

motogirlz.org

Volume 1, Issue 2

June 2005

MOTOR MAIDS

BRENDA HICKLING-THATCHER

NATIONAL PRESIDENT, MOTOR MAID started riding dirt bikes at the age of 12; street bikes at age 16; total years of riding is 35 years. She enjoys riding and traveling the country and cannot imagine life without being able to ride and travel. She is proud of the increase in women motorcyclist and that women are taking the time to educate themselves properly first. Motor Maids member since 1989 and continue to enjoy being a part of this wonderful organization.

MARY HODAPP

DISTRICT DIRECTOR OH/WV, MOTOR MAID is a Registered Nurse and married with 1 grown child. She has been riding for about 5 years. She learned to ride so that she could join the Motor Maids, and do some traveling.

JEANNE DEAK

EXECUTIVE COUNSELOR has been riding motorcycles solo since 1964 but first learned in a orchard because the trees made perfect a perfect obstacle course! She has been to all 48 states on a motorcycle and this is her 40th year as a Motor Maid.

WWW.MOTORMAIDS.ORG



1998 Huntsville, Alabama field event competition

Left: Janine Brandt is the Former founder and Captain of the Northern Ohio Precision Drill Team. Since 1986, she has earned 121 trophies in both one-up and two-up field event competitions through GWRRA (Gold Wing Road Riders Association) and AMA (American Motorcycle Association) sponsored events.

Kickin' It with Kenny Crumpton on FOX 8 News

Friday, June 3rd

No matter what the weather, Clevelanders who watch FOX 8 Morning news are greeted with a familiar and sunny face each weekday morning. Kenny Crumpton starts the day with his infectious smile and is as much a part of Cleveland as The Rock and Roll Hall of Fame. He showcases the best parts of Cleveland's people and life wherever he goes; including woman on motorcycles.

Motogirlz.org is a social riding group for women on motorcycles. A Motorcycle Industry Council survey states that approximately one in 10 motorcycle owners is now female, up from 6.4 percent in 1990. Woman riders are a small but growing group of motorcycle riders and Motogirlz will be Kicking it with Kenny on Friday morning, June 3rd. It's mission is to promote women & motorcycles and on June 3rd, Motogirlz and other distinguished woman riders that are leaders in motorcycling will be live with Kenny (see Panel of Guests and below).

- The Motor Maids, founded in 1940 are the first Women's Motorcycle Organization to be recognized by the AMA, and the oldest women's group in North America. In August of this year, they will be inducted into the Sturgis Motorcycle Hall of Fame. (Congratulations!!)
- Janine Brandt is an MSF instructor in Northeast Ohio and a Precision Drill champion. Precision Drills require extreme discipline and practice as multiple riders complete intricate maneuvers as one unit with remarkable speed and accuracy. (StarBoyz, take notes.)
- Kathy Hunter, Racer, Team Sinergy. Team Sinergy is a motorcycle roadracing endurance team, based out of Northeast Ohio. Last year, she helped her team, Desmo Trio Racing, place 5th overall in the 2004 Fasttrax Endurance Series Middleweight class and enjoys helping others hone their skills in a safe track experience setting. During the 2005 season, she is competing in the Fasttrax Endurance Series as well as selected WERA events. (Good luck, Kathy!) <http://www.usaroadracing.com>
- CycleDolls MC began in Cleveland, OH with five steadfast friends who dedicated their club to motorcycle safety, family, children and the community. They participate in numerous community and charity events. <http://www.cycledollsmc.com>

Save the date!! AMA International Women and Motorcycling Conference, June 30th - July 3rd, Athens, Georgia

Why Should Women Consider Track Time?

The bottom line is, we need more women out there on the track, not to prove to the world that we can do it, but to prove to *ourselves* that we're capable, and we can be damn good at it as well. We want to show women who are hesitant about entering this little part of the motorcycling world that it's not as scary as it might seem, nor is it as expensive as one might think. That is, unless you want to start racing. Then it's a money pit, but oh so worth it.

Conquering Fears

The first and foremost aspect is Yourself. You are the most important factor above everything else out there on the track. You are the cause and effect of anything You wish. You, you, you. It's all about you. By pushing our own personal limits a little bit at a time do we become smoother, faster and more confident. Usually that involves being a slight bit scared because we're going outside our comfort zone.

Those little fear nodes start kicking in telling us, "You know better...I don't know if we'll make it...Will this thing lean over that far?" Setting goals and working to achieve them play heavily in surmounting our fears. "Okay, turn 5 is coming up. I'm going to brake later than last time." So, of course, those little demons begin their gnawing process, "Why try? You're not going to brake there. You'll chicken out. And if you do brake there, your bike won't make it. You'll feel like you're going too fast. You might lock up the brakes. Your tires won't grip...." etc. Ahhh, nothing like encouraging words eh? Learning to block most of those voices is essential for improving. I do say MOST of those voices. Some of those voices are absolutely right. You'll learn which ones to listen to, and which ones to shut up.

Practice Makes Perfect.

The nice thing about a track is the constancy of the layout. Without the unknown that is found by hitting your favourite local roads, you begin remembering the corners.

All About You

When you remember corners, you remember approximately how fast you went through it the previous lap. You can then start pushing a little harder, a little faster, brake a little later, get on the gas a little sooner. The process begins all over again. "Well, if I took this corner at that speed last time, I know I can make it again this time doing the same speed, even if it was slightly out of my comfort zone." Your comfort zone is pushed up and you've become just that much faster. Keep in mind though, you can't expect all of this to happen in just one session, or even one day. It still takes time, just like it does anywhere else you're riding. For some, they'll pick it up right away, for others, it'll take longer. Whatever category you fall in, just remember, it'll happen for you. Patience and Practice!!

To read this adapted article in its entirety, go to www.motogirlz.org/links and click on "It's All About You , You, You." By Amy Young, Founder of www.coreriders.com (Central Ohio Riding Enthusiasts and a Motogirl).

GROUP RIDING TIPS

By Stephanie A. Gibson, *Motogirl*

Now that riding season is here many of us will be meeting up with friends and going on group rides. Many of you may ride with old friends and perhaps some new ones. Here are suggestions that may help everyone with a safe enjoyable group ride.

When meeting up with friends be sure everyone fuels up and zero out your trip meters. This will ensure that no one within the group will need to break off for fuel during the ride.

It is important to designate a lead rider. This person will be the front most rider and should never be passed by any rider within the group. The lead rider should always strive to stay in the left portion of the lane. Any and all riders also within the group follow the lead rider staggering lane position and never passing each other at any time. By staggering lane position, you increase your viability to other motor vehicles and you increase your line of vision. Side by side riding is illegal and unsafe and under no circumstances should be done. Riding in this manner limits your side vision and in the event of an alarming instance will add to confusion and prevents allowances for swerving.

It is important when group riding to understand a few simple gestures. The lead rider may notice some road hazard or debris and point to it, by extending a foot. Following riders should relay this same gesture so that all riders in the group are made aware of an upcoming potential hazard. Making lane adjustments smoothly and safely. No abrupt swerving.

The use of hand signals and turn signals is a must at all times. Hand signals should be used for turning and stopping only not for identifying road hazards. Hand signals should be displayed by the lead rider until he or she can verify that all riders in the group are aware of the group changing direction. When at all possible, the group should discuss their destination before embarking on the road trip.

In the event of an unforeseen detour, the lead rider will tap the back of her helmet indicating to the rest of the group to follow the new path safely. By utilizing some common sense and observing all the posted traffic and state laws. The group should have an enjoyable motorcycling journey.

For more tips and articles, go to <http://www.ama-cycle.org/roadride/groupRide.asp>. Clubs and groups can also order the MSF Guide to Group Riding video at www.msf-usa.org; cost is \$15.00 for a video and a handbook.

Save the date!! AMA International Women and Motorcycling Conference, June 30th - July 3rd, Athens, Georgia