

# VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia

MAGAZINE™



FREE

**SWEET SUMMER NIGHTS**  
[www.virginiarider.com](http://www.virginiarider.com)





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# Locations

Tom McGrath's Motorcycle Law Group is trusted by riders and their families, motorcycle clubs, lawmakers and others to effectively represent individuals in legal cases and support the right to ride.

Virginia offices in Newport News, Richmond, and Roanoke

Did you know that you can be one of around 40,000 monthly viewers of our **RIDER FRIENDLY DIRECTORY**



*The Directory is the best online resource for riders to find great places to ride, motorcycle/motorsports dealers and services, good eats and drinks, tourism and so much more.*

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Find the businesses and places you want to know more about

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# VIRGINIA RIDER

Serving the Riders of Virginia & West Virginia MAGAZINE

**Our Rider Friendly Directory locations are the best destinations for riders!**







## from the editor's desk

Thanks so much for joining us as we celebrate the heart of summer with this Sweet Summer Nights edition of Virginia Rider. Each month we try to include helpful articles that will help you make the most of your life as a rider. We also try to include great places to ride since the Virginias are full of some of the best motorcycle roads in the country with gorgeous scenery, historical sites, and some of the best-kept secrets of places to stay and grab a good bite to eat...not even Guy Fieri has found these gems for his triple D show 😊 Exploring and finding them is the best part so if you happen to know of any or find any in your travels be sure to let us know!

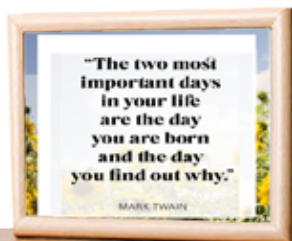
If you haven't taken a stroll through our website yet, we highly encourage you to check it out. Our online readers get to view the current edition on our MAGAZINE page each month and you can also read our back issues on that page as well, but there are other pages that you will definitely want to see. Our Rider-Friendly Business directory has a wide variety of places to shop, eat, stay, and play. The EVENTS page has links to some fun and exciting rides and events going on throughout Virginia and West Virginia. These events all do something very magical...collectively, they bring together thousands of motorcyclists of all motorcycle types, social groups, ages, sizes, colors & genders, together to raise money to help individuals & organizations in need. It's truly a beautiful thing to realize how much we can impact the lives of others just by giving a little of our time & maybe doing without a little something for ourselves so that we can give that money to help someone else who really needs it. We strongly encourage you to participate in as many events as you can because one person CAN make a difference.

The riding season is flying by and before you know it, fall will be here along with the cooler weather. So try to get out there and enjoy some time on the road in this beautiful region that we live in. You'll find some great destinations on our pages with our rider-friendly businesses that support the magazine and our motorcycle communities. Stop out and see them & be sure to grab some SHOTZ while you're there!

Keep those pictures coming in for our SHOTZ pages! If you have any great stories to tell with pictures, we'd love to see and hear about it and it might just make it into a future edition of the magazine. Drop us an email anytime at [virginiaridermagazine@yahoo.com](mailto:virginiaridermagazine@yahoo.com). We appreciate you joining us this month & look forward to seeing you again in August! Keep cool & be safe out on the road!

Stay Amazing,

Kelly



## IN THIS ISSUE



**GREAT PLACES TO RIDE** Marc and Rose are figuring out how to keep visiting family entertained in this issue. It's become a rare artform: how to entertain visiting family and still get in a motorcycle ride. It helps matters considerably when they are from the plains and most, if not all of the high-value targets here, are in the mountains. And you can't fit six on a bike.



**MUSIC AND MOTORCYCLES.** Merle Haggard's tribute to motorcycles is the fourth in a series of live albums, recorded at Billy Bob's Texas venue, and Hag is by far the biggest name that Billy Bob's has yet featured.



**BIKE SAVERS** A little bit of a diversion in this month's Bike Saver for John's readers out there. He says, "I'm in the process of expanding my bike storage area to handle some of my overflow - I hardly have enough room in the garage to move around these days! Plus THIS thing fell into my hands this past April - a 2002 Harley Davidson Road King!"



**AVOIDING HEAT EXHAUSTION** Heat exhaustion is an illness that results from overexposure to high temperatures and dehydration—or loss of salts also known as electrolytes. If heat exhaustion is not treated, it can develop into heat stroke, which is a life-threatening illness. The symptoms of heat exhaustion can be hazardous to the point they could cause you to lose control of your motorcycle.



**GOOD FOR YOU** **SNACKS FOR YOUR MOTORCYCLE BACKPACK** When you're going out on your bike, it's good to have some snacks in your backpack. Whether it's just to tide you over 'till a full meal at lunchtime or the end of the day, or to give you a boost of energy on the more strenuous sections, having a ready supply of calories is always a good move.



**THE LIGHTHOUSE** The author recounts a dream in which a "lifeless room with small files on the wall was a crude catalog system for my life. Here were written the actions of my every moment, big and small, in a detail my memory couldn't match. A sense of wonder and curiosity, coupled with horror, stirred within me as I began randomly opening files and exploring their content."



**RIDING TWO UP** There are a few things you need to remember and a few things you need to tell your first-time passenger before you have them jump on the back of your motorcycle and ride. If you follow this simple guide, you'll be able to make a first-time rider a regular passenger and create awesome road trip memories.

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Virginia Rider Magazine, 1385 Fordham Drive, Ste. 105-270, Virginia Beach, VA 23464  
Email us at [virginiaridermagazine@yahoo.com](mailto:virginiaridermagazine@yahoo.com) or call 757-822-4700  
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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

### The Motorcycle Camping Checklist

On the surface, motorcycle camping invites you to pare it back to basics. Out in the beauty of nature, it should be just you, your bike, and your tent—right? Well, not quite. Motorcycle camping may be about enjoying the simple things in life, but there are lots of essentials that you should be sure to take along. Good preparation pays off by giving you the important tools that you need to have a great time on a motorcycle camping trip. A well-packed kit can salvage your trip (or save your life) if disaster strikes.



#### ON OUR COVER

There's nothing quite like getting out in nature and getting close to the earth, the sky and the stars above. Time to enjoy those sweet summer nights.





# THE LIGHTHOUSE



*"For I will be merciful toward their iniquities, and I will remember their sins no more."  
- Hebrew 8:12*

## The Room

In that place between wakefulness and dreams, I found myself in the room. There were no distinguishing features except for the one wall covered with small index card files. They were like the ones in libraries that list titles by author or subject in alphabetical order. But these files, which stretched from floor to ceiling and seemingly endless in either direction, had very different headings. As I drew near the wall of files, the first to catch my attention was one that read, "Girls I have liked". I opened it and began flipping through the cards. I quickly shut it, shocked to realize that I recognized the names written on each one.

And then without being told, I knew exactly where I was. This lifeless room with its small files was a crude catalog system for my life. Here were written the actions of my every moment, big and small, in a detail my memory couldn't match. A sense of wonder and curiosity, coupled with horror, stirred within me as I began randomly opening files and exploring their content. Some brought joy and sweet memories; others a sense of shame and regret so intense that I would look over my shoulder to see if anyone was watching.

A file named "Friends" was next to one marked "Friends I have betrayed." The titles ranged from the mundane to the outright weird. "Books I Have Read," "Lies I Have Told," "Comfort I have given," "Jokes I Have Laughed at." Some were almost hilarious in their exactness: "Things I've yelled at my brothers". Others I couldn't laugh at: "Things I Have Done in My Anger", "Things I Have Muttered Under My Breath at My Parents." I never ceased to be surprised by the contents.

Often, there were many more cards than I expected, sometimes, fewer than I hoped. I was overwhelmed by the sheer volume of the life I had lived. Could it be possible that I had the time in my years to fill each of these thousands or even millions of cards? But each card confirmed this truth. Each was written in my own handwriting, each signed with my signature.

When I pulled out the file marked "TV Shows I have watched", I realized the files grew to contain their contents. The cards were packed tightly, and yet after two or three yards, I hadn't found the end of the file. I shut it, shamed, not so much by the quality of shows but more by the vast time I knew that file represented.

When I came to a file marked "Lustful Thoughts," I felt a chill run through my body. I pulled the file out only an inch, not willing to test its size, and drew out a card. I shuddered at its detailed content.

I felt sick to think that such a moment had been recorded. An almost animal rage broke on me. One thought dominated my mind:

"No one must ever see these cards! No one must ever see this room! I have to destroy them!" In an insane frenzy, I yanked the file out. Its size didn't matter now. I had to empty it and burn the cards. But as I took it at one end and began pounding it on the floor, I could not dislodge a single card. I became desperate and pulled out a card, only to find it as strong as steel when I tried to tear it.

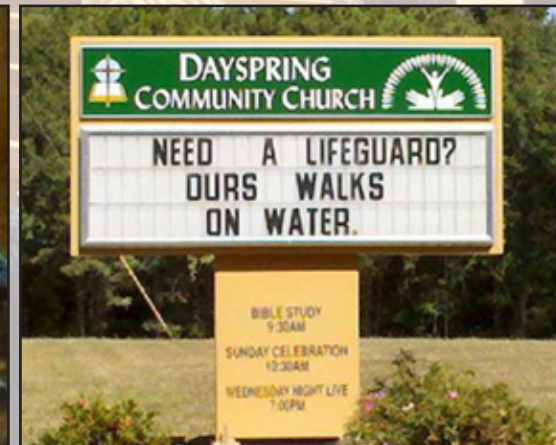
Defeated and utterly helpless, I returned the file to its slot. Leaning my forehead against the wall, I let out a long self-pitying sigh. And then I saw it... The title was, "People I Have Shared the Gospel With." The handle was brighter than those around it, newer, almost unused. I pulled on its handle, and a small box not more than three inches long fell into my hands. I could count the cards it contained on one hand.

And then the tears came. I began to weep: sobs so deep that they hurt. They started in my stomach and shook through me. I fell on my knees and cried. I cried out of shame, from the overwhelming shame of it all. The rows of file shelves swirled in my tear-filled eyes. No one must ever, ever know of this room. I must lock it up and hide the key. But then as I pushed away the tears, I saw Him.

No, please not Him. Not here. Oh, anyone but Jesus. I watched helplessly as He began to open the files and read the cards. I couldn't bear to watch his response. And in the moments I could bring myself to look at His face, I saw a sorrow deeper than my own. He seemed to intuitively go to the worst boxes. Why did He have to read every one of them? Finally, He turned and looked at me from across the room. He looked at me with pity in His eyes. But this was a pity that didn't anger me. I dropped my head, covered my face with my hands, and began to cry again. He walked over and put His arm around me. He could have said so many things, but He didn't say a word. He just cried with me.

Then, He got up and walked back to the wall of files. Starting at one end of the room, He took out a file and, one by one, began to sign His name over mine on each card. "No!" I shouted, rushing to Him. All I could find to say was "No, no," as I pulled the card from Him. His name shouldn't be on these cards. But there it was, written in red so rich, so dark, so alive. The name of Jesus covered mine. It was written with His blood. He gently took the card back. He smiled a sad smile and began to sign the cards. I don't think I'll ever understand how He did it so quickly, but the next instant, it seemed I heard Him close the last file and walk back to my side.

He placed His hand on my shoulder and said, "It is finished." I stood up, and He led me out of the room. There were still cards to be written.



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## 13<sup>th</sup> Annual EXTORTION 17 Memorial Ride

**Saturday,**  
**AUGUST 3rd, 2024**



**Virginia Beach, VA**  
to honor and remember  
the 31 Heroes of EXTORTION 17.  
This year's ride is again hosted at  
Lendy's Café' 1581 General Booth Blvd.  
Virginia Beach, VA 23454

In Memory of the Men of Extortion 17	
Army Sergeant Alexander J. Bennett POL. SEAL David C. Benson CPO. SEAL Brian R. Bill Air Force Para Rescue Troop, John W. Brown POL. SEAL Christopher B. Campbell Army CW4, David R. Carter POL. Information Systems Tech, Jared W. Day Navy Master at Arms, PO1 John "Jet LP" Dunningford Army Specialist Spencer C. Dunham CPO. SEAL John W. Faye Army Sgt Patrick D. Hamberger Sglt. Air Force CCT Andrew W. Harwell CPO. SEAL Kevin A. Houston Lt. CDR. SEAL James B. Kelsall Master Chief SEAL, Louis "Lou" J. Langdale	CPO. SEAL Matthew D. Mason CPO. SEAL Steven "Matt" M. Mills Army CW2 Bryan J. Nichols CPO. EOD William J. Hall POL. SEAL James D. Pittman Senior Chief, SEAL Thomas A. Ristaff CPO. SEAL Robert J. Reeves CPO. SEAL Heath M. Robinson POL. SEAL Nicholas P. Spahr POL. Cryptologic Technician Michael J. Strange POL. SEAL Jon "JT" Tomlinson Senior Chief, EOD Craig M. Vickers CPO. SEAL Jason R. Workman Air Force ParaRescue Troop, Daniel L. Zarbo Earl, R-9

**NO COST OR FEES to all participants!!!**  
Registration is required!!!!  
All participants must sign a Waiver of Liability.  
Registration from 0700 - 0845  
Opening Ceremony 0900 - 0950  
Ride departs Lendy's at 1000 and will return to Lendy's at ~ 1100  
Ride will be escorted by  
**The Virginia Beach Police Department**





# SHOTZ

LET'S DO SOME SHOTZ!!!  
Email your pics to [virginiaridermagazine@yahoo.com](mailto:virginiaridermagazine@yahoo.com).







# GREAT PLACES TO RIDE

with Marc Ritchie and Rose Grant **Cass Scenic Railroad State Park**

It's almost like it's become a rare artform: how to entertain visiting family and still get in a motorcycle ride. It helps matters considerably when they are from the plains and most, if not all of the high-value targets here, are in the mountains. And we can't fit six on the bike.

This was certainly the case when Rose got the call that her son, Kirk, his wife Darien, and their two beautiful daughters, were arriving in a few weeks. They mentioned how much they enjoyed the train ride last time at Durbin, so Rose wanted to book another one, this time at Cass.

Rose, Windy, and I could hardly wait. Windy's very much a family member too. And when she's home, she's not parked. She's waiting for the next ride. We had to leave relatively early to make the 11:00 train. Everyone must have been excited. Even after losing an hour from Central Time, Team Texas was awake, dressed, and out the door, abundantly ahead of schedule.

We stopped in Monterey for some grab-and-go items at Fast Break. Team Virginia Rider must have been a tad spirited in the escort role over Bullpasture Mountain as one of the little ones got car sick on the way. Oops. The rest of the journey wouldn't be as intense and I informed them I'd keep a lighter hand on the throttle.

The other one? Well, that found Rose's leg passing the pine trees south of town on 220. Rush's "Subdivisions" shuffled over the audio system blending perfectly with the sound of rushing wind. The fog was burning off leaving behind some puffy clouds and patches of sunshine which created a nice backdrop for Jack Mountain. We enjoyed the open road without obstructions, mobile or otherwise, all the way to our destination. It was nothing short of bliss.

Our posse arrived in plenty of time. The station was buzzing with activity. While on our way to the ticket office, an elderly man with snow-white hair, channeling his inner Charlie Rich, said in a rather enthusiastic voice, "How are you all doing today?" We didn't know him from Adam. I thought he was an employee, but just another passenger, and someone I'll always remember for symbolizing the country I grew up in.

I gave the friendly agent our copies of the tickets. She asked, confirming there were four adults and two children. I replied that was the case most of the time, however, at any given moment that could change to three and three.

While waiting to board, we all browsed the gift shop. Built in the early 1900s, it brimmed with history. It wasn't hard to imagine being back in that era. The visuals, the smells, all blended to the sounds of crackling hardwood floors and the drafts of ceiling fans: the contemporary climate control of summers long ago.

It was kinda cool actually hearing, "All Aboard!", pertaining to something in real life and not a Cary Grant movie. This was exciting. The anticipation of going somewhere we'd never been and seeing things we'd never seen, seemed to charge the air with something more than just the smell of burning coal. The deafening whistle wasn't hurting matters.

Right out of the gate, we saw how complex of an operation this historic park is with its copious assortment of engines, cars, and various rail equipment amidst the maintenance structures. Our trip to Whittaker Station would take about an hour and require two switchbacks with

grades up to 12%. Not knowing what to expect, the arrival was rather extraordinary. Here, in the middle of nowhere, on a plateau in the mountains, was a well-preserved, former camp for loggers, complete with facilities, snack bar, picnic tables, and a field you could land a small plane on. It was something to see.

In about 30 minutes or so, we boarded again for the return. We were definitely in four and two mode watching the girls chase each other during much of the break in the open spaces. On the descent, we watched the brakemen operate the large brake wheels and track switches. All in all, it was a slice of heaven. I think it's a tossup who had the most fun: the girls or the adults. Either way, it was one of those experiences where there was much to read up on afterward. If this sounds like something you'd like to experience as well, please visit <https://wvstateparks.com/park/cass-scenic-railroad-state-park/>. There's also another train ride that goes to an overlook at Bald Knob, the third-highest point in WV.

So yeah, that was a hit. We took the earlier ride, so we would have time to enjoy some food at Basecamp Bovine, which included some grilled gems along with Rose's fresh-made Kimchi, that Windy delivered all of the Napa cabbage (all 12 heads) for. We made a quick stop at the Green Bank Radio Observatory to show them a little taste of what might be in store on their next visit when the girls are a little older. We spent the rest of the ride home on 250 noting how few arrow signs there are on some of the most intense twisties anywhere. If Team TX wasn't mountained out by now, waiting in the wings, after a good night's rest, was Spruce Knob, and another bike ride:)

Cheers and thanks for reading!

Marc Ritchie

Photos, Copilot, and CFG (Cabbage Fermenting Guru): Rose Grant







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

DEPARTMENT OF MOTOR VEHICLES

The following questions are from real DMV written motorcycle tests. It may have been years since you've taken the written test so it's important to keep these rules of the road fresh in your mind when you hit the road. How many can you answer correctly?

**In hot weather, wearing a riding jacket:**

- (1) Is discouraged because it can cause heat-related problems.
- (2) Can help protect against heat exhaustion and dehydration.
- (3) Should only be done if the jacket is a light color.



**Answer: (2)** Can help protect against heat exhaustion and dehydration. A riding jacket and long pants should still be worn when riding in hot weather. In addition to their other safety benefits, they can protect a rider from heat exhaustion and dehydration.

**You are riding over bridge gratings and your motorcycle has begun to weave. You should:**

- (1) Speed up to get over the surface faster.
- (2) Ride in a zigzagging motion.
- (3) Maintain a steady speed and ride straight across the gratings.



**Answer: (3)** Maintain a steady speed and ride straight across the gratings. If your motorcycle begins to weave while you are traveling over bridge gratings, you should simply maintain a steady speed and proceed straight across the surface. Trying to stay in your lane while riding in a zigzagging motion is dangerous.

**When traveling as a group, a distance of \_\_\_ should be maintained between the lead rider and the rider directly behind them.**

- (1) One second
- (2) Two seconds
- (3) Three seconds



**Answer: (3)** Three seconds. When riding in a staggered group formation under normal conditions, each rider should maintain a normal three-second following distance.



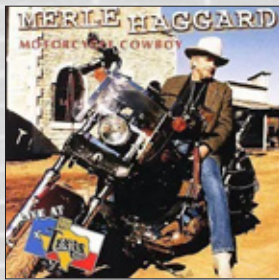
# MUSIC & MOTORCYCLES



Marc Ritchie's "When Magic Fills The Air" is indeed filled with "Extraordinary Tales on Two Wheels". Marc, along with Rose's photographs, brings unique and fascinating glimpses into the magical world of motorcycling.

Get your copy from Amazon today:  
[www.amazon.com/author/marcritchie](http://www.amazon.com/author/marcritchie)

## MOTORCYCLE COWBOY



Merle Haggard's record is the fourth in a series of live albums, recorded at Billy Bob's Texas venue, and Hag is by far the biggest name that Billy Bob's has yet featured. Not entirely coincidentally, it's the best in the series, as well, even if it isn't really a spectacular live album from Hag. That just goes to show how strong Merle and the Strangers (augmented by several sidemen, including the legendary

Johnny Gimble) really are -- even if they give an average performance, it's still musically rich and terrifically entertaining.

### Motorcycle Cowboy

I married me a hippy  
 ran away with a stringy haired blonde  
 Lord I married me a hippy  
 ran away with a stringy haired blonde  
 Now were both old and happy  
 fishing on our own golden pond

Hey I love my biker baby  
 she loves her guitar picking pal  
 Lord I love my Harley mama  
 she loves her guitar picking pal  
 I'm her motorcycle cowboy  
 she's my long tall gal

When the party's over  
 it's really over for good  
 I said when that party is over  
 it's really over for good  
 Honey everything changes  
 wouldn't change back if I could

Yeah ain't got no driveway  
 park my hog out on the lawn  
 Ain't got no driveway  
 park my big old hog out on the lawn  
 Now I ain't got much money  
 got me a long tall blonde

I'm her motorcycle cowboy  
 she's my stringy haired blonde  
 I married me a hippy  
 ran away with a stringy haired blonde  
 Now were both gold and happy  
 fishing on our own golden pond



The power of stepping away.

## DOGS IN CARS ON HOT DAYS

**VIRGINIA RIDER**  
 Robert Lewis

Car=Oven

### JUST RUNNING INTO A STORE?

10 MINUTES IS TOO LONG ON A 85 DEGREE DAY TO LEAVE YOUR DOG IN THE CAR, EVEN WITH CRACKED WINDOWS. THE CAR WILL REACH 102 IN 10 MINUTES.

Keep the Doggos Safe!!!  
 Leave him/her Home!





# THE ULTIMATE MOTORCYCLE CAMPING GEAR CHECKLIST

On the surface, motorcycle camping invites you to pare it back to basics. Out in the beauty of nature, it should be just you, your bike, and your tent—right? Well, not quite. Motorcycle camping may be about enjoying the simple things in life, but there are lots of essentials that you should be sure to take along. Good preparation pays off by giving you the important tools that you need to have a great time on a motorcycle camping trip. A well-packed kit can salvage your trip (or save your life) if disaster strikes. When you're planning a motorcycle camping trip, use the following list as a guide for packing your bike. Although it's not a comprehensive list of everything you could possibly need, you'll find the basics here, along with a few compact nice-to-haves that will make your life easier and your trip more enjoyable.

## Riding Essentials

These key items will help keep your bike in good working order throughout your trip and make sure that your gear arrives intact.

## Riding Outfit

While a helmet is the bare minimum, a well-equipped rider will also have the following:

- Riding gloves
- Riding pants
- Riding jacket
- Riding boots

Since motorcycle camping often involves a fairly long ride into the wilderness, try to bring comfortable gear that you won't need to break in on the trip.

## Maintenance and Repair Kit

The last thing you want is to be stuck in the middle of nowhere with no means of fixing a simple problem such as a flat. Thus, it's important to have the tools on hand that will allow you to complete essential fixes on the road, or at least put together a solution that can get you to a shop. You should have simple items such as a motorcycle flat kit and multi-tool on hand, plus a spare bulb and a few spare fuses.

## Saddlebags

Where do you think you're going to put all that gear without saddlebags? Lockable hard cases made from durable plastics are the most rugged type of saddlebags, but soft saddlebags are also available if you want something lighter. A motorcycle backpack is a good idea if you plan on doing some hiking in addition to your camping expedition. Remember to take your bike out for a ride with your new saddlebags if you're not used to riding with them, as they can substantially alter the way your bike handles.

## Motorcycle Lock

Sure, your bike probably won't get stolen while camping, but do you really want to take a chance on probably? The safe bet is

to bring a simple motorcycle lock in your kit. A simple disc lock usually does the trick and is relatively easy to fit into your luggage.

## Bluetooth Helmet Communicator

Whether you're riding with a group of camping buddies or keeping in touch with your home base, a motorcycle helmet communicator will help keep you connected when you need it the most. Systems like the Cardo PACKTALK BOLD and Cardo PACKTALK SLIM use dynamic mesh communication to create the ideal solution for large riding groups, while the Cardo FREECOM 1+ is perfect for a solo ride.

## Dry Bags

Wet gear is a big problem, and it can be genuinely dangerous if, for example, you have no access to dry clothes. That's why dry bags are important. Stash your gear inside these light and rugged bags, and no rain will be able to attack your gear (so long as you seal the bag correctly).

## Camping Gear

If you already own full-size camping gear, you may need to downsize and pick up some more saddlebag-friendly versions of the essentials below. Look for camping items designed for backpacking, as these are more likely to fit.

## Tent

Choosing the right tent is important for motorcycle camping. First, you want something that's rated for the season and climate you'll be camping in, and it should be a relatively compact model that collapses fully and stores easily in a saddlebag. A two-person tent is usually the biggest you'll want to carry.

## Sleeping Bag

A good comfy sleeping bag is crucial to an enjoyable camping trip. Look at your bag's temperature rating and pick one that's rated for your season and climate. Don't forget to pick up a sleeping bag pad, as they're a lifesaver for making your sleep more restful.

## Fire Starting Kit

Many campers will want to make a fire, so make sure you bring a fire starting kit. Many all-in-one kits are now available for a reliable fire that can be struck even in wet and windy conditions.

## Pillow

Your trip will be much more comfortable and enjoyable if you can lay your head on a decent pillow at night. Many great camping pillows are available that will give you the comfort of a larger pillow in a much less bulky package.

## Water Bottle

Staying hydrated is incredibly important when you're out on a ride, and it's doubly so when you're camping out. You want a durable and lightweight model made from tough plastic or stainless steel.

## Water Filtration System

If you're camping at an established campsite with a freshwater spigot, you can probably skip this, but backcountry campers will need to pack their own filtration system. Iodine tablets are a compact classic, but they don't taste the best, so remember that compact filtration system options such as the LifeStraw are also available.

## Knife/Multi-Tool

A multi-tool with a good knife is one of the most versatile and useful things that any outdoor enthusiast can pack. Which model you choose is a matter of preference, but it should have a few basic tools, including a knife, a bottle opener, pliers, tweezers, scissors and screwdriver bits.

## Flashlight

Your phone will do for a light source in a pinch, but it's always better to have a real flashlight on your trip. The days of

big, bulky camping flashlights are long since over—grab a compact, tactical-style flashlight for a light source that will fit easily into your saddlebag.

## Bug Spray and Sunscreen

Bug bites and sunburn are two of the easiest ways to ruin the fun of camping, so take the steps to protect against them both. Bug repellent is largely a matter of preference—some people like natural solutions such as citronella oil, while others prefer to use heavy-duty options like DEET.

The American Academy of Dermatologists recommends using sunscreen with an SPF of at least 30 to protect from the harmful rays that cause skin cancer. It's preferable to stay out of the sun between 10 AM and 2 PM when UV rays are strongest, and since you'll most likely be riding during those hours, you either want a good, strong sunscreen or minimally exposed skin.

## Personal Care

It's important to take care of your body and your health on a motorcycle camping trip, and these items will help ensure that you can get the care you need.

## First Aid Kit

This one can be a literal lifesaver, so don't even think of heading off into the woods without it. Outdoor supply stores sell pre-made camping first aid kits with all the essentials. A basic kit should include the following at minimum:

- Hydrogen peroxide
- Self-adhesive bandages
- Gauze bandages
- Bandage tape
- Thermometer
- Cotton balls
- Cold compress pack
- Emergency blanket
- Heat packs

## Toiletries

You'll need to pack travel-sized versions of your basic personal care items, such as:

- Toothbrush
- Toothpaste
- Deodorant
- Mouthwash
- Toilet paper

Depending on the length of your trip, you may also need items like nail clippers. Consider how long you'll be camping and pack accordingly.

## Contacts/Glasses

If you wear corrective lenses, make sure you've got all of the supplies you need that go with your glasses or contacts. If you wear glasses, bring an extra pair just in case. For contact lens wearers, make sure to bring extra solution and lenses, and wash your hands thoroughly before applying or removing your contacts.

## Comfortable Clothes

You're not going to want to camp out in your jacket and riding suit, so make sure to bring along some comfortable and seasonally appropriate-clothing. Use your best judgment as to what kind of clothing you'll need while camping, and remember that elevation changes can make nights much colder than you might initially realize.

## Camp Towel

A camp towel is the ultimate "better to have and not need" item. These ultra-absorbent towels pack much smaller than a normal towel and absorb an incredible amount of water. Grab one and thank yourself later.



*continued next page*



## Cooking Supplies

Much of the gear in this section will depend on how long you're planning to camp. If you're taking a simple weekend trip, you may be able to get by with less, while if you're headed into the backcountry, you'll probably need just about everything here.

## Food

For shorter trips, many campers rely on instant food options. If you're headed out on a longer expedition (or you want to eat better), find a few camping recipes you like and purchase the right ingredients. Consider what will keep without refrigeration and what won't and plan accordingly.

## Camping Stove/Fuel

A camping stove is your basic cooking device on a long camping trip. Which fuel you need to bring will be determined by what kind of stove you're using. Some camping stoves use isobutane canisters, others burn solid fuel, and still others burn wood. Remember that fire safety restrictions in your camping area may affect the type of fuel you can use.

## Camping Dishes/Silverware

A basic set of camping plates, cups, and silverware is another must-have. Military outdoor mess kits are often a good choice for motorcycle camping, as they're created to pack down small. Check military surplus sites to find an option you like.

## Can Opener

On longer camping trips, you'll likely need to crack into some canned food, so make sure to pack a can opener. The so-called

"GI can opener" is an incredibly cheap and reliable device that has no moving parts to break—learn to use one, and you'll never be without it.

## Other Necessities

The items in this section don't fit neatly into another category, but they can make your life a lot easier on a motorcycle camping trip.

## ID

You should essentially always have your ID on you, and in the case of motorcycle camping, you may need to show it to a law enforcement official. For those going on an international motorcycle camping trip (lucky you!), make sure to bring a passport and a photocopy backup.

## Cash and Cards

Carry along some cash and your credit card in a secure pouch for essential purchases on your trip. You'll need at least enough to cover gas, food, and any fees your campsite may charge, but leave yourself a little padding in your budget in case something unexpected happens.

## Road Map

A little old-school? Yes, but when you no longer recognize town names and your phone is at 10 percent battery, you'll be glad to have it as a backup. You can either choose a compact road atlas or just bring a map of the area.

## Duct Tape

Duct tape comes in handy for fixing approximately twenty million different things, so it's a great idea to keep a roll of it in your saddlebag.

## Hammock

Who doesn't love a hammock when camping? While it's not strictly essential, a hammock can go a long way toward creating a miniature paradise at your campsite. Camping hammocks are great because they're designed to be packed small.

## Helmet Speakers

Want to enjoy your favorite music while you're on the road? Grab some helmet speakers and rock out to whatever you want. Remember that if you want to control the music playing on your phone, you'll need a hands-free Bluetooth helmet system like the Cardo FREECOM 1+.

## Book

If you'll be camping out for a while, it can be a great time to do a little bit of reading. Whatever your preferred genre of literature, throw a book in your saddlebag and enjoy the pleasure of reading in nature.

That sounds like a lot of stuff, right? Actually, if you buy compact, camping-friendly versions of the gear we've talked about here, it can fit surprisingly well into a set of quality saddlebags. Practice packing your items a few times and note what's hard to fit. Then, refine your strategies and learn where everything is so you can make and break camp quickly. Happy Camping!

"Sometimes you find yourself in the middle of nowhere, and sometimes, in the middle of nowhere, you find yourself."

# TIPS TO AVOID HEAT EXHAUSTION WHILE RIDING

For most people, motorcycle riding is a warm-season activity, and there is nothing that says "let's go riding" more than a sunny summer day. As experienced riders, we start each ride with a safety inspection of our motorcycle and riding gear. While we ride, we automatically scan for road and traffic hazards we need to avoid. How often, however, do we consider the hidden risk a hot summer sun poses? Without preventative measures, we can develop heat exhaustion.

## What is heat exhaustion?

Heat exhaustion is an illness that results from overexposure to high temperatures and dehydration—or loss of salts also known as electrolytes. If heat exhaustion is not treated, it can develop into heat stroke, which is a life-threatening illness. Before you develop heat stroke, the symptoms of heat exhaustion can be hazardous to the point they could cause you to lose control of your motorcycle.

## Symptoms of heat exhaustion

- Profuse sweating
- Clammy skin
- Fatigue
- Headache
- Irritability
- Muscle cramps
- Rapid heartbeat
- Dizziness
- Confusion
- Fainting

## Causes of heat exhaustion

Our body's natural way of cooling is through the evaporation of sweat. When the relative humidity rises above 60 percent, evaporation slows down. While wind at riding speed may offset the effect of high relative humidity, you're still losing fluid. The combination of high temperature and high humidity creates a high heat index. As the heat index increases, so does the risk of heat exhaustion.

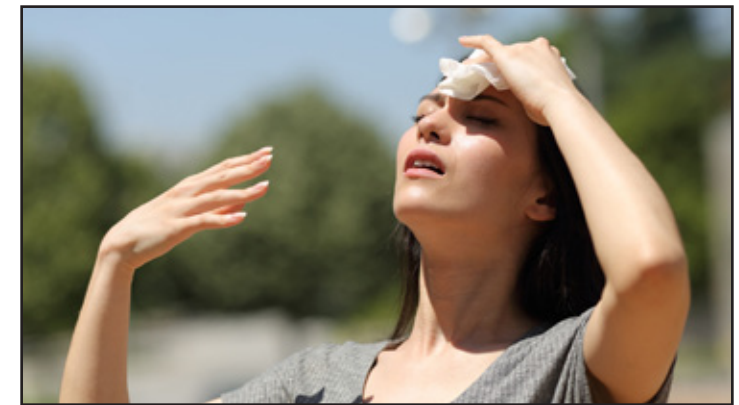
Riding a motorcycle wearing dark, tight-fitting leather gear that doesn't allow air to flow can trap body heat and sweat. The dark colors also will absorb more heat from the sun, potentially turning our gear into a personal sauna. Combine that with high relative humidity, a high heat index, and low water intake, and you have a formula for trouble.

## Tips to prevent heat exhaustion

Prevention may be the best medicine for heat exhaustion. Here are some tips and tricks you can use:

## Tips for riding gear choices

- Wear light-colored gear
- Wear gear with ample ventilation
- Wear gear that's loose enough to allow air to flow freely
- Dress in lightweight layers



## Tricks to keep cool

- Take frequent rest stops to cool off in the shade or air conditioning
- Drink plenty of water, even if you're not thirsty
- Soak a bandana with cool water and wear it around your neck
- Wear a wet t-shirt next to your skin under a ventilated jacket

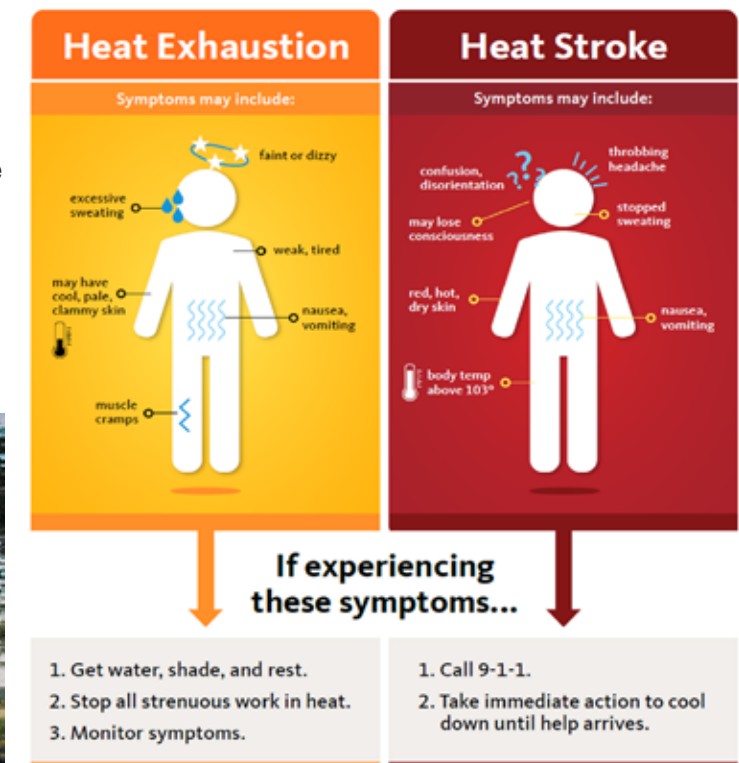
Many common medical conditions and medications can make you more susceptible to heat exhaustion. Consider consulting your family doctor before taking a long summer tour to better understand your personal risk factors and develop a strategy to stay cool.

## How to treat heat exhaustion

Park your motorcycle and get out of the sun and into an air-conditioned space. If AC is not available, seek a cool shady place to rest. Remove heavy riding gear. Apply cold wet clothes or soak your shirt with water. Rehydrate yourself with water or a sports beverage with electrolytes. Avoid alcohol and caffeinated beverages. If your symptoms persist after 10 minutes, you need to get medical assistance immediately since heat exhaustion can lead to heat stroke.

Till next time, stay cool and ride safe!

Source: <https://www.dairylandinsurance.com/resources/tips-to-avoid-heat-exhaustion-while-motorcycle-riding>





# RIDING TWO-UP



Whether you're taking your first passenger or you've been at it awhile, there are a few things you need to know to ride safely. If you haven't taken a passenger yet it's only a matter of time. So, what does "riding two-up" mean and how do you do it safely?

Every rider knows motorcycles are great. They're a special way to experience the freedom of the road, and many riders have already or will want to share this experience with someone special. There are a few things you need to remember and a few things you need to tell your first-time passenger before you have them jump on the back of your motorcycle and ride. If you follow this simple guide, you'll be able to make a first-time rider a regular passenger and create awesome road trip memories. That is of course, what it's all about.

## What Does Riding Two-Up Mean?

Riding two-up is riding on a motorcycle while carrying a passenger, or riding pillion. The second seat for motorcycle passengers is known as the pillion seat.

## Preparing the bike

It should go without saying that the motorcycle in question ought to be in good mechanical condition. Running out of fuel or experiencing a breakdown isn't an ideal situation at the best of times, but it definitely isn't the way to get a repeat passenger. Ensure fuel is topped up and tires are properly inflated, while grab rails and passenger pegs are secure and in place.

## ADDED WEIGHT

Riding with a second person is going to change your ride in one simple way; Added weight. It's important to know that riding with someone else will change the experience of your motorcycle ride, and hopefully for the better! There are a few things you should look out for if you aren't experienced with two-up riding as a driver.

- You may need to adjust your bike's rear suspension for the passenger's extra weight, consult your owner's manual or ask a certified mechanic at your local bike shop.

- It can't be stressed enough that the bike will handle differently with two people. So, if you're new to two-up riding, take it slower than you usually would to familiarize yourself and the passenger with how it feels.

- It's also nice to take it slow for your passenger's comfort, and after a few trips you'll both be more comfortable driving at regular speeds with the extra weight. Another person means more weight, it's that simple, and if you're taking longer rides then that means less space to put more stuff.

## Get'em geared up

Gear. Gear. Gear. Your passenger needs to be wearing the right kind of gear. As the common saying goes, "Dress to slide, not to ride." That applies to the passenger too. This can be a challenge because the odds of a non-rider having proper gear are slim. Riding boots, sturdy pants (heavy jeans, riding pants, chaps), and a proper-fitting jacket are important to wear on a ride. If their boots have laces, they should be securely tucked in. Make

sure that you and your passenger have a DOT helmet that's a good fit and stays on even when yanked. How to secure and remove a helmet may be a foreign experience. So too may be the operation of the visor.

## Basics of the Motorcycle

Keep in mind...

You know a lot about your motorcycle, but your potential passenger likely will not. It's really your responsibility to provide your riding buddy with a basic safety briefing.

Here's a few things you should tell your passenger before your ride:

- NEVER put your feet on the ground at stops! Your passenger shouldn't be putting his or her feet down at stops, and they need to know that should all be left to you. This is a potentially serious safety issue. The last thing you want is to injure someone's ankle when you take off from a stopped position.

- NEVER hold onto the arms or shoulders of the rider during the ride! It's very dangerous for the passenger to hold onto the rider's arms or shoulders as it definitely will affect your steering and your ability to come to a sudden stop safely.

Imagine this; Your passenger becomes scared and starts to bear hug you. Big adrenaline pump = Big Strength. Now you can't control the bike and the likelihood of a crash increases.

- Tell your passenger where to hold on. Some bikes come with grab rails or handles for the passenger and some don't. If your bike doesn't have something built in for the passenger to hold on, then they should be grabbing you around the waist.



- Tell your passenger what gets hot and where on the bike. Tell them about which parts are hot and could burn them or melt the plastic on their boots/shoes. Do them (and yourself) a favor when you park the motorcycle in hot weather to park in the shade.

- Avoid the headbutt. If someone hasn't been on a motorcycle before, they may not be aware that most have a manual transmission. It's good to explain a motorcycle's controls so that they know what you're doing and why you're doing it. This also lowers the probability of getting headbutted the first time you roll the throttle forward to change gears. Remember: new passengers aren't going to know what you know so it's YOUR responsibility to educate them.

## Getting on and staying on

Always do a quick walkaround of the bike even before a passenger gets on, showing them the exhaust pipe(s), rear wheel, pegs, and grab rails if equipped. Then climb on, holding the front brake and with both feet on the ground. Keep the kickstand down and firmly plant both feet on the ground, holding the handlebars firmly while the passenger mounts from the kickstand side. The bike should be very stable in this position. Make sure the foot pegs or the passenger floorboards are folded out before they get onto the bike, so that they can fully and comfortably rest their weight on the bike once they're on. It sometimes helps to leave the bike on its side stand to keep it more stable while they find their positioning.

## Going into turns.

A new passenger who has never been on a motorcycle will likely be pretty nervous about turns and cornering. Bikes lean a lot, so you need to educate your passenger on how to properly move during turns. Tell your passenger about staying neutral and relaxing on turns. If he or she shifts their weight away from the turn it'll make handling the bike harder for you, and it's a potentially very dangerous situation. Instruct them to corner the turn with you and follow your movements.



When you're first starting out make sure to motion to your passenger and let them know a turn is coming up, so they expect it. They don't have to try and steer with you, but if he or she puts their head towards your inside shoulder (that's the shoulder facing the turn, so if it's a left turn then towards the left shoulder) then it'll be easier to steer the bike.

If your passenger has trouble staying neutral and keeps moving around on turns (despite being told not to—hey, they're only human), then tell your passenger to lean forward into you on a turn. This puts the center of gravity into the middle of the bike and makes handling easier.

Pro Tip: Just have them lean forward.

If your passenger isn't comfortable and they're jumpy, it can affect the handling of your bike when you're deep into a turn. Motorcycles are designed for a center of gravity in the middle and having an extra person's weight on the back can throw that off, so this is a great and reliable trick for dealing with that difference. Being a smooth operator will go a long way in operating your motorcycle. When people are new to riding two-up there are a few helpful things they can do to make the ride better for their passenger.

## Communicate With Your Motorcycle Passenger

Agree on how to communicate. Some helmets have com systems and that's really handy if you've got a frequent riding buddy. Chances are though if you're a beginner at riding two-up you won't have that. So, hand signals are going to go a long way.

It's important to decide on signals for simple requests like speed up, slow down, pull over, or turn ahead. A new passenger may want you to drive slower until he or she is more comfortable riding with you. Respect what your passenger wants so you both can be comfortable and enjoy the ride together.

Longer rides mean you can both plan places to stop, so you both have destinations you're looking forward to. Letting your passenger help you plan the trip is a great way to make sure you're both happier.



These are things that can make both short rides and long rides way better for both of you which means more rides. And who doesn't want more rides?

## Prepare for bad weather

It's not if you hit bad weather, but when. Another thing newer passengers might not take into account is the weather. The wind on a motorcycle can be pretty chilling, so let them know about layering up to protect from the elements. Inclement weather doesn't have to be wind and rain, it can also be severe heat. For some it's never too hot to ride a motorcycle – you just have to be prepared when the heat is on.

## How to dismount a motorcycle as a passenger

Before you can park your bike and sit back after a nice ride you need to have your passenger dismount. Try practicing both mounting and dismounting before you go on the actual ride.

When you're done riding, turn the bike off, disengage the clutch, turn the front to full left lock, kick out the stand, and let your passenger get off first. It's good to try this out a few times.

There's always more to learn about riding and riding two-up. These tips are a nice place to start. You'll likely find yourself coming up with your own the more you ride with a passenger.

Riding on a motorcycle together can be an intimate, relaxing experience, but if not done correctly it can be terrifying. A light squeeze or pat on the thigh every now and again doesn't hurt in showing you are thinking about them and appreciate their presence. Stop every so often to check on their general comfort and satisfaction with the level of speed. With any luck, you'll get a thumbs up, and a big grin when the helmet comes off at the end of the trip. If they enjoy the experience enough, they may even be inclined to get a motorcycle of their own. And two motorcycles are always better than one. Stay safe out there!

Sources:  
<https://www.motorcyclertouringtips.com/what-does-riding-two-up-mean/>  
<https://canadamotoguide.com/2020/07/17/how-to-ride-two-up/>





# BIKE SAVERS

with John Peterson



A little bit of a diversion in this month's Bike Saver for all three of my readers out there...if you'll recall, the last time your eyes rolled across this page I was working on this little 1989 Honda VTR 250, see here the day I brought her home last fall:



I kind of have a 'work-stoppage' on that bike going on, mostly because I'm in the process of expanding my bike storage area to handle some of my overflow – I hardly have enough room in the garage to move around these days! Plus THIS thing fell into my hands this past April – a 2002 Harley Davidson Road King!



I'm not really a Harley guy – honestly, I've never had the cash to get one – but when a friend drops by and says "Here - take it!" well...I mean, WHY wouldn't you!? So of course, I said an enthusiastic YES ! And this pic brings us full circle as to why I'm building some extra storage space, because the Harley is currently residing under a cover outside, and that's not right.

It's got some pretty high mileage on it - 128K or so - , hasn't been on the road for about five years and I've been trying to get her started. She has Zero fuel pressure, so I went in and changed out ALL her gas tank innards – I put in new injectors, fuel pump, new fuel filter (which crumbled away, leaving all that detritus in the tank), regulator and main interior fuel line, but as of this writing I still have No Joy, which is frustrating as hell, but I'll get 'er; don't know exactly HOW yet, but I will. Isn't that part of the fun??"

As I discovered – and if you're a Harley person you'll understand this quite well – there's a LOT more to these bikes than meets the eye. At first, I thought 'Oh, cool – fuel injection, that'll be a lot easier to deal with than balancing carbs and floats..."

Ah-ha-ha-ha-**NO!**

It will crank as strong as the day is long but I have no fire. I mean, I have SPARK, FUEL and COMPRESSION (180 lbs in each cylinder), but she just won't start and run, except on starting fluid, so I know she WILL fire, just not on GAS – I have ZERO fuel pressure - and that's what's throwing me for a loop. It has a Delphi throttle body on it, so if you know these bikes and are thinking "I know EXACTLY what's wrong with it," please let me know!

But Wait, There's More...! At first, I thought it was the ridiculous 'fob' business – the bike comes with a battery-operated key fob that lets you start the bike and set the alarm system - which I discovered accidentally and is shockingly LOUD, like a car alarm - while I was attempting to reprogram the security code. Thank God it goes off after about 45 seconds. I had to change my shorts after that discovery!

The PO is dead, so I can't ask him what that code is, and of course his widow has no idea about bikes. But all of this triage is what led me to changing out the innards, and that's an experience in itself. Here's what you find after you pop off the tank-top – that black piece there with the spring on it has to be pushed DOWN in order to get it out of the tank – that's what the spring is for – and doing so makes it a helluva lot easier to get all the fuel parts out:



But THEN you have to deal with THESE little single-ear clamps that fit onto the regulator housing and fuel pump –and short of using some 'colorful invective' here, let me just say that it SUCKS getting them off!

Note here I've cut the original yellowed main fuel line because I was replacing it, but in trying to get the clamp off the regulator, the tube snapped off! Those suckers are on there tighter than a clam at low tide. Those little clamps WORK great! They're just a total bee-otch to get OFF! You Have Been Warned.

(You can use some heavy-duty nippers to get them off, but it's tough to do so; and getting the remaining plastic sleeve off is tough too, although careful slit-work with an X-Acto knife will do it easier than pulling it off. Just sayin'.)



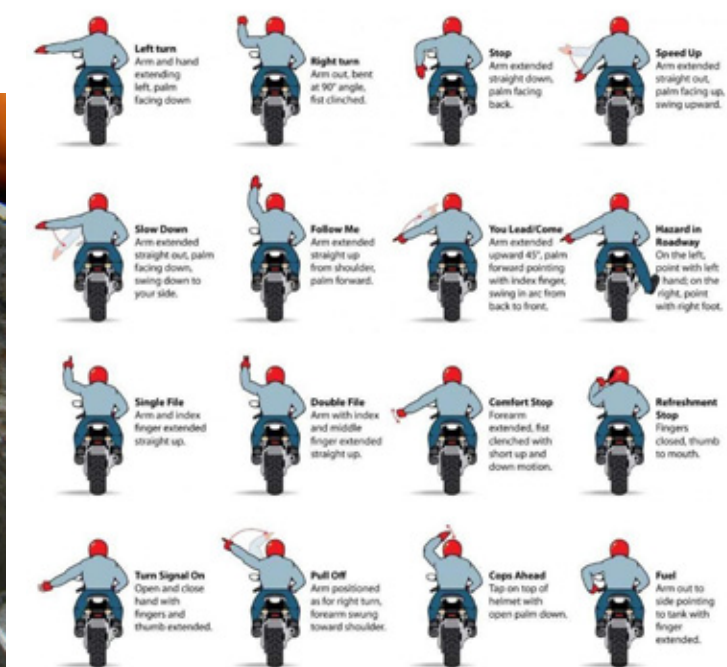
So that's about where I am at this point. I've installed all those parts back in the bike, but in between all the other stuff I have to keep an eye on I haven't tried starting it yet, and hopefully she will. Thanks for reading, and I will report back next month!

Ride Safe Y'all! .



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# Tom McGrath's Motorcycle Law Group

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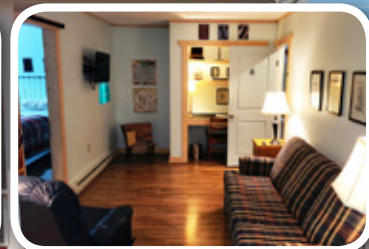
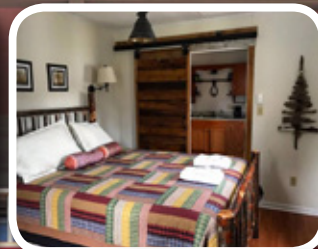
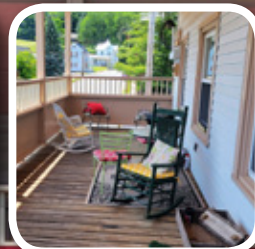
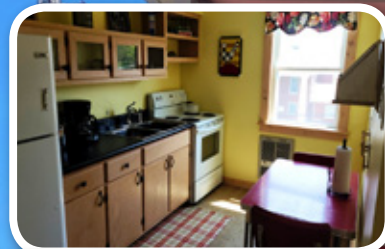
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**4 TIPS FOR THE PERFECT POWER NAP**

**FIND A GOOD PLACE TO NAP**

- 1 Turn off your mobile phone and any other potential distractions
- 2 If background noise is unavoidable, put on headphones with relaxing music
- 3 Wear sunglasses or use an eye mask to simulate darkness

**HAVE CAFFEINE RIGHT BEFORE YOU NAP**

Taking a "caffeine nap" will not only improve your performance, but it'll also lessen how sleepy you feel once you wake up

**SET AN ALARM TO GO OFF IN 15-20 MINUTES**

If you're one of those people who has a habit of pressing the "snooze" button and going right back to sleep, put your alarm across the room so that you have to get up to turn it off

**WAKE UP ON TIME**

- 1 Sleeping more than 30 minutes can lead to sleep inertia
- 2 Follow up with physical activity (with a few jumping jacks or push-ups)
- 3 Wash your face and expose yourself to bright light

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# QUICK TIPS

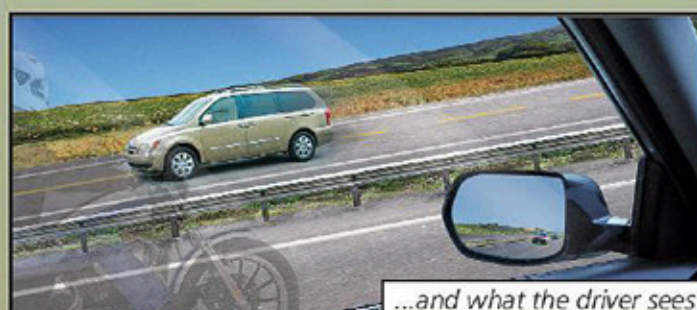
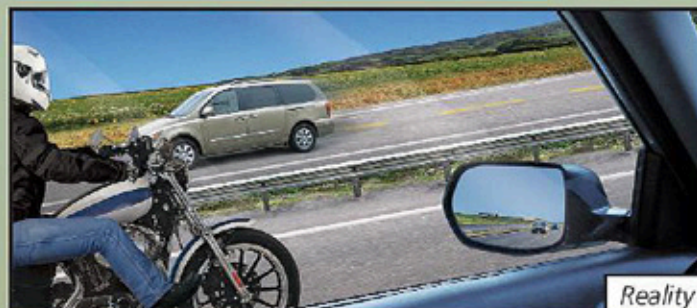
## PRETEND YOU ARE INVISIBLE

If you ride a motorcycle, you know that out on the road you might as well be transparent, because car drivers often look right past you. They might notice the car or truck behind you, but *you*, in all your “narrowness,” may not register in the visual cortex of even the most alert drivers.

That’s why an oncoming car driver might turn left in front of you at an intersection.



That’s also why a driver in the next lane, even if they turn and look in your direction before changing lanes, might veer into your lane.



Sadly, drivers might behave this way even when they’re not distracted by their cell phone, GPS, satellite radio, or other form of in-car infotainment. So how do you compensate for being “invisible” to drivers?

Be as conspicuous as possible. Wear bright clothing and a light-colored helmet. Always have your headlight on, and use your high beam or an aftermarket headlight modulator during the day (where allowed).

Take an approved rider training course. Learn how to maneuver your motorcycle in normal and emergency situations, and practice braking and swerving maneuvers often. Also understand that safe riding depends as much on the mental skills of awareness and judgment as it does on the physical skill of maneuvering the machine; respond early to possible hazards instead of having to react instantly to an emergency.

Pretend you’re invisible. If you assume others on the road *can't* see you, and any car that *can* hit you *will* hit you, you will tend to ride in a hyper-aware mindset and learn to notice every detail in your surroundings. In other words, you will take extra responsibility for your safety and ride defensively. You will vary your speed and lane position to place yourself in the best spot on the road to avoid collisions, plan escape paths in case a driver violates your right-of-way, cover your brake controls to quicken your reactions, use your horn to alert a driver who doesn't notice you, and always ride within your limits.

**CAR DRIVERS ONLY SEE WHAT THEY EXPECT TO SEE, AND MOST DON'T EXPECT YOU TO BE PART OF THE TRAFFIC MIX. RIDE WITH THE RIGHT SKILLS, STRATEGIES, AND ATTITUDE. BE SEEN – BE SAFE.**



# VIRGINIA RIDER MAGAZINE™

## 2024 MOTORCYCLE EVENTS CALENDAR

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

[www.virginiarider.com/motorcycle-events](http://www.virginiarider.com/motorcycle-events)

Start planning your riding season adventures today!!!





# GOOD FOR YOU

## SNACKS FOR YOUR MOTORCYCLE BACKPACK

When you're going out on your bike, either on the dirt or asphalt, it's good to have some snacks in your backpack. Whether it's just to tide you over 'till a full meal at lunchtime or the end of the day, or to give you a boost of energy on the more strenuous sections, having a ready supply of calories is always a good move.

### BURRITOS DON'T TRAVEL WELL ...

But before you reach for the burritos, back up a bit. Anything you take with you needs to be hardy, squash-proof, not too susceptible to temperature fluctuations, and crucially be able to be stuffed in a backpack without taking too much space. So with that in mind, we've put together a list of foods that fit those criteria – so here's our Top Ten snacks to take riding:

### BANANARAMA



OK so for a pre-ride hit, a nice juicy banana hits the spot, delivering slow-release energy and high levels of potassium – all good stuff. But as for taking them in your backpack – forget it. Bananas squash real easy and will make a terrible mess over everything else. And even if you pick a fairly yellow and hard one, it's a scientific fact that bananas ripen quicker in confined spaces with raised humidity – just like a backpack. So after a few hours, it's going to be ready to smear all your belongings in bananary mush.

### BANANA CHIPS TASTY AND ENERGY-PACKED



So be smart and choose the dried version – a bag of banana chips will keep until the end of time but offer a crunchy and tasty snack on the side of the road or trail. Oh, and you can share this one with the tree-huggers too!

### GET JERKY



So if the bananas keep the veggies happy, how about something for the carnivores? People have been drying meat to preserve it since the Stone Age, so who are we to argue with logic? Dried meat will travel well, offer a great snack when you are out on the bike, and is widely available across the world in convenient packages that are ideal for slinging in your riding pack. Whether you prefer the slivers of beef jerky or the slightly more primitive experience of ripping off a chunk of meaty goodness has never been so bike-friendly.

### NUTTY BUDDY



So as we are dipping between veggie and meaty, nuts seem to fit in well. Nuts are nature's energy storage system, and across the world millions of animals rely on nuts as a reliable and convenient source of calories – ever seen an unhappy squirrel? With a vast range from pre-packed salted peanuts and cashews to shelled Brazils and mixes with dried fruits, these all make perfect riding foods. The salted ones will help you to avoid cramps but clearly will make you thirsty, so avoid them if you've not got plenty of water or it's very hot. Nuts are a valuable energy source...just ask a squirrel!

Oh, and nothing with chocolate – they'll all melt against your back and become a sticky brown lump, and ain't nobody got time for that!

### SMUGGLING SAUSAGE



Similar to beef jerky, dry-cured sausages can be a great addition to your backpack for a day on the trails or roads. They'll offer a more substantial snack too, so they're perfect if you aren't going to be anywhere suitable for lunch but still need a reasonable calorie intake halfway through the day – though maybe not on extremely hot days. The dryer the better, so try to head for the dry-cured versions that are pre-packaged and avoid really strong and smelly versions that will flavor everything in your backpack, not to mention make you as attractive and fragrant as a Turkish wrestler.

### ORANGE AND CRUNCHY - CARROTS TRAVEL WELL AND STAY FRESH



Unlike bananas, carrots are far more hardy and suitable for bouncing around in a backpack. As a tasty snack for the vegans and vegetarians out there, they are hard to beat, and even for the confirmed carnivores, a crunchy carrot can be a good pre-prandial snack out on the road, even if it could be seen as a left-field option. Energy-wise, carrots don't deliver quite as well compared to bananas, having about half the calorie count, so you'll need twice as many!

A note of caution here – do not leave a carrot unattended in a bag for a long time. They turn into a foul grey watery soup that smells worse than anything you have ever smelt.

### CEREAL Bar none



Back to more mainstream territory, cereal bars are a natural go-to option for rider replenishment. From the humble own-brand store versions to high-energy technical versions, the basic principle combines fast and slow-release carbohydrate energy to keep you on the pipe until mealtime. It's easy to spend quite a bit on these but in reality, a good slice of homemade flapjack will do much the same – the golden syrup gives instant calories and the oats deliver the slow burn you need.

### RICE CAKES



Rice cakes are a great addition to enjoying things like nut butters, hummus, and other items that you can grab in a moment. They travel well, but you'll need to do your homework before buying them. They are available in all sorts of grades from crap to healthy. Go for healthy. The best kind of rice for you is whole brown rice, so look for organic brown rice cakes. Available at better grocers and on Amazon.

### NUT BUTTERS



Just like nuts, nut butters are a great go-along because they don't need to be refrigerated and they travel well. The best way to buy them is in the bulk section of a better market and some markets allow you to grind the nuts onsite. We're not talking Skippy peanut butter because that type of product is filled with sugar and other badness. Go for just the nuts ground.

### HUMMUS



Like almonds, hummus is another superfood full of all kinds of goodness. It comes in all sorts of blends to so you can really mix up the flavors. Use it for a dip, or spread it across a rice cake. Since it does need refrigeration, this is one to pick up the day you plan to eat it and consume it all at that meal.

### CHEESES



There are many kinds of cheeses, and many will travel several days or more without going bad. If you can't locate organic cheese, look for cheeses with the least ingredients, and be sure you can announce all the words on the package. A lot of larger grocery stores have cheese mongers inside that have freshly made cheeses that haven't been living in plastic packaging and don't contain chemical preservatives. Swiss, cheddar, and other soft cheeses are fine for a day or two of travel, but harder cheeses like solid bricks of parmesan will go even longer.

Happy packin' for your ridin' snackin' – stay safe!

Source:

[www.ridexpeditions.com/the-top-10-best-snacks-for-your-motorcycle-backpack/](http://www.ridexpeditions.com/the-top-10-best-snacks-for-your-motorcycle-backpack/)



VIRGINIA RIDER MAGAZINE





Took **Grandma** to the Chinese restaurant...

BOUNCY MUSTARD



When the going got tough, the tough got creative.

Compliments of Covid



# Motorcycle Safety Inspection Checklist



T-CLOCS was developed by the Motorcycle Safety Foundation to assist motorcycle drivers in completing a comprehensive pre-ride (or pre-purchase) motorcycle inspection. T-CLOCS is easily memorized and very useful. The individual letters stand for the specific areas to be checked. This T-CLOCS inspection should be conducted at least twice a year to ensure safe riding.



Item	Check	Look for	Check off	
<b>Tires &amp; Wheels</b>	<b>Tires</b>	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects	Front/Back
		Air Pressure	Check when cold, adjust to load	Front/Back
	<b>Wheels</b>	Spokes	Bent, broken, missing, tension, check of top of wheel: "ring" = OK — "thud" = loose spoke	Front/Back
		Cast	Cracks, dents	Front/Back
		Rims	Out of round/true—5mm; spin wheel, index against stationary pointer	Front/Back
	Bearings	Grab top and bottom of the tire and flex: No treaplay (click) between hub and axle, no growl when spinning	Front/Back	
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside	Front/Back	
<b>Brakes</b>	Function	Each brake alone keeps bike from rolling	Front/Back	
<b>Controls</b>	<b>Levers &amp; Pedal</b>	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever, proper adjustment	
		Pivots	Lubricated	
	<b>Cables</b>	Condition	Fraying, kinks, lubrication: ends and interior	
		Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place	
	<b>Hoses</b>	Condition	Cuts, cracks, leaks, bulges, chafing or deterioration	
Routing		No interference or pulling at steering head, suspension, no sharp angles, hose supports in place		
<b>Throttle</b>	Operation	Moves freely, snaps closed, no rattle when handlebars are turned		
<b>Lights</b>	<b>Battery</b>	Condition	Terminals clean and tight, electrolyte level, held down securely	
		Vent Tube	Not kinked, routed properly, not plugged	
	<b>Headlamp</b>	Condition	Cracks, reflector, mounting and adjustment system	
		Alm	Height and right/left	
	<b>Operation</b>	High beam/low beam operation		
		Turn Signals	Activates upon front brake/rear brake application	
	<b>Turn Signals</b>	Operation	Flashes correctly	Front/Left/Right Rear/Left/Right
	<b>Mirrors</b>	Condition	Cracks, clean, tight mounts and swivel joints	
		Alm	Adjust when seated on bike	
	<b>Lenses &amp; Reflectors</b>	Condition	Cracked, broken, securely mounted, excessive condensation	
Wiring		Fraying, chafing, insulation		
<b>Oil</b>	<b>Levels</b>	Engine Oil	Check warm on level stand on level ground, dipstick, sight glass	
		Hybrid Gear Oil, Shaft Drive	Transmission, rear drive, shaft	
		Hydraulic Fluid	Breaks, check, reservoirs or sight glass	
		Coolant	Reservoir and/or coolant recovery tank—check only when cool	
		Fuel	Tank or gauge	
	<b>Leaks</b>	Engine Oil	Gaskets, bushings, seals	
		Hybrid Gear Oil, Shaft Drive	Gaskets, seals, breathers	
		Hydraulic Fluid	Hoses, master cylinder, calipers	
		Coolant	Radiator, hoses, tanks, fittings, pipes	
		Fuel	Lines, fuel valve, carburetors	
<b>Chassis</b>	<b>Frame</b>	Condition	Cracks at gussets, necessary mounts, look for paint lifting	
		Steering-Head Bearings	No detect or tight spots through ball travel, raise front wheel, check for play by pushing/pulling forks	
		Swing Arm Bushing/Bearings	Raise rear wheel, check for play by pushing/pulling swing arm	
	<b>Suspension</b>	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
	<b>Chain or Belt</b>	Tension	Check at highest point	
		Lubrication	Side plates when hot (note: do not lubricate belts)	
<b>Fasteners</b>	Sprockets	Teeth not hooked and securely mounted		
	Threaded	Tight, missing bolts, nuts		
	Clips	Broken, missing		
<b>Stand</b>	<b>Center Stand</b>	Condition	Cracks, bent	
		Retention	Springs in place, tension to hold position	
	<b>Side Stand</b>	Condition	Cracks, bent (safety cut-out switch or pad equipped)	
Retention		Springs in place, tension to hold position		

**Veterans Crisis Line**  
DIAL 988 then **PRESS 1**

**Vets4Warriors.com**  
1-855-838-8255  
or DM us @WestwardMoto  
(any country!)

Hey Veterans + Servicemembers,  
You are **NEVER** alone!



July 2012



# VIRGINIA RIDER

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**If you enjoy life riding on 2, 3 or 4 wheels, Virginia Rider is your go-to source for everything you need to enjoy your riding life.**

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