

The

Richmond Rider

www.richmondriders.com

A publication of the Richmond
Rider's Motorcycle Club ... all
makes and models since 1993.

A charter chapter of the Honda
Rider's Club of America

March 2007

What's Changed?

Rider Magazine

Curmudgeon - is not a title to which one aspires—you earn it by outlasting all of your contemporaries who give a damn. Did you know that not one person remains at the Motorcycle Safety Foundation from the day that I started penning this column in 1988?

Many, perhaps most, of you reading this didn't own a motorcycle in 1988. Maybe you hadn't caught the bug or perhaps you'd sold your bike to concentrate on raising a family. Fewer still are the number of you who can claim to have ridden continuously since 1970, the year I bought my first motorcycle. There are few things that I can claim to be "expert" on...but many are the things that I have observed during that time. Here is a short list of the changes that I've witnessed over 35 years of fooling around with motorcycles and a quarter century of teaching people to ride them.

Traffic Density: Since 1970, the number of vehicles on our nation's roads has more than doubled, and the number of vehicle miles traveled has nearly tripled. The number of new roads and highways hasn't kept apace, but have you counted the number of driveways on your favorite road?

The Malling of America: The old alibi, "I never saw the motorcycle" still gets as much play as it did during the Hurt Report era, but these days the offense is less likely to take place at First and Main than on a multilane suburban boulevard. Take two left-turn lanes—one headed north, the other south—then fill them up with view-blocking SUVs and you've got a right-of-way violation just waiting to happen.

100-Horsepower Bikes: Dave Despain, the Hall of Fame broadcaster, drew big laughs at a sportbike gathering I attended when he told the audience

how he just had to buy a Harley-Davidson Sportster in the mid '60s. Why? "Because it was the fastest production motorcycle on the planet!" Given a choice between 40 and 100 (or 160!), even most cruiser riders would pony up for the extra caballos, but a bigger herd is a bigger responsibility.

Avoirdupois: In 1998 I compared an issue of Rider with a 1968 copy of the now defunct Cycle magazine. The '68 book had three road tests compared to only one in the '98...but the lone road test bike in Rider (a Valkyrie tourer) weighed more than all three of the '68 bikes combined! By '69, we'd put a man on the moon, but could anyone have dreamed that two-wheelers would one day come equipped with reverse?

Deer: Unbelievable as this may sound, nearly one out of every 200 vehicles in the United States will collide with a deer this year! In 2005 they roam the neighborhood the way dogs did in the days before leash laws. Unlike inattentive drivers, who invade our space from well-known coordinates, deer explode at full gallop out of anything vaguely green. It's a game of chance, but the odds are markedly better for those who manage their speed and who understand where and when deer are most active.

Track Days: My first track day, in 1981, was actually WERA's mandatory roadrace licensing course, and it cost \$15! That really ticked off the actual racers, because we got more track time than they did, and we didn't even have to safety-wire our bikes. If you crave speed, it's now easy to ride where there are no cops, deer or left-turning drivers, but don't buy into the argument that it will make you a safer rider. Only managing your risk level can do that. And know this going in: Most

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insurance companies will not cover your crash damage if you wad your bike on a racetrack. That knowledge could make the difference between a day of learning and an all-out adrenaline fest.

Riding Suits: When I started riding, “good” gear was an open-faced Buco helmet, jeans, a leather Brando jacket and a pair of work boots. No one had heard of armor or ventilation yet. Top gear is expensive, but adequate protection can be surprisingly affordable. Take a long look at the asphalt and slowly run your fingers across your elbows, knees, hips, shoulders and chin.

Methuselah Factor: Who could’ve predicted it? Fathers getting back into riding after their kids move out of the garage. Mothers taking the handlebar after riding pillion for decades. Retirees fulfilling their ultimate lifelong fantasy! If you’re going to be a graying biker, then by gawd, be a tough one. Get out and ride at least 5,000 miles per year, practice your skills and picture yourself on the ground, because it can happen, brother, whether you’re 16 or 76.

www dot: When I started riding, we were one big dysfunctional family of dirt donks, café racers, chopperheads and old guys on those strange, silent Beemers—all joined in arms by our common love of two wheels. Today, it’s easy to meet other short, black, Jewish, bisexual Hayabusa owners. Which is cool. And so is being able to score an obscure part 3,000 miles away with just a click of the mouse. Did I tell you about the student of mine who blogged his way onto an all-out sportbike ride with a couple of dozen complete strangers? Within 20 minutes, one of them was dead.

Motorcycle Safety Courses: There have always been doctors and ministers and grandmas who rode motorcycles, but before the Motorcycle Safety Foundation ramped up its efforts in the ’80s and ’90s, no one had tried to make it easier for those bucking the stereotypes. Today, some argue that it’s become too easy, that the industry-backed MSF uses training as a marketing ploy to get the maximum number of buttocks, regardless of their aptitude for riding, in the saddle. Both fans and critics of rider training must agree that today’s

enthusiasts are older, more affluent and more likely to be licensed than the riders of a generation ago. And one of the biggest factors in this transformation has been training.

Reliability: In 1971, my roommate bought a Triumph 650 Tiger—the first brand-new bike anyone in my circle had ever purchased. A month later, while riding down an empty stretch of highway, he pulled unexpectedly to the side of the road. “What’s wrong?” I asked, and he pointed to his odometer, which had just hit 3,000 miles. His warranty had expired, meaning he was now like the rest of us, left to trace his own short circuits, replace blown fuses and Zener diodes and at least get the jugs to the machine shop for their biannual freshening. Today we expect Maytag reliability from our machines, and when they do need service, many of us rely on Mr. Dealer and his terabytes of plug-in diagnostic power. But as the dirt under our fingernails disappears, so does a little of our savvy, our resourcefulness and our connection to the bike. If you’re not mechanically inclined, find a wrench who’s a good listener and who will mentor you on the subtleties of bike setup and suspension tuning. Sure, motorcycles have changed. They’ve grown bigger and mechanically more complex, but the pistons still go up and down (at least until they figure out that hydrogen thing), the wheels still go ’round and they still respond to a deft touch on the brakes, throttle, shifter and clutch. So let’s see, it’s ummm, brake on the right, shifter is on the left...one down and four up?

The Richmond Riders

14th Annual

POKER RUN

To Benefit the Pediatric Brain Tumor Foundation

Sunday, April 1st, From 9:00 AM to 3:00 PM

Rain or Shine!



Registration begins at 9:00am with the last bike out by 11:30!

The event will begin at The Shoppes at Bellgrade at the corner of Huguenot and Robious Roads in the parking lot adjacent to the River City Diner. The entry fee is \$10.00 per player for a 5 card hand and \$15.00 per player for a 7 card hand. Prizes will be given away at the end of the ride starting at 2:30 PM. Maps, directions, and instructions will be distributed at registration on the day of the ride.

Come Join Us For A Fun Filled Day Of Motorcycling Down Some Of The Best Riding Roads In Central Virginia!

Donations are gladly accepted! Please make checks payable to:

The Richmond Riders Motorcycle Club and mail to:

VIR Welcomes Camp Motorsport

Danville, VA (January 30) – VIRginia International Raceway is pleased to announce the arrival of Camp Motorsport to the 1400-acre Southern Virginia facility in the summer of 2007. For young people aged 10-16 who are racing enthusiasts, Camp Motorsport will be a dream come true, combining the thrill and excitement of racing with a summer-camp setting to provide the most unique and enjoyable experience available.

Camp Motorsport is organized by Ken Martin, who was formerly the director of the U.S. Space Camp and produced a previous motorsports-related camp in Atlanta. Camp Motorsport will be an interactive, hands-on learning environment. Not only will campers learn safe driving techniques (no driver's license or prior racing experience is required), teamwork and leadership skills, but also practical applications for many of the math, science and technology principles taught in school. Best of all, it's the most fun week of camp a young motorsports enthusiast will ever have!

Parents can send their kids to Camp Motorsport and never worry about their safety or well-being. Each and every program during the week is closely supervised by a staff of highly-trained counselors (known as team managers) and supervisors. From the time a child arrives until he or she is signed back into their parents' care, they are never without supervision. Safety is the No. 1 priority at Camp Motorsport. Full safety gear is required whenever time will be spent in and around cars, and medical staff will be on the premises 24 hours a day to dispense medication or deal with any illnesses that may arise.

Utilizing the beautiful setting of VIR as a background and the extensive facilities as part of the tools, Camp Motorsport offers several programs for kids and adults to enjoy and learn about their favorite sport. Weeklong programs for kids aged 10-16 will be held throughout June, July and August, but there will also be a limited number of parent/child weekends and adult-only weekends. Corporate programs will also be available.

“We are really looking forward to launching Camp Motorsport at VIR,” said Martin. “It is such a beautiful facility, and the perfect setting for a motorsports-themed summer camp. We want to help motivate young people to learn, but above all we want them to have the time of

their young lives living out the fantasy of being on a real race team, even if it's only for one week at camp.”

“We are pleased to be hosting Camp Motorsport,” said VIR general manager Josh Lief. “Camp has been an important growth experience for many of us in life, and to combine the fun of summer camp with the excitement of motorsports will be great. Camp Motorsport is an ideal addition to VIR's ever-expanding portfolio of services, and we can't wait to have the kids here starting this summer.”

VIRginia International Raceway is a multi-purpose road racing facility, located on the Dan River outside Danville, Virginia. In addition to its 3.27 mile natural-terrain road racing circuit, VIR is the cornerstone of VIR Club, America's first motorsport country club; the VIR Raceplex Industrial Park; Plantation Valley Kart Track, a 5/8 mile paved karting circuit; The Lodge at VIR, a 27-room trackside hotel; the new VIR Paddock Suites and Garages, with 18 dual-purpose hospitality/lodging units and garages; the new Villas at South Bend, a 60-unit residential villa complex; Camp Motorsport, a motorsports-themed summer camp for young people aged 10-16; and the Oak Tree Tavern, a full-service restaurant located within the circa-1840 Plantation Clubhouse.

For more information, visit the track's website at www.virclub.com, or telephone (434) 822-7700. For more information on Camp Motorsport, visit their website at www.CampMotorsport.com or telephone (434) 822-2999.

AMA Pro Press Release

AMA Pro Racing has announced its schedule for the 2007 AMA Superbike Championship presented by Parts Unlimited. For 2007, a second round at Mazda Raceway Laguna Seca has been added.

The 2007 AMA Superbike Championship schedule is as follows:

DATE, LOCATION

March 7-10 Daytona International Speedway, Daytona Beach, FL

The Daytona 200 by Honda 1.800.PITSHOP

www.racetickets.com

April 20-22 Barber Motorsports Park, Birmingham, AL

(Superbike Doubleheader)

Honda Superbike Classic 1.800.240.2300

www.barbermotorsports.com

April 27-29 California Speedway, Fontana, CA

(Superbike Doubleheader)

Suzuki Superbike Challenge 1.800.944.RACE

www.californiaspeedway.com

May 18-20 Infineon Raceway, Sonoma, CA

(Superbike Doubleheader)

Kawasaki AMA Superbike Showdown 1.800.870.RACE

www.infineonraceway.com

June 1-3 Road America, Elkhart Lake, WI

(Superbike Doubleheader)

AMA Suzuki Superbike Doubleheader 1.800.365.RACE

www.roadamerica.com

June 22-24 Miller Motorsports Park, Tooele, UT

(Superbike Doubleheader)

Honda Summit of Speed 1.866.297.2636

www.millermotorsportspark.com

July 20-22 Mazda Raceway Laguna Seca, Monterey, CA **

The Red Bull U.S. Grand Prix 1.800.327.SECA

www.laguna-seca.com

August 3-5 Mid-Ohio Sports Car Course, Lexington, OH

Honda Super Cycle Weekend, presented by Dunlop Tires

(Superbike Doubleheader) 1.800.MID.OHIO

www.midohio.com

August 17-19 Virginia International Raceway, Alton, VA

Suzuki Big Kahuna Nationals, presented by Parts Unlimited

(Superbike Doubleheader) 1.303.377.3278

www.virclub.com

www.M1event.com

August 31-Sept. 2 Road Atlanta, Braselton, GA

AMA Suzuki Superbike Showdown, presented by Makita

(Superbike Doubleheader) 1.800.849.RACE

www.roadatlanta.com

Sept. 15-16 Mazda Raceway Laguna Seca, Monterey, CA

AMA Superbike Championship 1.800.327.SECA

www.laguna-seca.com

Sept. 28-30 Mid-Ohio Sports Car Course, Lexington, OH

AMA Superbike Championship Shootout 1.800.MID.OHIO

www.midohio.com

**AMA & Moto GP combined weekend

Total Events: 12

Dates and Locations Subject to Change

Tickets Now On Sale.....continued from page 7

“This is our third year promoting the Suzuki Big Kahuna Nationals at VIR,” said Gray, “and we have outdone ourselves each year. This year is going to be no different. The Suzuki Big Kahuna Nationals is getting a reputation as one of the can’t-miss, best-deal-for-fans events on the calendar, and we intend to keep it that way. We’re going to have promotions, exhibitions, displays, vendors and special events scheduled throughout the weekend, and I guarantee nobody will go home disappointed! VIR is a great facility, and to have the best motorcycle racing in America from the AMA Superbike Championship presented by Parts Unlimited on this awesome track, along with all the other stuff we have planned, fans would have to be crazy not to come out and join in the fun! Once again, it’s going to be a knock-down, drag-out, weekend-long motorcycle party, and anyone who misses it is going to be sorry!”

M1 has contracted with a new outside ticket agency to handle all pre-event ticket sales, which will make things easier both for the promoter and the fans.

“We have a new ticket partner this year,” said Gray, “and they have a state-of-the-art ticket processing center that is going to make ticket sales seamless for our fans. It will operate through our own website, and we expect that this year’s ticket sales will be the most efficient operation we’ve ever had.”

To purchase tickets, visit www.m1event.com or telephone 770-965-4565 or 770-965-4566.

VIRginia International Raceway is a multi-purpose road racing facility, located on the Dan River between Danville and South Boston, Va. In addition to its 3.27-mile natural-terrain road racing circuit, VIR is the cornerstone of VIR Club, America’s first motorsports country club; the VIR Raceplex Industrial Park; Plantation Valley Kart Track, a 5/8-mile paved karting circuit; The Lodge at VIR; the VIR Paddock Suites and Garages; the new Villas at South Bend; Camp Motorsport, a motorsports-themed summer camp for young people aged 10-16; and the Oak Tree Tavern, a full-service restaurant located within the circa-1840 Plantation Clubhouse.

For more information on VIRginia International Raceway, visit the track’s website at www.virclub.com or telephone 434-822-7700. For more information on M1 Entertainment, visit their website at www.m1event.com or contact them via telephone at 303-377-3278. For more information on the AMA Superbike Championship Presented by Parts Unlimited, visit their website at www.amasuperbike.com.

Richmond Riders Motorcycle Club



President: Jerry Reid 744-2870



Secretary: Patsy Reid, 744-2870

**Vice President: Rick Arsenault
883-5180 (Picture not available)**

**Newsletter: Bruce Hackett,
733-7330**



**Treasurer: Henry Murray,
674-6560**



Webmaster: Jason Lawhorn, <http://www.richmond rider.com> 781-0800

Tickets Now on Sale for Suzuki Big Kahuna Nationals at VIR

Danville, Va. (Feb. 22) – Tickets are now on sale for the 2007 edition of the Suzuki Big Kahuna Nationals, featuring the AMA Superbike Championship presented by Parts Unlimited, scheduled for the weekend of August 17-19 at VIRginia International Raceway.

Once again, the event will be promoted by Cameron Gray's Colorado-based M1 Entertainment and, as always, the Suzuki Big Kahuna Nationals will offer a variety of ticket packages. Standard three-day general-admission tickets with paddock access will be available (\$65 advance/\$75 at gate), as will one-day tickets for Friday (\$25, not available in advance), Saturday (\$50/\$60) and Sunday (\$50/\$60). General car parking will be available for \$5, and infield car parking is priced at \$10. Motorcycle parking will be free. Those who wish to camp can purchase a weekend camping pass for \$50 per vehicle (all persons in a campsite must have an admission ticket), and a parade lap of the track can be obtained for \$10.

Pit Walk Passes, which allow cold pit access, will be available for \$20 in advance or \$30 at Registration only. There are only 1000 of these passes available, and access is good for all practice and qualifying sessions throughout the weekend. Fans are reminded that closed-toe shoes are required in the cold pit area. Also, you must be 16 years or older to enter the pit area.

The Big Kahuna Pass is sure to be popular with fans, and includes three-day admission, paddock access, a Pit Walk Pass, a Parade Lap, a car parking pass and an official 2007 Big Kahuna hat. This offering is limited to 2000, and is available for \$110 (sold in advance only).

Also available this year is the Southern Suzuki SuperPair, which includes three-day admission, paddock access, a car parking pass and an official 2007 SuperPair hat for both the Suzuki Big Kahuna Nationals at VIR and the Suzuki Superbike Showdown presented by Makita at Road Atlanta, Aug. 31 – Sept. 2. The SuperPair is available for only \$99.

There are two levels of Hospitality Passes available. The Pagoda Hospitality Suite includes three-day

admission, Paddock Access, a car parking pass and hospitality access to the banquet hall and balcony located above The Pagoda Grille in the main paddock on Saturday and Sunday. Only 400 Pagoda Hospitality Suite Passes will be available, and are priced at \$125 (sold in advance only). For children 5-12 years of age, the Little Pagoda Suite is available for \$40 (sold in advance only).

Perhaps the most remarkable bargain for fans is the Garage Suite ticket, priced at \$260 (sold in advance only). This ticket includes three-day admission, paddock access, a Pit Walk Pass, car parking pass and access to one of VIR's pitside suites overlooking the pit lane. Each climate-controlled suite can accommodate 20 people, and features closed-circuit coverage on a flat-panel plasma TV, private bathroom and catered continental breakfast, lunch and afternoon snack with drinks (cash bar service also available). There are only 40 Garage Suite tickets available, and they are expected to sell out quickly, so interested fans are advised to act quickly to reserve theirs.

All current military personnel will receive a \$20 discount and free car parking with a copy of a current military ID or by presenting their ID card at Registration (during Registration hours only). Groups of 20 or more will be eligible for a 15-percent discount, providing the order is paid for with one credit card (advance only). Discounts do not apply to the following: Big Kahuna Passes, Garage Suite tickets, Pagoda Hospitality tickets, Pit Walk tickets and all parking/camping passes.

Children aged 12 and under will receive free admission, provided they are accompanied by a paid adult, but must have a Little Pagoda Hospitality Suite Pass to enter the Pagoda Hospitality Suite area.

Advance ticket sales will end at 5:00 pm on August 13. Tickets ordered too late to mail (after August 7) will be able to be picked up at Will Call at the track.

M1 Entertainment president Cameron Gray promises that fans will get more than they bargained for at the 2007 Suzuki Big Kahuna Nationals.

Meeting Notes February

Jerry opened the meeting and welcomed first-time visitor, Ann May.

Henry said the club's current available balance is \$1,372.62.

In his ride report, Wayne asked if anyone was interested in a February ride to Fredericksburg. That was a popular suggestion that resulted in scheduling a February 25 ride, destination Fredericksburg. The March ride will follow the route for the April 1 Poker Run. On May 20, Keith will lead his annual Blue Ridge Backroads Blast. In June, we can look forward to Bruce leading the way to Reedville.

Jerry announced that Andre High has been chosen as the club's 2007 Ride For Kids Poster Child. The club voted to spend up to \$300 to help Andre.

Posters for the Poker Run were handed out and all are encouraged to distribute them freely.

Gene agreed to provide coffee and accessories for the Poker Run. Rick will provide donuts and John McPherson is on tap to provide the sound system.

There was a discussion regarding Powhatan restaurants where Poker Run riders could go after the ride. It was agreed that a list of restaurants will be posted at the sign-up table.

The club voted to sponsor Wayne to attend the Abate First Aid seminar on March 31.

Kerry talked briefly about the 2007 Ride For Kids Event and handed out Ride Kits.