

CANYON CARVING WITH CURVES ON CHROME

The Ann Arbor based chapter of
Women On Wheels®

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Director's Update:

Riding season is under way! Cool, windy weather is hanging on with a stranglehold, but should be milder by the time these notes hit the press.

We have several new members: Linda, Denise, Vicki, April, Mary and Eva and a couple of new motorcycles - Diane's and Jaz' It is all so exciting and I'd like to welcome all (human & mechanical) into our fold! Patches are being bought; emergency helmet stickers are being applied to helmets; nametags are in and should be identifying members soon; new road captains are trying out their wings! It's all good!

Mary joined us in our chilly ride to Women Ride V in Napoleon, OH along with Paula, P.J., Julie, Jaz, Ann S. (in her truck, but she bought boots and is taking MSF this weekend, so she should be riding soon!) and Anne and myself. It was a good event and we were even treated to a visit from the Oscar Mayer Wienermobile! We learned some and also realized that we know a lot; and many of us took demo rides on Harleys. They have already scheduled next year's event on May 1 and 2.

Paula, Eva, Anne and I had a great time in Baldwin for the "Blessing of the Bikes". We joined our friends Leslie, Lori and Bob. They had a lot of vendors, we saw some unusual trike configurations, and Anne took a test drive on a "Spyder". Leslie took us to the "Shrine in the Pines" house with tons of furniture carved by one man out of mostly white pine roots. It was fascinating. We stayed in a cool cabin-type motel, with a firepit outside and s'mores to be had every evening. If anyone is interested for next year, rooms "must" be reserved in January.

Many of us are preparing to leave on our Memorial Day trips and are eagerly awaiting the departure time (with the proviso that we get to Ingersoll by Wings game time). Anne, myself, Jaz, P.J., Yukio (Brian got her bike humming, woohoo!- no more whipping up the seat and jump starting it) and Kim are leaving Friday. We will be joined in Niagara Falls by Kim's daughters: Amber and Heidi. We will bring back reports of a great time, I'm sure!

Here's to a great rest of the summer and I hope many other's will send tales of their adventures to the newsletter and to the national WOW magazine!

Mary (or M.B. to distinguish me from Mary L.)

May Events:

- 5/21 – Dinner Run – Culver's (Belleville Rd.) 6:45 p.m.
- 5/22-5/25 – Niagara Falls Ride – Contact Anne for details.
- 5/31 – Group riding lesson if needed – Contact Anne for info.

June Events:

- 6/2 – Ice Cream Ride (Jaz's choice) – 6:00 p.m.
- 6/8 – New Member Meet – Plymouth Coffee Bean Co. – 6:00 p.m.
- 6/8 – Chapter Meeting – Plymouth Coffee Bean Co. – 6:30 p.m.
- 6/14 – To Hell N' Hickory N' Back Ride – Email Julie/Anne for info.
- 6/15 – RIDE TO WORK DAY!!!
- 6/18 – Dinner Run (Shirley's choice) – 6:00 p.m.
- 6/27-28 – Lewiston, MI Overnight Ride – Email Anne for info.

Motorcycle Lingo:

Wave (The Wave) - Slowly becoming a lost art, but the true biker clings to this practice. It involves raising a hand to greet a motorcyclist traveling in the opposite direction. Not to be performed under braking or turning maneuvers. The wave can be above below or above the handlebars. Please do wave to every fellow biker regardless of the type of motorcycle they are riding.

*After her first ride on Doug's bike, my daughter asked me about the "secret wave"... she was very intrigued by the instant camaraderie. ☺

New Member Shout Out:

CCC is really excited to welcome:

Mary Longsdorf
Denise Ruffing
Vicky Wilson
Linda Fogt
Brenda Decker

Safety Tip of the Month:

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.

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Motorcycle Travel Examiner

Celebrating Women Riders Month: profiling pioneer Dorothy "Dot" Robinson

May 11, 9:17 AM

Although it's traditionally been a male-dominated past-time, more and more women are taking to the open road on a motorcycle, whether it's a sport, cruiser, or touring bike. According to the Motorcycle Industry Council, there are nearly four and a half million women motorcycle riders on the road today. In fact, one of every 10 motorcycle owners is a woman and the number of women motorcycle riders is increasing at a higher rate than the number of male riders – 28 percent versus 7 percent.

This was not always the case. In the early to middle 1900's when motorcycling was in its infancy, there were but just a few women riders. One of the early pioneers of the sport of motorcycling was Dorothy "Dot" Robinson.

Nicknamed the "First Lady of Motorcycling", Dot Robinson was born in 1912 in Australia. She was a motorcyclist even before her birth – when her mother went into labor with her, her father, James Goulding, loaded Dot's mother into the motorcycle sidecar and headed to the hospital.

Dot's father, a sidecar designer and amateur racer, moved the family to Saginaw, Michigan in 1918 where he expanded his sidecar business and eventually opened a motorcycle dealership. Dot met her future husband, Earl Robinson, in high school. Earl was also a motorcycle enthusiast. They married in 1931 and both participated in endurance runs and races. Dot earned her first trophy in 1930 at the Flint 100 Endurance race. After the couple made a record transcontinental run together in 1935, [Harley-Davidson](#) asked the Robinsons if they would like to run a dealership. Soon afterwards, the couple moved to Detroit and opened up a dealership they would run until 1971.

While attending the Laconia National in 1940, Dot was approached by a New England rider named Linda Dugeau about starting a women's riding organization. Within a year, the [Motor Maids](#) was established. The organization was instrumental in convincing many women to try motorcycling for themselves. The [American Motorcycle Association](#) (AMA) issued the club an official charter in 1941, thus becoming the first organized United States women's motorcycle club. Motor Maid activities were covered extensively with a monthly column for years in the American Motorcyclists magazine. In the 1950s, Dot began wearing her trademark pink riding outfits, turning away from the traditional black leather outfits after movies of the day portrayed black-leather-clad motorcyclists as outlaws.

Dot also opened the doors for women motorcycle riders in the competitive arena by participating and winning several endurance runs. Dot became the first woman to win an AMA national competition when she placed first in the sidecar class of the two-day Jack Pine National Endurance Championship. Attempts were made to prevent her from participating in the sport she loved but she persevered and was allowed to compete making it possible for other women to race in later years.

After the Robinsons sold their dealership in 1971, the couple traveled extensively by motorcycle. Dot's favorite trip was a 6,000-mile excursion through the country of her birth, Australia. Earl died in 1996 but Dot kept on riding until 1998 when, at the age of 85, knee replacement surgery made it too difficult to get on and off her sidecar rig. She figured she had totaled a million and a half miles in her years of riding. In her time with the Motor Maids, Dot logged up to 50,000 miles a year to help increase the visibility of the club and motorcycling in general.

Dorothy "Dot" Robinson passed away in 1999 at the age of 87.

Patricia K Rountree (Facebook posting, 5/19/09)

Finally home – and I can't get that commercial tune out of my head "I've been everywhere" I stood on the salt flats in Utah, walked on lava beds, stood next to snow banks at least 6 feet over my head, drove with the Yellowstone Buffalo, saw "Sue" (Dinosaur), and a real live wild bear! Did and saw a lot and there's so much more out there. No motorcycle this time – Off to Washington DC on Thursday...