

# CANYON CARVING WITH CURVES ON CHROME

The Ann Arbor based chapter of  
Women On Wheels®

[www.curvesonchrome.com](http://www.curvesonchrome.com)

This is such a great group that anticipating the riding season coming up is even sweeter than the just being out on the bikes. Every time we get together, I marvel at what nice people you all are. The Christmas party was a hoot and I was pleased that so many different gals put their own signature on it. Char, Kim, Dondi, Julie, Anne and I all helped organize it. Dondi created the awards for the point system. Jaz' favorite musician/t-shirt give-away was a great touch. Julie's Powerpoint show and baby pictures were very entertaining and the gift selection/stealing process was hilarious! Poor Yukio was surprised when her gift got snatched! The guys even got into the holiday spirit! The IMS was well represented by Curves on Chrome. Kim, Char, Dondi, Shirley, Paula, Ruth, Annette, Tracey, Andy, Julie, Pam as well as Anne and I all showed their enthusiasm for women in motorcycling by interacting with dozens of women riders from Michigan, Indiana, Ohio and Ontario. What a great job ladies and gentleman! We were helped on Friday evening by Dan and Cynthia Jones from Great Lakes Thunder. Jeannie and Brian wondered where the "Chromes" were, when they stopped by the booth. I was impressed by the turn-out for Anne's Accident Scene Management class. All who had signed up, except for one person, showed up despite the snowstorm raging outside. Judging by the laughter emanating from the basement, they were having way too much fun! I know Ruth, Annette, Char, Pat, Rick, Tracey, Andy and Paula learned much, regardless of the levity. We have some fun activities to look forward to in February. The bowling outing is happening this Sunday and we have a Super Bowl party, Whirlyball and Main Dish Kitchen outings planned as well; plus meetings and new member breakfasts. Now, if the groundhog manages to pop up on a cloudy day, we'll only have to hang on until mid-March awaiting spring's arrival. I know mid-March is pushing it to get the bikes out, but you can always hope! Maybe some of you will be lucky enough to go someplace warm and ride during February. If you do, be sure to tell everyone about it- on-line, in the newsletter and in the Women On Wheels (R) magazine!

Happy Riding ~ Mary

## HAPPY VALENTINE'S DAY!!!!

### FEBRUARY EVENTS:

- February 8, 2009 11– 4 pm Giant Motorcycle Swap Meet. Novi Expo Center. Parking \$5, Admission \$10.00
- February 9, 2009 Chapter Meeting 6:30 pm Aubree's on Whitaker Rd.
- February 21, 2009 Whirlyball Meet at the location at 4:00 and the games will begin at 5:00 pm. Dependent on the number of people interested will determine the cost for each person.

### UPCOMING EVENTS:

- March 8<sup>th</sup> 11:00 am New Member Meeting at Caribou Coffee in Livonia
- March 9<sup>th</sup> Chapter Meeting 6:30 pm at Classic Cup Coffee in Ann Arbor
- March 28<sup>th</sup> Game Night 5:00 pm

### NEW MEMBER SHOUT OUT:

CCC is really excited to welcome:

No one? How is that possible..?

### MOTORCYCLE LINGO:

**Short-Legging** - A situation where a rider attempts to put down a foot on pavement or solid ground when stopping a motorcycle but finds that no pavement exists where it was expected.

## ANNOUNCEMENTS:

- If you have any articles or additions to the newsletter, please send them to [newsletter@curvesonchrome.com](mailto:newsletter@curvesonchrome.com).
- The executive committee and other members are working on creating some by-laws for Curves on Chrome. Once we are finished, we will submit a copy to each member and a membership vote will take place to adopt them. This will be a long process but will benefit the group as we grow.
- The Executive Committee would like to thank all those who volunteered at the IMS booth. We had a great turnout and several potential members signed up for more information.
- Several members gathered at Colonial Lanes for a fun day of bowling. We bowled 2 games and ate pizza and had a few spectators (members) join in on the fun.
- Look for an invitation to a wallyball game soon. This is just another CCC way of passing the winter blues away.

## QUICK TIPS: Ten Things All Car & Truck Drivers Should Know About Motorcycles

1. There are a lot more cars and trucks than motorcycles on the road, and some drivers don't "recognize" a motorcycle; they ignore it (usually unintentionally). Look for motorcycles, especially when checking traffic at an intersection.
2. Because of its small size, a motorcycle may look farther away than it is. It may also be difficult to judge a motorcycle's speed. When checking traffic to turn at an intersection or into (or out of) a driveway, predict a motorcycle is closer than it looks.
3. Because of its small size, a motorcycle can be easily hidden in a car's blind spots (door/roof pillars) or masked by objects or backgrounds outside a car (bushes, fences, bridges, etc). Take an extra moment to thoroughly check traffic, whether you're changing lanes or turning at intersections.
4. Because of its small size a motorcycle may seem to be moving faster than it really is. Don't assume all motorcyclists are speed demons.
5. Motorcyclists often slow by downshifting or merely rolling off the throttle, thus not activating the brake light. Allow more following distance, say 3 or 4 seconds. At intersections, predict a motorcyclist may slow down without visual warning.
6. Turn signals on a motorcycle usually are not self-canceling, thus some riders, (especially beginners) sometimes forget to turn them off after a turn or lane change. Make sure a motorcycle's signal is for real.
7. Motorcyclists often adjust position within a lane to be seen more easily and to minimize the effects of road debris, passing vehicles, and wind. Understand that motorcyclists adjust lane position for a purpose, not to be reckless or show off or to allow you to share the lane with them.
8. Maneuverability is one of a motorcycle's better characteristics, especially at slower speeds and with good road conditions, but don't expect a motorcyclist to always be able to dodge out of the way.
9. Stopping distance for motorcycles is nearly the same as for cars, but slippery pavement makes stopping quickly difficult. Allow more following distance behind a motorcycle because it can't always stop "on a dime."
10. When a motorcycle is in motion, don't think of it as motorcycle; think of it as a person.

## A story to share:

*by Pat Rountree (aka Woodstock)*

A rain suit purchase was my very first never intended to use purchase because I never intended to ride in the rain. My husband insisted I buy it, so I relented, but it had to be Harley Rain Suit, alas not a cool looking Duster that makes all bikers look like western heroes, but at least it had the Harley Orange Strip and the HD initials. Beside, the suit was on sale, it fit (or so I thought) and packaged small enough to stuff in my saddle bag but big enough to double as a pillow. When unfolded from its pillow form it becomes a pair of water proof pants with an elastic band on the bottom of each pant leg, I assumed to place between the sole and heel of the boot to keep them in place over my feet, and a zippered jacket complete with an attached hood: the jacket actually fit over my leather jacket and the hood, over my face shield helmet.

How would I know it fit over my entire fully clothed body being I never tried it on? It so happened that afternoon we were riding to Dearborn for a VFW Steak dinner. We were meeting up with Dondi and Dozer, one other guy with wife, me, Kickstand and Warhorse. A possibility of rain was in the forecast. Taking no chances I decided to ride with Kickstand, two up, because he had the Storm Tracker GPS and promised to keep us dry with favorable odds; however he insisted I bring my rain suit. Luckily it was not necessary at first, as it was dry going all the way to Dearborn from Azalia. The sun was shining, it was warm, the back roads were fun, and life was good. Kickstand avoided Interstate 75 on the way there, as that highway was in the perpetual summer construction phase; we arrived at the VFW just in time to meet everyone and we all noticed the dark clouds looming in the far horizon.

As we stood outside the horizon went from purple to black, taking the sun with it. We ate quickly. We only stayed 25 to 30 minutes for dinner as Kickstand started to receive weather alerts on his Cell – he thought we could out run the storm. It was sort of exciting as we were getting on the bikes to leave with the smell of rain in the air, and no breeze, typical calm before the storm. Dondi and Dozer drove away in their CAR but wished us luck riding home before they left the parking lot as they seem to know the storm of the century was upon us. One wife drove with husband Pokey, leaving Warhorse, Kickstand and me to bike it. Kickstand told me not to bother with the rain gear as there was no time to put it on. He said we would be fine and may run into a patch of rain but, no problem, as he routed us to ride home quickly on 75.

I think it was when we had stopped for the red light at the third traffic signal when we were suddenly assaulted with gusts of cold wind and biting cold hard shards of rain that gave me the hint that we weren't outrunning anything. As we rode down the ramp to enter 75 the wind and rain picked up tremendously. At first cars were zipping by us at their normal 80 mph and more, but road ahead of us was field of red break lights. As the rain continued to pound us to the point of non visibility those cars all slowed down to 30-15 mph to stand stills. There was construction everywhere. Orange barrels blocked the right lane, forcing everyone to stay in left semi flooded rain soaked road. There was lightening everywhere, I couldn't see anything for several minutes except bright flashes of white light. I wasn't concerned about Kickstand's weather riding skills, he actually loves riding in this stuff, and I was really happy I didn't ride my own bike.

Riding as passenger I found the back seat does have some advantages- I was definitely wet, not completely soaked yet, as Kickstand was blocking the brunt of the rain with his body. We were still in our leathers; I wondered how much shrinkage I should expect and wished I had put on the rain suit. In the distance I saw a bridge, about 1/8 of a mile from the ramp. We pulled under the bridge, threading our way through the orange barrels to do so; stopping to put on our rain gear. Standing in muddy water over my ankles I managed to get those rain pants on over my chaps and boots. I noticed immediately the pants were several inches longer than I was; in fact I was able to hoist them under my armpits. What size were these anyway? The jacket fit loosely over my leather jacket and leaving the hood down, I put on my helmet, wiped the shield with some rags and I was ready to roll. I was cold and damp and laden down with some jean soaked leg water.

I was worried. Out on the highway the cars were rolling again at moderate speed and for us to merge into traffic we had to do barrel weaves and debris avoidance while riding slowly for several yards in conditions I wouldn't walk in, type of mud.

Before we left our shelter Warhorse suggested we ride bridge stops and take a break at each one as the rain was so bad it was difficult to see when cars were approaching us from behind, even when the drivers decided to use their headlights. Warhorse on his Road King was having some rear end shimmy issues too, so caution was best. I wanted to stay under the bridge but the rain was pounding and coming down so fast the water level where we were standing was rising, along with the mud, and with the occasional driver who seem to focus their steering wheel at us, it was definitely safer to leave. Besides I was warm enough and considering the amount of rain we road in, remarkably dry at this point so I climbed on, closed my eyes and we took off again.

In our haste to leave I hadn't bothered to pull the hood up over my helmet, letting it dangle behind me as we rode. The next bridge stop I took my helmet off to wipe my shield and tried to clean my glasses. Warhorse was having issues with his goggles fogging up, so I un-zipped the jacket to get a dry Kleenex out of my pants pockets which was beneath my chaps. Reaching in a pocket with all that stuff on is a trick in itself. I did manage to hand him a dry, clean napkin for his goggles and started to get my clothing arranged. Being the helpful guy he is, Warhorse noticed I didn't have my hood up, and I didn't have my helmet on, so he grabbed the end of the hood and pulled in over my head. I don't know why he didn't notice the gallons of water that had collected in the hood, in that short amount of time. He didn't even notice my soaking wet drenched face, and now neck and back. I was instantly freezing and then I had to pee. He smiled and said I should wear the helmet over the hood. Thank you, what could I say.

We managed to get home that night, even escorted Warhorse to his home in Ida. The storm followed us the entire way. For the duration of the ride, Kickstand was always in the lead even to Warhorse's house. So when we made a right after going thru Ida toward his house to get him home we became worried as he didn't turn with us. It was still pounding rain and dark. Kickstand figured he either missed the turn or drove into a ditch, which were all water filled and overflowing. We circled back and rode up and down Main Street Ida and the back roads we had rode down, searching for signs of a wreck or hopefully find him stopped on the road. He was nowhere in sight. Impossible to say what happened so we decided to run by his house with the hope he was there. And he was, standing in his warm garage, undressed and changed, drying off his bike and wondered why we were there as we live in a different direction. I guess the rain was so bad he didn't notice we missed our turn home and had headed toward his house instead ours.

In retrospect it was a good ride. Since then I've ridden in the rain several times on my own bike, without the rain suit. It's a size men's 2X so I might get a Duster after all.

CCC Photos of the month:



Bowling fun



Glow in the dark bowling?



IMS booth



Picture boards at the IMS