic here, so it wasn't a matter of any delay. I think the road crew could have spared the time putting down the rumble strips since the patch over the ditch just before them, was more of a speed bump and brought swear words from the unexpected spinal adjustment that exceeded Windy's suspension travel capability. 20 MPH was never so fast.

Team GL turned down Rt. 92 at Frost. Dean's Den, freshly reopened from its patio damage, was closed since it was Monday. Thurs through Sunday are when the good eats happen and worth a trip or two. The next 10 miles to Minnehaha Springs is always fun, with very few cookie cutter turns and smooth pavement. I'll always remember following my good mate, Henry Jordan, on his FLHTK, with his feet on the highway pegs the entire way. I think I saw his brake lights once, while I was wearing out my pads, clutch and gears.



It was still a bit chilly and breezy, but Rose and I elected to eat on the outdoor patio at the Greenbrier Grille and Lodge in Marlinton. Besides, we had ducks to feed while we waited for our food. And watching them and the traffic crossing the bridge over the river, for us, is more enjoyable, than viewing a flat screen on a wall, or one in the hand. They even had corn kernel bags at an honor station for feeding them.

Before we could think of names for our new waterfowl friends, our food arrived. I was starving, so I ordered the 12" steak n cheese w/fries. As usual, I couldn't finish it all, but those first bites were purely indulging! There was so much cheese, I almost thought it was a steak pizza. Rose said her jalapeño burger was good, which is significantly better than her usual "OK" response, and a bonified seal of approval.

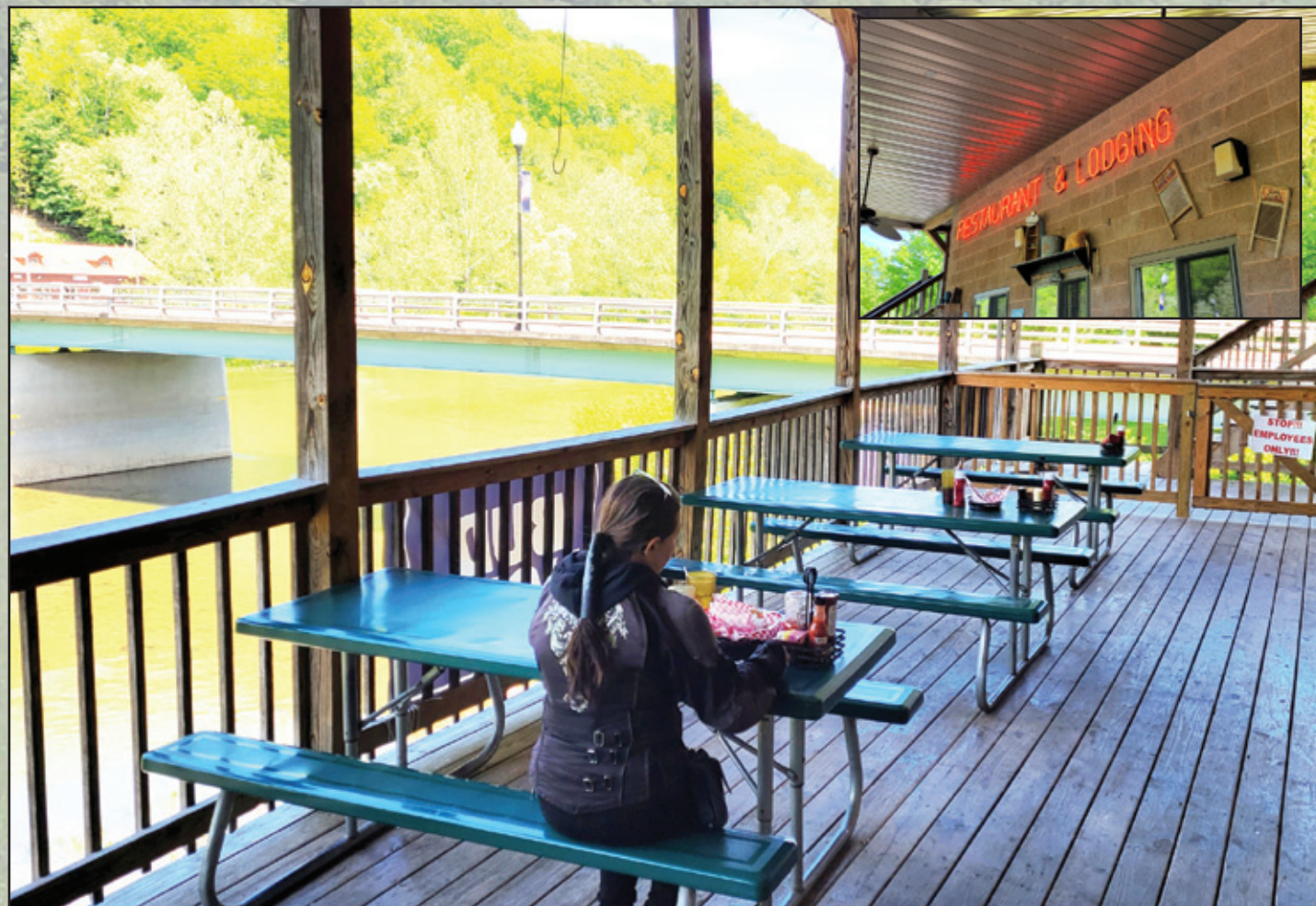
I found myself extremely relaxed and void of anxiety. Our waitress had already taken up our stuff and brought the check. And even though I looked forward to stopping at Green Bank and riding through Hightown on the way home, I was in no hurry to leave that patio. It must be a product of age and seeing the remaining sand in the top of the hourglass whizzing by to the bottom. And like Rush's song, "Time Stand Still," I wanted to freeze this moment a little bit longer. I was truly enjoying our time together, and I instinctively knew, and was vividly aware, it would soon be a distant memory, very quickly, and I didn't want it to end.

If there's one thing these bikes can do, even if they can't freeze moments, they can string them together, and provide hope for the next one, and the ones after that. It's almost like a chain reaction of nuclear proportion. From the very first time I learned how to ride a bicycle, all I wanted to do, was go somewhere on it. It's like a neutron spitting a uranium atom. And it only took my first bike to do the splitting. And that initial wish did the rest, or something like that. I just find it funny, that after fifty some years, I still get up in the morning, and want to do the same thing, only with better toys :)

Cheers and thanks for reading!!

Marc Ritchie

Pillion and angelic atom smashing accomplice: Rose Grant



continued next page



Is your fly always coming down?

Put a key ring on the zipper and slip it over the button when you put on your pants. You'll never have to worry about zip slip again!



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MURPHY'S LAWS FOR MOTORCYCLES

Have you ever heard of Murphy's Law? The old adage essentially states that anything that can go wrong will go wrong, And boy does this ring true for motorcycles.

In some form or the other, this almost perverse concept appears to have been around since time immemorial. It may sound like a pessimist's motto, but Murphy's Law has an uncanny ability to follow through on its promise, time and time again.

Throughout this edition of the magazine, you'll find a list of some of the 'not so' great things that are likely to happen if you own a motorcycle.

1 If you're going to fall, an audience absolutely must be present.

Falling from your motorcycle is no fun; one it's an absolute pain in the butt (no pun intended), and two, it's certainly not good for your ego! According to Murphy's Law, your chances of falling increase tenfold if there are a considerable number of people watching or if you have a large ego.

For those of you who've just bought a new and very expensive bike, your odds of falling over are even worse! It looks like humpy dumpty isn't the only one prone to great big falls.

THE LIGHTHOUSE

“John 15:13 - “Greater love has no one than this: to lay down one’s life for one’s friends”.

Memorial Day: A Time for Heroes A teenager learns the importance of Memorial Day.

I leaned against an oak at the side of the road, wishing I were invisible, keeping my distance from my parents on their lawn chairs and my younger siblings scampering about.

I hoped none of my friends saw me there. God forbid they caught me waving one of the small American flags Mom bought at Ben Franklin for a dime. At 16, I was too old and definitely too cool for our small town’s Memorial Day parade.

I ought to be at the lake, I brooded. But, no, the all-day festivities were mandatory in my family.

A high school band marched by, the girl in sequins missing her baton as it tumbled from the sky. Firemen blasted sirens in their polished red trucks. The uniforms on the troop of World War II veterans looked too snug on more than one member.

“Here comes Mema,” my father shouted.

Five black convertibles lumbered down the boulevard. The mayor was in the first, handing out programs. I didn’t need to look at one. I knew my uncle Bud’s name was printed on it, as it had been every year since he was killed in Italy. Our family’s war hero.

And I knew that perched on the backseat of one of the cars, waving and smiling, was Mema, my grandmother. She had a corsage on her lapel and a sign in gold embossed letters on the car door: “Gold Star Mother.”

I hid behind the tree so I wouldn’t have to meet her gaze. It wasn’t because I didn’t love her or appreciate her. She’d taught me how to sew, to call a strike in baseball. She made great cinnamon rolls, which we always ate after the parade.

What embarrassed me was all the attention she got for a son who had died 20 years earlier. With four other children and a dozen grandchildren, why linger over this one long-ago loss?

I peeked out from behind the oak just in time to see Mema wave and blow my family a kiss as the motorcade moved on. The purple ribbon on her hat fluttered in the breeze.

The rest of our Memorial Day ritual was equally scripted. No use trying to get out of it. I followed my family back to Mema’s house, where there was the usual baseball game in the backyard and the same old reminiscing about Uncle Bud in the kitchen.

Helping myself to a cinnamon roll, I retreated to the living room and plopped down on an armchair.

There I found myself staring at the Army photo of Bud on the bookcase. The uncle I’d never known. I must have looked at him a thousand times—so proud in his crested cap and knotted tie. His uniform was decorated with military emblems that I could never decode.

Funny, he was starting to look younger to me as I got older. Who were you, Uncle Bud? I nearly asked aloud.

I picked up the photo and turned it over. Yellowing tape held a prayer card that read: “Lloyd ‘Bud’ Heitzman, 1925-1944. A Great Hero.” Nineteen years old when he died, not much older than I was. But a great hero? How could you be a hero at 19?

The floorboards creaked behind me. I turned to see Mema coming in from the kitchen, wiping her hands on her apron.

I almost hid the photo because I didn’t want to listen to the same stories I’d heard year after year: “Your uncle Bud had this little rat terrier named Jiggs. Good old Jiggs. How he loved that mutt! He wouldn’t go anywhere without Jiggs. He used to put him in the rumble seat of his Chevy coupe and drive all over town.

“Remember how hard Bud worked after we lost the farm? At haying season he worked all day, sunrise to sunset, baling for other farmers. Then he brought me all his wages. He’d say, ‘Mama, someday I’m going to buy you a brand-new farm. I promise.’ There wasn’t a better boy in the world!”

Sometimes I wondered about that boy dying alone in a muddy ditch in a foreign country he’d only read about. I thought of the scared kid who jumped out of a foxhole in front of an advancing enemy, only to be downed by a sniper. I couldn’t reconcile the image of the boy and his dog with that of the stalwart soldier.

Mema stood beside me for a while, looking at the photo. From outside came the sharp snap of an American flag flapping in the breeze and the voices of my cousins cheering my brother at bat.

“Mema,” I asked, “what’s a hero?”

Without a word she turned and walked down the hall to the back bedroom. I followed. She opened a bureau drawer and took out a small metal box, then sank down onto the bed.

“These are Bud’s things,” she said. “They sent them to us after he died.” She opened the lid and handed me a telegram dated October 13, 1944. “The Secretary of State regrets to inform you that your son, Lloyd Heitzman, was killed in Italy.”

Your son! I imagined Mema reading that sentence for the first time. I didn’t know what I would have done if I’d gotten a telegram like that.

“Here’s Bud’s wallet,” she continued. Even after all those years, it was caked with dried mud. Inside was Bud’s driver’s license with the date of his sixteenth birthday. I compared it with the driver’s license I had just received.

A photo of Bud holding a little spotted dog fell out of the wallet. Jiggs. Bud looked so pleased with his mutt.

There were other photos in the wallet: a laughing Bud standing arm in arm with two buddies, photos of my mom and aunt and uncle, another of Mema waving. This was the home Uncle Bud took with him, I thought.

I could see him in a foxhole, taking out these snapshots to remind himself of how much he was loved and missed.

“Who’s this?” I asked, pointing to a shot of a pretty dark-haired girl.

“Marie. Bud dated her in high school. He wanted to marry her when he came home.” A girlfriend? Marriage? How heartbreaking to have a life, plans, and hopes for the future, so brutally snuffed out.

Sitting on the bed, Mema and I sifted through the treasures in the box: a gold watch that had never been wound again. A sympathy letter from President Roosevelt, and one from Bud’s commander. A medal shaped like a heart, trimmed with a purple ribbon. And at the very bottom, the deed to Mema’s house.

“Why’s this here?” I asked.

“Because Bud bought this house for me.” She explained how after his death, the U.S. government gave her 10 thousand dollars, and with it, she built the house she was still living in.

“He kept his promise all right,” Mema said in a quiet voice I’d never heard before.

For a long while the two of us sat there on the bed. Then we put the wallet, the medal, the letters, the watch, the photos, and the deed back into the metal box. I finally understood why it was so important for Mema—and me—to remember Uncle Bud on this day.

If he’d lived longer he might have built that house for Mema or married his high-school girlfriend. There might have been children and grandchildren to remember him by.

As it was, there was only that box, the name in the program, and the reminiscing around the kitchen table.

“I guess he was a hero because he gave everything for what he believed,” I said carefully.

“Yes, child,” Mema replied, wiping a tear with the back of her hand. “Don’t ever forget that.”

I haven’t. Even today with Mema gone, my husband and I take our lawn chairs to the tree-shaded boulevard on Memorial Day and give our three daughters small American flags that I buy for a quarter at Ben Franklin.

I want them to remember that life isn’t just about getting what you want. Sometimes it involves giving up the things you love for what you love even more. That many men and women did the same for their country—that’s what I think when I see the parade pass by now.

And if I close my eyes and imagine, I can still see Mema in her regal purple hat, honoring her son, a true American hero.



VIRGINIA RIDER MAGAZINE

Source:

<https://guideposts.org/positive-living/friends-and-family/family/military-families/memorial-day-a-time-for-heroes/>



WHO INVENTED THE BIKER WAVE?

by Jo Kelley

Who invented the biker wave, and why do we do it?

We all know the wave. It's a part of rider etiquette, an accepted and expected form of acknowledgment from rider to rider. But what is the biker wave origin? Where did it come from? What does the biker wave mean, really?

There are a couple of theories out there, so let's dive into some motorcycle history and see if we can debunk this mystery.



What is the wave?

Just in case you don't know, the name of the wave varies and has been called the "biker wave," the "motorcyclist salute," and the "motorcycle wave," among others. There are also variations on the type of wave, depending on where or what you're riding. It can range from a head nod, a single pointed finger, a palm-out V-sign, or a good ol' fashioned, chest-high, "I'm so excited to be here" type of wave.

The greeting is popular among most riders in North America, while in Europe it's not nearly as common. The wave is almost non-existent in Germany; in Australia they nod, and the French stick out their foot like weirdos.

Waving is widely accepted, but I'm not saying that all riders must wave. For example, when you're riding in heavy traffic or at high speeds, and especially if you're a new rider, you may not feel safe enough to take a hand off the handlebars. That's perfectly understandable. After all, as a rider, your safety and full attention are first and foremost since the road is full of distracted cagers who seem to want nothing more than to text while driving (a.k.a. murder you with their two-ton death machines).

So, let's look into some possible theories regarding where the biker wave came from.

Theory Number One: William Harley and Arthur Davidson invented the biker wave.



Photo Source: Rentamo Guide

Since the wave seemed to be most common among Harley and Indian riders in the 40's and 50's, the origin of the wave was speculated to have started in 1904 when Arthur Davidson and William Harley passed each other and waved. Supposedly, this exchange was seen by a passerby who assumed it was part of rider etiquette, and the tradition continued among Harley riders.

I don't think this theory is likely. While it is true that the wave was mostly attributed to the American Harley crowds in the mid-20th century, it's probably because the majority of motorcycles on North American roads after WWII were either Harleys or Indians. British motorcycles were only just beginning to make inroads in that market. So, naturally, it was Harley and Indian motorcycle riders who maintained the tradition. The wave was not intended to associate with brand specifics, but the idea likely stuck.

Theory Two: The wave was used as recognition of military service between bikers.

I really like this one. The V-salute, which became the peace sign in the 60's, was created in Europe during WWII. The gesture simultaneously meant "Victory over the Germans" as well as "Stick it up the Germans." As if that's not hilarious enough, the ambiguity of the sign allowed Churchill to insult the enemy in public without them even being aware of it, which is awesome.



Used as a sign of victory among the Allies in WWII, the V-salute became a common greeting in post-war America before war protesters took it over in the 60's. Even if this isn't the actual origin, I like to think that the wave really began as a veteran acknowledgment of valor and service while on the road. So, I'll mark this theory as plausible.

Theory Three: Knights in medieval Europe invented the traveler's wave.



Two knights on horseback approach each other on the narrow trail. Both are clad in heavy, metal plating, their faces covered by the thick visors of their armor. Be these friends or foes?

The knights pause long enough to raise their visors to their foreheads, revealing their identities in a friendly fashion.

Could this be the origin of the traveler's wave? Nah. This is actually the origin of a military salute. Knights' visors were raised to the forehead as a courtesy to reveal their identity when they approached another knight or superior. In later centuries, this turned into removing hats or headgear in the presence of officers. Over time, the motion to remove a hat was gradually converted into a courteous salutation through a gesture to grasp a visor. Though interesting, this motion is very different from the motorcycle wave and is not the correct origin.

Theory Four: The wave is nothing more than a common practice among all motorcyclists because of the unique bond and camaraderie we share as riders.

This is very likely. In my opinion, the wave is seen as a benediction, a friendly wish for each other to keep the dirty side down. Skydiving actually has a similar system: before making their jump, skydivers will always fist-bump as if to silently say, "good luck, see you on the ground." I think it's safe to say the official origin of the wave will remain a mystery, but I believe the wave is simply a signal that we share something in common, something that most people probably won't understand.



Historically, motorcyclists have been defined by our fierce individualism. Back when motorcycles were rare forms of transportation, those who rode them were seen as rebels, as someone who couldn't be contained in the confines of a car, or anything else for that matter. The boldness of the lifestyle made bikers outcasts in a complacent society, and the continued refusal to adhere to social norms united riders into biker communities.

Today, there are many more bikes on the road, but the solidarity among riders is just as strong. We aren't really seen as those "raging misfits" the nuclear families stigmatized us as during the 1950's and 60's. No, these days, riders range from genuine badassess to soccer moms; from filthy rich doctors to starving college students; from big, tough manly men to, well, me. Yesteryear's negative stigma surrounding motorcycles has

decreased, but along with it went most riders' need to flip a unified, violent bird to the status quo.

So, who invented the motorcycle wave? I believe it wasn't one person, but a community of people.

It's for this reason that I always wave, and I always will. I think of it as a way to tell other riders that, yeah, we're cut from the same cloth. Just as I've chosen to forego the safety of four wheels, a seatbelt, and airbags, so have all bikers on the road, basking in the freedom of two wheels in the wind together.



Many Thanks to our friends at Rumble On for sharing this with us. <https://brainbucket.rumbleon.com/biker-wave-origin>



VIRGINIA RIDER MAGAZINE

We're Not Talking Six-Packs or Obliques: What Is ABS on a Motorcycle

If you are researching motorcycles for the first time, you probably stumbled upon the phrase ABS in some listings or details for specific bikes. Whether you are looking at a Harley-Davidson cruiser, a Ducati sports bike, or a 3-wheel motorcycle like the Polaris Slingshot, having ABS can be, quite literally, a lifesaver.

Motorcycle values can be a bit higher with ABS built in, but considering the safety benefits they can afford you, this feature is well worth considering as a potential must-have with certain types of bikes and riders. If you are still searching for your first motorcycle and have not settled on a model or the must-haves, take a more in-depth look at what ABS is and why it's beneficial to your bike.

What Is ABS?

If you have ever seen the abbreviation ABS when researching motorcycles, you might have wondered what it stood for. So, what is ABS on a bike? Just as it does on automobiles, ABS stands for the anti-lock braking system.

It is surprising for some people to find out that motorcycles can also have anti-lock brakes. If you did not realize anti-lock brakes were available on bikes, too, you might be surprised to discover it was first introduced for motorbikes in 1988 by BMW. In 1992, Japanese manufacturers followed the trend by releasing the Honda ST1100 as well as the Yamaha FJ1200 with ABS.

Anti-lock brakes are constructed to prevent motorcycle wheels from locking up during braking, often hard or rapid braking in particular, or stopping during slippery conditions.

How It Works



The exact point at which brakes lock up is a complicated equation and also can differ depending on conditions, the type of tires you have, the road you are riding on, and the speed of braking versus the speed you were traveling at just before deceleration.

Rather than having to rely entirely on the feel of the bike and your rider experience, anti-lock brakes on a motorcycle take the guesswork out of cadence braking (also called pumping the brakes). Your ABS has slotted rings on the wheels that monitor the wheel speeds, compare those traveling rates, and detect these at even just the smallest fraction of a second apart.

The brakes are still a mechanical device. Anti-lock brakes will not stop you from braking when you apply pressure to them by any means. So, your brake pads will continue to apply pressure when you hit the brakes, but when the locking speed is reached (when the sensors detect a

wheel locking up), valves in a hydraulic pump then release pressure on your motorcycle's calipers. This is done so at rapid intervals to cadence brake or pump the brakes, for you at speeds you would not be able to achieve manually. This automatic cadence braking happens so rapidly it can feel like a vibrating sensation when the ABS engages, a speed much faster than a human foot and hand can step down on or grip a brake in an emergency stop.

The Purpose of ABS

Before anti-lock brakes existed, people would sometimes need to pump their brakes to prevent this lock-up. ABS operates under the same principle but at that vibrating, exceptionally rapid pace. Preventing your wheels from this lockup helps to maintain traction with the road and prevents skidding. Locked brakes can cause not only slipping but even result in the bike getting overturned in an accident.

Motorcycle ABS prevents your wheel or wheels from locking while amid hard or rapid braking. The system does so by utilizing sensors on the motorcycle wheels to monitor speed as well as when your wheels are potentially about to lock up. Your ABS system will then automatically tune the braking pressure to prevent this locking from happening and provide a better-maintained sense of stability in the bike.

Not only can the system prevent sliding, but it has also been proven to reduce the distance needed for braking in some situations. Anti-lock brakes on motorcycles are shown to reduce the incidence of accidents on bikes.

Why Only Some Bikes Have ABS



With all the benefits that come along with having anti-lock brakes on your motorcycle, you may wonder why ABS is not standard on every bike. There are a few reasons for that, one of which is the size of any given ride. The laws regarding anti-lock brake systems and motorcycles often correlate with requirements regarding the size of the bike.

These ABS motorcycle laws are applied only to specific categories of motorbikes. For example, if an engine is under the size designated to be required, smaller bikes do not necessarily legally need to have ABS. In Europe, for instance, if the engine is under 125cc, the motorbike does not necessarily need ABS. The purpose for which the bike will be used is also a significant factor.

Anti-lock brakes do not always operate in their best capacity on dirt roads. For this reason, you will often see dual sport bikes, off-road bikes, or dirt bikes without anti-lock brakes. Those who dirt bike or compete in related sports such as trials actually want their tires to skid when desired rather than brake in the traditional sense for safety.

Price is also a factor, as it is with so many things in life. Anti-lock braking systems can be more expensive and also add weight to the construction of a motorcycle. The heft of ABS on bikes is pretty low these days, though. In the 1990s it added roughly 10 pounds, whereas now they will only add about four or five pounds to your ride.

While it may not seem imperative to many riders, aesthetics can also play a role in the decision over whether a bike gets anti-lock brakes or not. ABS can clutter the design, and some demographics of riders hold the look of their bikes in high regard and prefer a motorcycle with a sleeker design.

The Benefit of ABS

The benefits of having anti-lock brakes on your motorcycle are that it can save both money, and your life. Just as having airbags or seatbelts in a car may never be needed but are absolutely necessary for a severe accident, ABS on a bike can be the difference between your brakes locking up and you falling in a skid, or you being able to stop quickly and safely when needed.

Another benefit is that it can potentially save you money on your motorcycle insurance. Along with having features such as an anti-theft system on your bike and taking a motorcycle safety course, having a bike with ABS is something some insurance companies will ask about, knowing that is a built-in safety feature.

The Difference Between ABS on Cars and Bikes



Hitting the brakes can be more complicated for motorcycle riders than it often is for drivers of automobiles. Anti-lock brakes are designed with the same concept regardless of the vehicle, but the results can be different. In cars, ABS helps prevent slipping when brakes lock up.

When this happens on a motorcycle, skidding is not the only result. Locked-up brakes can also end up causing a motorbike to flip, lose balance, or slip along the side as it falls. Anti-lock brakes on a motorcycle help to keep you upright and can significantly lower your speed even if a crash does result.

Control and Training

If you have never operated a motorcycle with ABS, you might wonder if it will take away from some of your control or if you will need to learn how to ride with this braking system. The good news is that anti-lock brakes do not take away from any rider control.

The vast majority of the time, you will not even notice a difference. Anti-lock brakes can have a subtle vibrating sound and sensation when they engage, but otherwise, you are in control of your bike.

Anti-lock brakes also operate the same way traditional brakes work and automatically engage when needed. If you have the necessary training for a motorcycle, you can ride a bike with ABS, but bear in mind that braking will happen more rapidly with ABS engaged.

Sometimes the sensation of stopping with anti-lock brakes can be a little different, and training is available if you are interested in familiarizing yourself with it. It is imperative to keep the brake lever pulled in if your ABS does engage and keep it pulled hard. Do not let up until you come to a complete stop, and never try to pump your brakes along with the ABS. Just let it do its work—modern anti-lock brake systems are faster than any human could do cadence braking anyway.

Looking for ABS on Motorcycles

If you are taking a motorcycle class for the first time, ask the instructor if the bike you are riding has anti-lock brakes. If it does, check whether you can get a quick training lesson on the feel of ABS and how to handle them once they engage.

While you need to remember that your braking will be far more rapid when the ABS comes on, it is worth giving some thought to whether you want to get a bike with ABS. The safety aspect tends to far outweigh most downsides, especially for inexperienced riders. Furthermore, if you are selling a motorcycle that has ABS, it is absolutely a feature you should mention in the listing.

Installing ABS on Motorcycles

If you are already the proud owner of a bike, but it does not have anti-lock brakes, you can have them installed. Depending on your motorcycle and the location you live, the cost can be a bit high—and varies a lot with different models of bikes.

If you have the means and are sure you would like ABS on your ride, the good news is that it is doable. Be sure to check around and compare prices on a couple of shops and look into purchasing parts yourself to get the best price on an ABS to install.

Anti-Lock Brakes Assist You, and That's All

At the end of the day, even if having ABS is generally safer than braking without, you never want to use anti-lock brakes as a crutch. Just as they are a backup safety feature in an automobile, that is all ABS acts as on a motorcycle, a backup in case of an emergency stop.

Never rely entirely on your anti-lock brakes. Nothing substitutes smart, safe riding and knowledge of how to operate a motorcycle correctly. Even if a situation occurs when you need the ABS and they engage, being aware of your surroundings, applying enough pressure to stop in time, and maintaining your balance will be your job.

Nothing can do that for you when you are on your bike, so only consider your anti-lock brakes as a backup, the way a seatbelt is in a car. You certainly do not want to go crashing into objects just because you have seatbelts. Always pay the utmost attention to the conditions you are riding in, changes in the road, any potential wear on your brakes, and your surroundings. Avoiding the need to utilize your anti-lock brakes is the goal. If they never need to engage at all, you are probably doing something right.



Source: <https://www.jdpower.com/motorcycles/shopping-guides/what-is-abs-on-a-motorcycle>

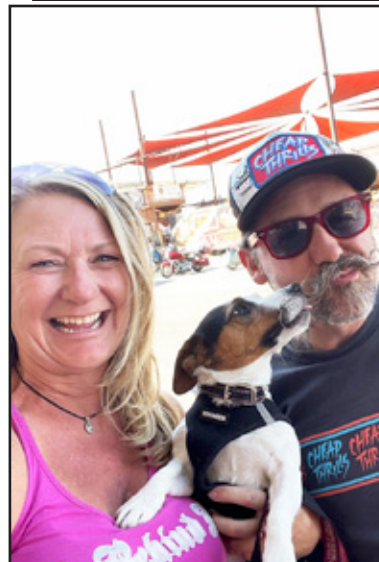
RRRuff Riders

Willow In The Wind

Willow and I shared our first ride together in 2018 when she was just 6 months old. She seemed to enjoy it so much that she's since been riding along with me for 6 years now. She is always so excited to see her biker family and meet new friends along the way, including a few famous ones in the Biker Community. She has attended some of the largest rally events in the country, including Sturgis, SD , Daytona Beach Bike Week and is about to return again to Thunder Beach in Panama City Beach, FL for a second year in a row! Willow has seen many sites in her short 6 years here on planet earth, including some top rated rides like Beartooth Pass in Montana, Yellowstone National Park and the Grand Tetons in Wyoming. I believe the hottest place we've ridden was the Badlands in South Dakota!! She is my best friend and I am very hopeful that we will get many more years of rides and adventures in together, and travel more of the West Coast to see all the beautiful landscapes that are so different than our beautiful mountains here in the Shenandoah Valley of Virginia.

Many thanks to Willow's owner, Sherri Morris, for sharing the story of this amazing & sweet pup who is a true Ruff Rider! 🐾

❤️ Long Live (#willowinthewind) Willow in the Wind!! 🐾🐾❤️



BIKE SAVERS

with John Peterson



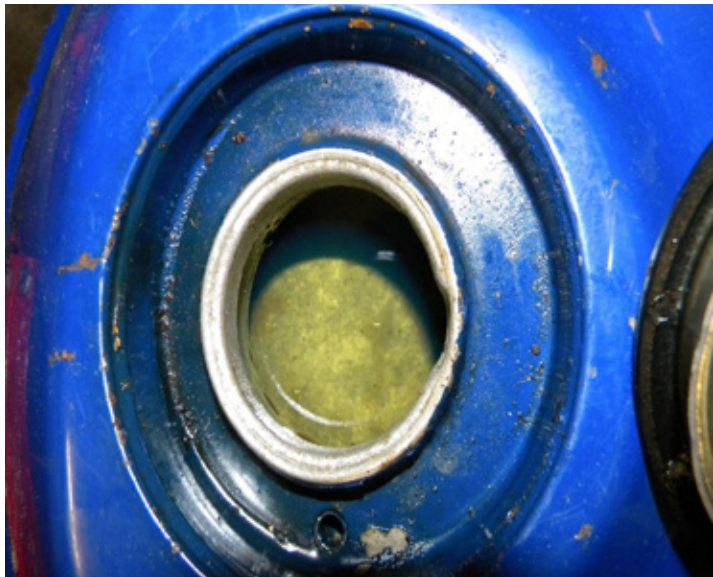
Miami Nice – Always Time to Do It Twice!

I don't know if you've been following along in my efforts to put a 1989 Honda VTR250 back on the road, but work continues, albeit slowly. It's amazing how much other stuff Life throws in front of you when you're trying to get stuff done.

The tank has so far been one of the most problematic part of this project. So far I have gone from this –



...to this...



Yes, it looks kind of grungy but that's bare steel in there under a nice blanket of non-ethanol fuel, I assure you. FWIW I did do this previously, using some concrete etch and rinsing with baking soda, but it didn't take and I was dismayed to find that

the tank had flash-rusted AGAIN, and there was also some flaky rust on the TOP of the inside of the tank that I missed, filling the carb up with a nice layer of rusty silt! "There's always time to do it twice, never time to do it right," as they say...so this time around I emptied the tank, rinsed it out, filled it up with Evaporust, flipped it upside down, and let it sit for a few days.

While that was 'cooking' I took the carbs out (again) and went through those (again), got everything clean, emptied out the Evaporust, and immediately topped it off with gas, which seems to have stopped the rust, finally.

If you restore old bikes, one of the biggest problems you have to deal with is rust. It gets everywhere, often in places you can't see, so one of the tools I use is an articulated borescope. This handy-but-pricy tool lets you peer into the dark corners of places like the gas tank, look around and see what's what. The scope itself is 5 millimeters wide, with different levels of lighting, submersible and even lets you take pictures of whatever you're trying to look at, whether it's a gas tank, spark plug hole or what have you – this is how I found all the rust on the top of the tank. It runs about \$100, but is well worth it if you need to see where you can't.

Currently I still haven't put the tank back on because I want to see if my rust issue has gone away, but I did put some fuel in the carbs with a syringe and was happy to see it fire up immediately! (Note the tachometer here, idling nicely at around 1,500 RPM...so THAT's good!



But what makes all this repetitiveness all the MORE 'fun' is the carbs! I'm a 'classic motorcycle' carb guy, for the most part – I'm used to carbs being side by side, and while all you Interceptor riders out there are probably familiar with this set-up, it was a first for me and a lot like doing heart surgery...

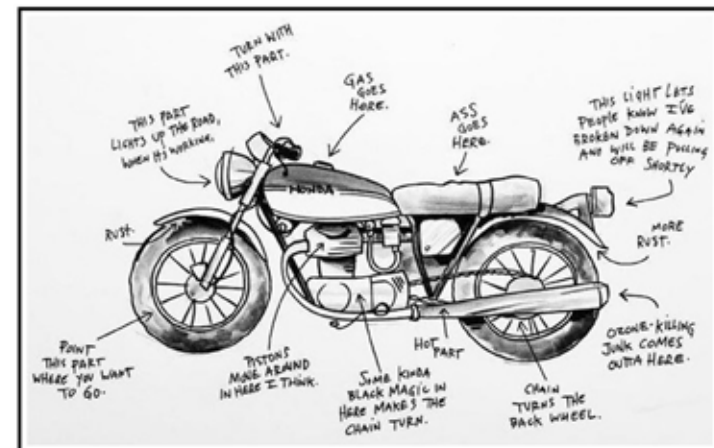


This area here in yellow is one of the choke lines; there are TWO, and this one is the easiest one to get to. The other, which I don't have a pic of, is snugged down on the other side of the carb near the front. They both unscrew from the carb body, and with my fat fingers getting them out and putting them back in can result in some pretty colorful invective.

The area circled in red is the PCV valve, with actually four lines coming off it and going to different parts of the carb – there's another small tube that comes off the underside of the valve and goes to the front of the carb and plugs in on the side, and the manual - yes, I have a manual – is pretty vague on what goes where. All it gives you is a picture of the initial tube setup without specifically showing you where everything goes, and you have to use some deductive reasoning to get everything back in place. There is also what I referred to as the 'mystery line' coming out of the rear cylinder that I had left over before I figured out that it operates the vacuum on the petcock. "Every Bike an Adventure", right?

But Hey...! It runs! Smiley Face emoji!

So that's pretty much where I am in this process so far. Since last month, as I mentioned, I had to go back and re-do all my work to get the rust out, which has set me back a bit, but I'll get there. I think next up is going to be putting new shoes on her, which should be fun – tire-changing always is, y'know?



2

Once you've put on all of your gear, rest assured Nature will Call.

Anyone who's had to put on motorcycle gear knows how time-consuming it can be. Protective gear can include everything from motorcycle pants, suits, jackets, padding, protectors, boots, gloves, and a helmet. Once you've gone through the entire arduous process of carefully tightening and securing your gear on your body, you'll feel the unmistakable urge to use the toilet.

Chances are, you'll realize the keys to your bike are in your pant pockets underneath layers of motorcycle gear.

3

The day you forget your rain gear is the day when it will absolutely, without a doubt, rain

Ah, what a perfect day to ride! Not a cloud in sight and no rain is forecasted! With that cheery outlook, you head out the door without donning any of your rain gear. Because why on Earth would you take extra gear if you don't need it, right?

But Mother Nature as a very peculiar sense of humor. Just as you don your helmet and cruise down the road singing 'Born to Be Wild' you'll see the first few drops of rain splatter across your visor. Give it another couple of seconds and you'll be soaked to the skin in no time.

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Just in case you were wondering.... Why Is Marijuana Also Called Pot?

Weed. Mary Jane. Chronic. There are dozens of slang synonyms for marijuana. But one of the strangest is the word pot. How did the word for a common kitchen instrument become slang for marijuana?

The origin of pot has nothing to do with the culinary tool. The word came into use in America in the late 1930s. It is a shortening of the Spanish potiguaya or potaguaya that came from potación de guaya, a wine or brandy in which marijuana buds have been steeped. It literally means "the drink of grief."

Like pot, the word marijuana refers to cannabis, the hemp plant Cannabis sativa (or Cannabis indica). The plant grows naturally in central Asia and other warm regions. Its uses vary from recreational to medicinal to religious.

Marijuana is the dried leaves and female flowers of the hemp plant. The word's origin dates back to the late nineteenth century. It is an Americanism for the Mexican Spanish marihuana or mariguana, which is associated with the personal name María Juana. Mary Jane, by the way, is the English version of María Juana.

Source: <https://www.dictionary.com/e/pot-marijuana/>



VETERAN'S DAY
Honors the living who once served in the Armed Forces.

MEMORIAL DAY
Honors those who died in service to our Nation.

Adventure (v.):
To engage in an *exciting* or *unusual* activity, especially the *exploration* of an unknown destination.

4

Do you think chances of a bug flying into your mouth while riding are slim? Think again.

Bugs flying into a rider's mouth, landing in their eyes, or splattering across their visors is just something that happens in movies, right?

If only that were true! Murphy's Law clearly states, that you're likely to get a serving of bugs if you don't keep your mouth closed and your helmet on.

IT'S LAWN MOWING SEASON



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5

"That looks like a quick fix" becomes the joke of the century.

Your bike decides to play up while you're out riding. You look at what seems to be the problem and come to the conclusion that it looks like a quick fix. Joke's on you my friend. Prepare to be doubled over trying to fix your motorcycle till the sun is ready to sink below the horizon.

6

Left your repair kit at home? Expect a flat tire.

Days when you decide to leave your repair kit at home just because you don't want to carry the extra weight, is the day you'll probably end up with a flat tire. Now there you are, standing on the side of an empty road, unable to move because you thought of all the days, today was the day you didn't need your repair kit. Why Murphy's Law, WHY?!



GOOD FOR YOU

FOOD FOR THE ROAD

Have you ever been out on a road trip & hunger sets in with no food places in sight? Yep, it's happened to us all at one time or another. If you want to enjoy your ride without having to worry about where the next restaurant or convenience store is, or worse yet, having to deal with that biting hunger, here are some excellent dried goods and other foods that will hold at least several days without going bad, or can be purchased the day they are going to be eaten.



Nuts - 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.



Fruits - Oranges, apples, apricots, and pears pack nicely and can hold up being knocked around a little in your bag. Fresh fruit is best & if you can find a farmer's market or fruit stand. Some fruits that won't last very long & can get mushed up pretty quickly are peaches, bananas, grapes, cherries & berries unless you pack them in a crush-proof container.



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



Rice Cakes - Crispy, crunchy Rice Cakes, preferably whole wheat rice 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.

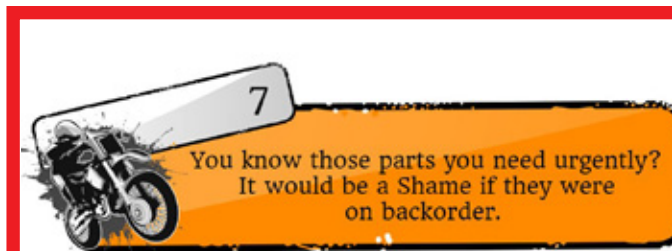


Cheeses - There are many kinds of cheeses but only a handful that will travel well. Aged Gouda is hard so it doesn't melt. Parmigiano Reggiano is great for picking at. Pair it with fruit & nuts & you have the perfect high-protein snack. Fiore Sardo (& other types of Pecorino) cheese is durable & doesn't 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.

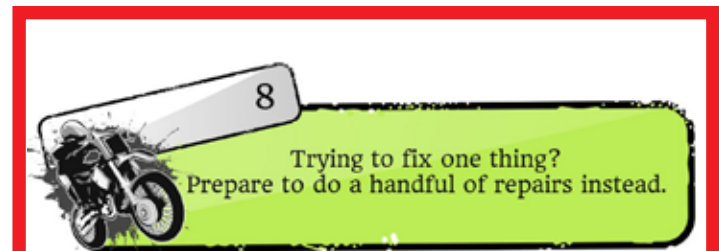


Chocolate - Most chocolate isn't good for you but if you look for chocolate that has 70% or higher of cacao and is USDA organic, you've got some healthy snacking & a great dessert.

Are any of these already traveling with you when you ride?... if so, Good for you! If you have other foods that travel well with you on the bike, we would love to hear about them. Drop us a line at virginiaridemagazine@yahoo.com!

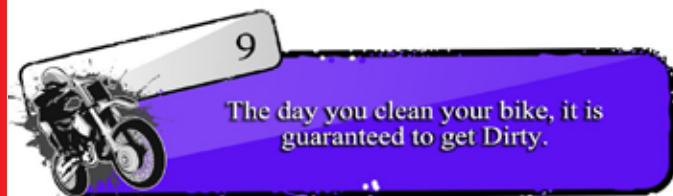


You find that there are certain parts you're in urgent need of for your motorcycle. You call your local store and check online, and what do you know: the parts are on backorder. Everywhere. You might want to sit back and take a deep breath. Getting those parts could take some time. Till then it's the Good Old Takin' the Bus or maybe Uber.

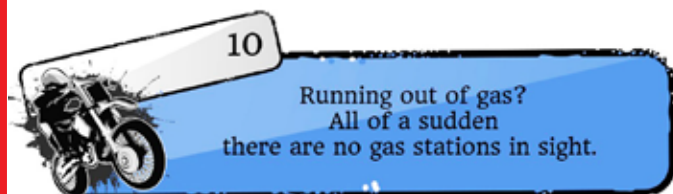


You know how when trying to fix one thing on your bike leads to you fixing other things? It's like this one problem suddenly gives birth to a litter of a dozen other small problems. This is what Murphy's Law is all about. When you get around to fixing that one problem though, you realize that there's actually a lot more that's wrong with your bike than you thought. Be prepared to do a whole lot of repairing!

How to spot a female rider...



Cleaning your bike takes time; you need to get all the dirt and gunk out of every little crevice and make your prized possession shine. After all that hard work, you decide to take it out for a spin. After all, the day looks pretty clear, what could go wrong? Apparently everything: you inadvertently drive into a puddle, a car sprays you, or a bird decides that your bike is the perfect place for it to relieve itself. And you're back to square one!



Are you running out of gas? Well, good luck finding a gas station. Sure, there may have been loads of gas stations a few miles back but now that you actually need one, there will be none in sight. And, if you are lucky enough to come across one, somehow, miraculously, it'll be closed, even though it's the middle of the day!

There's no use fighting Murphy's Law as it clearly states, whatever can go wrong, will go wrong. Instead, it's probably just better to be aware of how Murphy's Law works. That way, maybe you'll think twice about forgetting your tools or gear at home.

Have you ever been up against Murphy's Law? If so, share your story with us & we may include it in an upcoming edition of the magazine! Email us at virginiaridermagazine@yahoo.com.



VIRGINIA RIDER MAGAZINE

Source: <https://motomoto.app/article/1313/>

EASY DOES IT Good Food Simply Made

Gingery Pork Meatball Subs

This is such a fun time of the year when our kitchen creations transition from spring into summer yumminess & we want to serve up something refreshing & delicious for an easy-to-make lunch, dinner or backyard get-together. This delectable sub is sure to please everyone who is fortunate enough to enjoy these wonderful flavors nestled into a fresh baguette. We can't wait to make this with you so let's get cookin'!

Here's all you need:

- 1 lb. ground pork
 - 2 scallions, finely chopped
 - 1 Tbsp. grated fresh ginger
 - Kosher salt and pepper
 - 1/2 c. sweet chili sauce (we used Mae Ploy)
 - 1/2 seedless cucumber
 - 1 baguette
- (Condiments & compliments: Mayonnaise, fresh mint, cilantro and thinly sliced red chile, for serving)

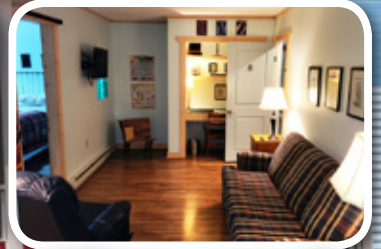
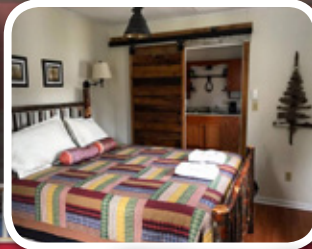
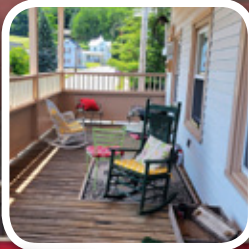
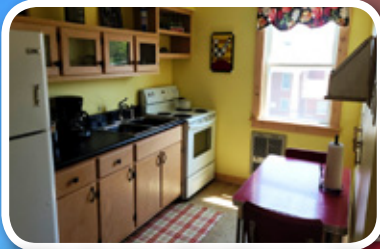
Here's all you need to do:

- Heat oven to 450°F. In a large bowl, combine pork, scallions, ginger and 1/2 teaspoon each salt and pepper. Drop 16 spoonfuls (about 2 tablespoons) pork mixture meatballs onto a rimmed baking sheet and roast until browned and cooked through, 8 to 10 minutes. Transfer to a bowl and toss with chili sauce.

- Meanwhile, cut cucumber into matchsticks. Cut the baguette crosswise into 4 pieces, then split each piece. Spread bread with mayonnaise and fill with meatballs, cucumber, fresh mint, cilantro, sliced chile or whatever you would like to have with it.

There's no better time to try out new scrumptious ideas & level up your culinary talents to bring on the new season just ahead. Come on summer! Bon appetit! ❤️





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