

The

Richmond Rider

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Rider's Motorcycle Club ... all
makes and models since 1993.

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Rider's Club of America

September 2008

Over the Green Mountains

Rider Magazine

I live in the southeast corner of Vermont, where the hills are steep, the valleys are narrow and the architecture in the villages is distinctly 19th century Yankee, all clapboards and shutters and stark white paint. This is maple syrup and fall foliage country. It's certainly easy on the eyes, and when the weather cooperates it's a great place to ride a motorcycle.

Sometimes I need a change of pace, a fresh perspective on Vermont, and when that happens I head west over the ridge of the Green Mountains to an area surprisingly different from my home turf, despite being only an hour's ride away. In the area is a network of rolling secondary roads that, woven together, constitute what has become my favorite ride, a meandering 70-mile loop that passes through some of the most beautiful scenery in the state.



The ride always starts in front of the Equinox Hotel in Manchester. Leaving the curbside I follow Route 7A north for a little over a mile, then take a left (west) turn onto Route 30 at Manchester Center. Soon things start to sweeten up. Tourist-town segues into something that looks like real countryside, and the terrain starts to roll a bit.

Past Dorr's Antique Tractor Farm (a collection of early John Deeres, Farmalls and other brands, most beautifully restored) and a huge old marble quarry that serves as the local swimming hole,

Route 30 meanders its way into the village of Dorset, a cute bit of white-painted New England with a long, narrow green and a golf course on its outskirts that offers an amazing mountain view. Northwest of Dorset, with 8.5 miles showing on the odometer, I turn west onto Route 315. Almost immediately the two-lane blacktop tilts upward into a stiff, winding climb as I cross the ridge that separates the Manchester valley from far-western Vermont and the New York borderlands just beyond. Once up and over—the elevation is almost 2,000 feet at the top—there's a fast, sweeping descent into the village of Rupert, quiet now but famous at one time for the manufacture of Dr. Guild's Asthma Cigarettes(!). It's here that the odd feeling of having left Vermont—and maybe even the northeastern part of the United States—first starts to creep in, especially if it happens to be July or August. Kansas is a word that quickly comes to mind as the eye takes in an endless expanse of cornfields stretching in every direction, with the hot summer sun giving the landscape a pleasantly baked look that's straight out of America's heartland.

At Rupert I turn north on Route 153, which skirts the great sea of tall corn with just enough curves to make it interesting but not particularly dangerous. Right about where the corn runs out and the houses begin, Route 153 drops down into West Pawlet, once a major slate-quarrying center but now little more than a ghost town in the making. After hooking a right in front of the town fire station I follow Route 153 north, past what was once West Pawlet's lifeblood, a massive slate quarry that meanders its way uphill for the better part of a mile. Four miles along Route 153 tees into my old friend Route 30; I turn right here and start heading south.

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After passing more cornfields and a chain of strange, bulbous little mountains, called cobbles by geologists, Route 30 rolls into Pawlet proper, which is West Pawlet's more prosperous eastern cousin. There's a cute little railroad station here that's been converted into an ice cream parlor, and Machs' Country Store offers a view into the deep river gorge that it straddles through a well in the middle of the floor.

From the four-way intersection in Pawlet, I point the front wheel east on Route 133. The countryside is still corny here but not for long—I'm heading back up into the spine of the Green Mountains, leaving the wide western valleys behind. After a couple of miles, Route 133 goes off to the left but I stay straight, on the Danby-Pawlet Road. Soon I'm downshifting, the revs are up and the bike is pulling harder than it has so far on this ride.

At the top of this climb is Danby Four Corners, which seems like a really odd name for the place because only three roads actually come together here: the fourth road, once a town

is now a two-cow track on far side of the intersection. The Four Corners

Store is a real hoot, a combination general store and guitar emporium that also has a selection of western hats and cowboy boots.

A sharp right at the store (no route number here) and I'm passing through a small, bowl-shaped valley (what Vermonters like to call a hollow) nestled beneath the dark flank of Dorset Peak, almost 4,000 feet to its cone-shaped summit and the site of a massive underground marble quarry. Even in the middle of August, when the corn is still standing tall in the fields, you can see the trees start to turn color up there. This is probably the most spectacular scen-ery of the entire ride. As Dorset Peak

disappears from view the road starts to drop, following a mountain brook down through a winding, steep-walled ravine. Some near-hairpin turns put me an eye blink away from the jagged, vertical and very hard granite where the road was blasted out in places.

At the bottom of this rollercoaster descent I enter the village of Danby, once the home of author Pearl Buck and the birthplace of Silas Griffith, 19th-century lumber baron and Vermont's first millionaire. His gaudily painted Victorian mansion, lately an inn, is located at the south end of the village. Danby sits right alongside U.S. Route 7, western Vermont's major north-south highway; a right turn here would take me quickly back into Manchester. But instead I cross over U.S. 7 into Danby's sister town Mount Tabor, another wonderfully haunted place with its rusting hulk of a grain mill looming over a weed-grown rail yard and a line of abandoned boxcars.

At the north end of the rail yard I get onto the oddly named Brooklyn Road, which points arrow-straight and due east from its intersection with U.S. 7 toward the massif of Mount Tabor itself. Past a tiny town hall and a row of neat houses, there's a sign that says, "Entering The White Rocks National Recreation Area." This is the beginning of National Forest Highway No. 10, which passes through the closest thing to true wilderness you're likely to find in the southern half of Vermont. Over an iron truss bridge and around a sharp right-hander the road starts to go up and up; soon the pavement (badly frost-heaved the last time I rode it) quits and the dirt begins. But this is good dirt, well-graded and not too loose. For the next 15 miles NFH 10 traverses high, wild and beautiful country, where moose and bear are often seen beside—and sometimes in!—the road, where huge, jagged outcrops of limestone (hence the White Rocks name) invite a little bit of impromptu rock climbing, and where you can camp, legally and for free, almost anywhere you choose to throw down a tent.



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About American Motorcyclist Association (AMA) Racing

AMA Racing is the leading sanctioning body for motorcycle sport in the United States. AMA Pro Racing series include the Monster Energy(R) AMA Supercross Series, an FIM World Championship, the AMA Toyota Motocross Championship presented by FMF, the AMA Superbike Championship presented by Parts Unlimited, the AMA Flat Track Championship, the AMA Supermoto Championship and the AMA Pro ATV Championship. In amateur and pro-am competition, AMA Racing sanctions over 4000 events in 24 different disciplines.

ABOUT THE AMA SUPERBIKE CHAMPIONSHIP

The AMA Superbike Championship is the world's most prestigious and most successful national stage for Superbike motorcycle competition. The series was created in 1976 to provide a level playing field for motorcycle manufacturers to demonstrate the hard-won engineering achievements incorporated on their state-of-the-art production bikes. This formula has spawned professional race teams and a healthy field of aftermarket parts suppliers that fight tooth and nail to win the series' various championships. In 2008, the AMA Superbike Championship features four classes; two for highly modified machines—Superbike and Formula Xtreme—and two for near-production versions of these bikes—Supersport and Superstock.

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AMA VIR Roadrace Terminology

Aftermarket: A specialized part produced by a manufacturer or fabricator other than the

original equipment manufacturer

Back-up bike: An additional motorcycle used for the purpose of racing, by the same rider in the same class during the same race. This is only allowed under red-flag conditions early in a race.

Corner workers: Officials stationed at various points around the track who use various colored flags to warn racers of course conditions.

Displacement: The volume swept by the pistons in each stroke. Usually measured in cubic centimeters, it is a reference to engine size.

Five- Three- and One-Minute Boards A white board displayed by an official to the racers on the grid. Each gives competitors specific instructions. At AMA Superbike Championship races, the five-minute board signals that riders may commence their warm-up lap. The three-minute board indicates that sighting-lap privileges are over. When the one-minute board is displayed, racers must be prepared for the start. In spite of its name, this sign is rarely displayed for an entire minute.

Grid: The layout of qualified bikes and riders positioned in their order of qualifying times, from quickest to slowest, parked in rows for a race's start.

High-side: A crash where the rider goes over the top of the bike, as opposed to laying it down, or "low-side."

Holeshot: Taking the lead into the first turn of a race

Homologation: The process of acquiring eligibility for a motorcycle to be entered in AMA competition.

Knee sliders: Attached to a road race suit's knees are plastic or leather sliders. Shaped like thin hockey pucks, riders use them as gauges to judge lean angle in corners.

Leathers: Racers wear these road-rash-inhibiting leather suits. Most are made from cowhide, have internal armor at the elbows, shoulders, knees and back; others feature plastic or titanium external protection and are crafted from kangaroo.

Line: The fastest way around the track, or through a particular part of the course. Can vary with changing

conditions.

OEM: Original Equipment Manufacturer. Manufacturers of vehicles, including bikes.

Pits/paddock: Area primarily designated for the preparation and maintenance of race equipment that may include staging and signal zones. Access is limited to mechanics, officials or those with an appropriate track pass, or credential.

Pit crew: Mechanics and/or team assistants

Pole Position: The innermost front-row starting position

Privateer: A racer competing without a factory contract or major sponsor support

Qualifying: A race against time by an individual rider. Each rider's lap times are

electronically gauged to determine grid position. Fastest qualifier takes the pole position and is awarded one championship point.

Slicks: Non-treaded tires, ultra-grippy tires developed especially for racing. These bald, or slick, tires are allowed only in the Superbike and Formula Xtreme classes.

Standing start: All AMA Superbike Championship races feature standing—rather than rolling—starts. Motorcycles are arranged with their front tires in small boxes painted on the grid. Riders are not allowed to move from these boxes until the race begins.

Stoppie: Riding on the front wheel only, usually initiated by hard braking.

Warm-up lap: After racers are shown the five-minute board on the grid, this relatively slow, "sighting" lap is a last-minute look at the track before racing begins.

Wheelie: Riding on the rear wheel only, usually under hard acceleration.

Wrench: Slang for mechanic

Works: Parts—or a collection of parts—being tested in competition by an OEM.

VIR Style Guide

SERIES

AMA Superbike Championship Presented by Parts Unlimited

CLASSES

Superbike: AMA Superbike Championship presented by Parts Unlimited

Supersport: AMA Pro Honda Oils Supersport Championship presented by Shoei

Formula Xtreme: AMA Formula Xtreme Series

Superstock: AMA Superstock Series presented by Dynojet

Rookies Cup: Red Bull AMA U.S. Rookies Cup

OTHER OFFICIAL SERIES SPONSORS

Official Dynamometer: Dynojet

Official Fuel Injection Module: Dynojet

TRACKS & THEIR OFFICIAL EVENTS

Event #1: Daytona International Speedway, 3/5-8: Daytona 200 by Honda

Event #2: Barber Motorsports Park, 4/18-20: Honda Superbike Classic

Event #3: Auto Club Speedway, 4/25-27: Suzuki Superbike Showdown

Event #4: Infineon Raceway, 5/16-18: Kawasaki AMA Superbike Showdown Presented by Supercuts

Event #5: Miller Motorsports Park, 5/29-6/1: Honda Summit of Speed

Event #6: Road America, 6/6-8: AMA Suzuki Superbike Doubleheader

Event #7: Mazda Raceway Laguna Seca, 7/18-20: Red Bull U.S. Grand Prix

Event #8: Mid-Ohio Sports Car Course, 8/1-3: Honda Super Cycle Weekend, presented by Dunlop Tires

Event #9: Virginia International Raceway, 8/15-17: Suzuki Big Kahuna Nationals, presented by Dunlop & Rockstar

Event #10: Road Atlanta, 8/29-31: Suzuki Superbike Showdown, presented by Rockstar

Event #11: Mazda Raceway Laguna Seca, 9/27-28: Corona AMA Superbike Finale

BRANDS AND MODELS OF MOTORCYCLES RACED IN THE

BMW

HP2 Sport

DUCATI

749R

848

1098S

HONDA

CBR600RR

CBR1000RR

KAWASAKI

ZX-6R

ZX-10R

KTM

RC125

SUZUKI

GSX-R600

GSX-R1000

TRIUMPH

Daytona 675

YAMAHA

YZF-R6

YZF-R1

An Unforgettable Feast Aug ride led by Wayne, photo by Hank



Richmond Riders Motorcycle Club

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Vice President: Luther
Atkinson

Secretary: Jo Ann Murray
674-6560

Newsletter: Bruce Hackett,
733-7330

Treasurer: Henry Murray,
674-6560

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

AMA VIR Past Winners

SUPERBIKE

Date	Winner, Hometown	Mach.
8/19/07	Mathew Mladin, Henderson, NV	Suzuki
8/18/07	Mathew Mladin, Henderson, NV	Suzuki
8/20/06	Mathew Mladin, Henderson, NV	Suzuki
8/19/06	Mathew Mladin, Henderson, NV	Suzuki
8/28/05	Mathew Mladin, Henderson, NV	Suzuki
8/27/05	Mathew Mladin, Henderson, NV	Suzuki
10/10/04	Miguel Duhamel, Repentigny, QC, CAN	Honda
10/10/04	Miguel Duhamel, Repentigny, QC, CAN	Honda
9/1/03	Kurtis Roberts, Hickman, CA	Honda
8/30/03	Mathew Mladin, Sydney, Australia	Suzuki
8/11/02	Eric Bostrom, Las Vegas, NV	Kawasaki
8/10/02	Nicky Hayden, Owensboro, KY	Honda
9/30/01	Nicky Hayden, Owensboro, KY	Honda

SUPERSPORT

Date	Winner, Hometown	Mach.
8/19/07	Joshua Hayes, Gulfport, MS	Honda
8/20/06	Jamie Hacking, Denver, NC	Yamaha
8/28/05	Roger Lee Hayden, Owensboro, KY	Kawasaki
10/10/04	Jason DiSalvo, Stafford, NY	Yamaha
9/1/03	Damon Buckmaster, Cypress, CA	Yamaha
8/11/02	Tommy Hayden, Owensboro, KY	Kawasaki
9/30/01	Anthony Gobert, Tuscany Hills, CA	Yamaha

Minutes from August Meeting

Jerry called the meeting to order and Henry reported that the club's treasury has an available balance of \$701.75

Ride report: August 24 ride will be to the Crazy Crab in Reedville, VA.

Sept 28 will ride to Joe & Kathy's for annual club picnic.

Oct ride will be led by Scott Cook.

Dinner rides are the 1st Thursday and the 4th Wednesday of each month. .

OLD BUSINESS:

Hank has pictures of the RRMC from the R4K's, they are \$5.50.

Premiums will be auctioned off at the September and October meetings.

NEW BUSINESS:

8 October meeting nominations for officers – President and Treasurer.

November meeting is at Honda House West.