



August 2011

The L.O.C.A.L. Informant

The Official Newsletter of the Southern California
Women In The Wind©~
Ladies Of Chrome And Leather Chapter ~



www.ladiesofchromeandleather.com



President's Message

By: Michelle Bodwell

HELLO WITW SISTERS,

Summer is in full swing and our annual pool party is set for August 20th. Our past member Judy Whitson has again opened her lovely home and pool for this year's "Splash-a-thon". Thank you Judy. I will not be attendance as I am having a birthday party for my husband Dale, 60 years young. I will miss everyone but we can catch up on the WITW world at the camping weekend in September. Twig Dickman and Kim Church have put a lot of energy and work to make this a fun-filled weekend, so hope to see all of you there. Remember the campout is open to all WITW members and female guests. We can sit around the camp-fire and tell ghost stories..... weeeeeeeeeeeeeeeeeeeee or sing songs "Old McDonald had a farm, e-i-e-i-o" and on this farm he had some Harley's, e-i-e-i-o, with a run, run, here, and a run, run, there, here a run, there a run, everywhere a run, run, Old McDonald had a farm, e-i-e-i-o. All together now..... Ok, just a brief warm up, can't wait for the encore!

FINAL OPPORTUNITY TO RESERVE YOUR SPOT FOR THE WITW CAMP-OUT! MONEY MUST BE PAID BY AUGUST 20TH

WITW CAMP-OUT 2ND WEEKEND IN SEPTEMBER

This fun-filled weekend is hosted by Twig Dickman and Kim Church and will include ladies from our WITW sister chapters. We are asking a \$25 donation to help with securing the camping spots and food. If you want to go and haven't RSVP, please do NOW.

2ND ANNUAL CORSET RIDE ON SEPTEMBER 24TH – This event is organized by our very own Terri King. LOCAL has donated \$250 to support the cure of Breast Cancer so I hope all of you plan to show your support by attending. The website is: <http://inlandempirecorsetrun.com/> WITW Ladies of Chrome & Leather is noted as a supporter on the site.

May all your troubles be few and your blessings be many!

Michelle :)

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Next Meeting and Ride - Swim Party August 20

No Breakfast but meet in Flo's parking lot

KSU 9:30

Mark Your Calendars!

August - 20 Meeting/ride/swim party
 September 9, 10,11 - Campout
 September 17 - Meeting and Ride
 September 24 - Corset Run
 October - 15 Club Ride - American Heat

The web site to order WITW t-shirts and other logo items is:

<http://www.witw1.com/ShirtInfo.html>

REMEMBER...

**The L.O.C.A.L. Chapter
 Classified ads section is up and
 running on the website:**

www.ladiesofchromeandleather.com/Classifieds.html

**Take a look, there are some very nice
 bikes up for sale right now.**

**Email me with your ad and
 I'll get it on the page for
 You right away!**

tmtw3@sbcglobal.net

Reminder

To Order Name Tags

Please contact
Cynthia Jones
thiamarie@yahoo.com
 orders must be in writing
 WITW Name Tags
 Cost \$10 - \$11

LOCAL Website

Check out Our Web Site
www.LadiesOfChromeAndLeather.com

L.O.C.A.L. OFFICERS 2010-2012

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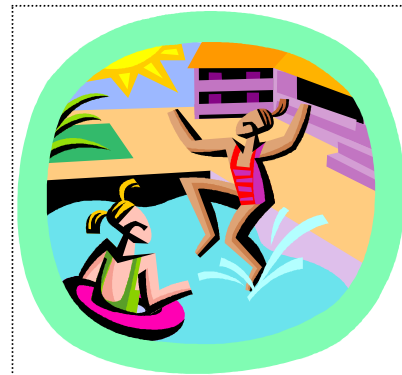
POOL PARTY & MEETING TIME:

11:00 a.m.

JUDY'S ADDRESS:

20846 Kenoak Place, Perris

COST: \$8.00



Saturday, August 20th is our chapter meeting and pool party at the home of one of our original members, Judy Whitson. We have a pretty good number of RSVP's so far and we're looking forward to a great time. Thanks to Judy for opening her home as she has done for some of our past pool parties. We're meeting in the parking lot of Flo's (our regular meeting place). A change was made after our pre-ride today. **We need to leave at 9:30 a.m. (kickstands UP)** so please get there ahead of time as we're taking a nice ride before the pool party.

IMPORTANT: You need to know that the cul-de-sac down below Judy's property where the bikes will be parking has loose gravel, dirt and sandy areas so just be careful. Park anywhere you feel comfortable – just don't block the two driveways connecting to the cul-de-sac. Villa Knoll (the street Judy's cul-de-sac connects to) is a dead end so there is virtually no traffic so we can park on that street too.

The cost (\$8.00) covers a catered lunch by El Pollo Loco, watermelon, ice cream, soft drinks and water. Bring your appetite and swimsuits and let's have some fun!! This will be the last meeting before our camp-out the weekend of September 9th at Hurkey Creek in Idyllwild so there will be lots to talk about. Diane our VP will be leading our meeting as Michelle will be busy with her husband Dale's 60th birthday party.

By the time you get this newsletter you should have received the directions for the ride. If you didn't receive them, please email me huggabledee@yahoo.com or call me at (909) 228-1139.

By Dee Norman



August Birthdays

- Tea Borgerd
- Twig Dickmann
- Cathie Siglow
- Karin Whitehead
- Kourtney Wiethecha



The View From Behind

Cathie Siglow
Safety officer

Dear Ladies,

This meeting should be so much fun! Dee has planned a great ride to Judy's house where we will enjoy her hospitality, good food, pool, and vistas of the countryside. Hope you can come!

Ride Guidelines:

<http://www.ladiesofchromeandleather.com/pdf/RideGuidelines.pdf>

Please use the link and review the most recent draft of the Ride Guidelines. These Guidelines have been designed to reflect how our chapter rides run for a safe and fun ride for all. Many of our members have given thoughtful input. At our August meeting we will review all the **RED** sections and vote on them. The **RED** sections are new or a technique we have tried and need to know if it is what the majority of us want. If you review them before the meeting, it will not take long to vote and establish our Guidelines for both new and continuing members to use.

"Get To Know Your Bike Buddy" workshop:

On August 27 we will have our second bike maintenance workshop at Shelley and Scott Beetler's shop, 1052 Railroad St., Corona, CA. Matt, the mobile Harley mechanic, and Mike, the mobile metric mechanic, will be with us again. Please bring your bike owner's manual, tools for your bike, and your copy of the modified T-CLOCK outline.

<http://msf-usa.org/downloads/T-CLOCSInspectionChecklist.pdf> (pdf file that you can open and print)

We will start at 8:00AM and will send out for lunch!

Lessons from Maria's encounter with a deer (page 7):

I hope you have read Maria's article about her encounter with a deer on the June ride! She points out several things:

1. Accidents can happen any time in any location.
2. She was saved from extreme pain and disfigurement by wearing the appropriate motorcycling gear.
3. If you are involved in or come across a motorcycle accident, do not remove the rider's helmet. Let the medical professionals do that.
4. Having a safety cushion of space is a life-saver.
5. Our LOCAL sisters did the correct things:
 - Do not move a person if she/he is unconscious
 - First keep traffic from coming near the accident.
 - Call 911, regardless!
 - Do not try to give liquids to an injured person right after an accident.
 - Call contact person when you know more about what has happened.
 - Lead and Sweep have emergency information.
 - Let the injured person know about her bike if she/he asks.
6. Two, three, or even four riders should handle the accident scene. The rest of the riding group should go to another location or go ahead with the ride. They should not clog the roads more by returning to the scene of the accident.

Hello Ladies,

I hope everyone is having a wonderful time out on the beautiful California roadways this summer. I've been keeping tabs on a few of you who have been on road trips. I hope you're taking lots of pictures. Last meeting, in June, I informed everyone of our plan to get everyone's picture on the website. We want to show a small picture of you and then be able to click on it to reveal a short bio about you and your motorcycle experience. We would also like to show a picture of you on your motorcycle along side your bio. If you have a favorite picture of you that you would like us to use, please send it to me. We need one close up and one of you on your bike. I have taken a few pictures of some of the ladies in the chapter but am confident that you probably have some favorites that you would like to submit.

Here is what we need from you to make a bio. Please answer the following questions in bullet form to get a few facts about you and your motorcycle experience. Then, if you feel comfortable expound by telling a little more about yourself. Please keep this to a 100 word maximum. You could tell about your family, a funny motorcycle story about yourself, or about something that really makes you, YOU. If you feel comfortable, you could even ask a friend to write the short story about you. We will only post your first name and last initial.

1. What kind of bike do you ride?
2. How long have you been riding?
3. What was your best ride so far with the club?
4. What is your dream ride?

Have fun with it ladies. I hope to have these all back to me by the September regular chapter meeting. Please send your bio and pictures to mariashepherd777@yahoo.com.

Thank you and see you at the campout.

Maria Shepherd

A LITTLE BIT OF HISTORY ABOUT NATIONAL WITW EVENTS

By Dee Norman

I founded the chapter in January of 1999 and as a chapter we started attending Women in the Wind national events. The first one I can remember was in Las Vegas. After that, there was a Winter Nationals held in Tampa, Florida, that three of our members including Chris Vollmar rode all the way back to. I attended that one too but I had to fly in and rented a Harley due to lack of vacation time. Our chapter was awarded a plaque for traveling the farthest. When I attended that one, I made up my mind that our chapter should host a national event so I came home and talked it up to our chapter and we voted to put in for the Summer Nationals 2001. I say "put in" because the chapters actually have to present a proposal to the WITW membership of what your chapter has to offer (kind of like the Olympics) and then the membership votes on which chapter they would like to host the national event. We got the vote and in June of 2001 we hosted the Summer Nationals which was held at the Hilton in San Bernardino. We had 125 who attended and although it was a lot of hard work, it was a blast and if you ask our former "Queen" Gale Collins and Founder, Becky Brown, they will still tell you our national event was one of the best ever.

We've been kind of nudged by Becky Brown to host another national event and I do think it is time to have another one. At the September chapter meeting we will be voting if we want to put in for the Winter Nationals 2013 (usually held in February). Planning for 2001 Summer Nationals took about a year. We had 10 on the planning committee but the entire chapter committed themselves for that entire year to help in any way that was needed. The weekend of the event in 2001 was exhausting to say the least but by Sunday we knew we had pulled off one of the best nationals ever.

The voting by the WITW membership for the Winter Nationals 2013 will take place at the 2012 Winter Nationals in Las Vegas which is being held the weekend of February 17-19. If our chapter votes at our September meeting to put in for the Winter Nationals 2013, we will be putting on a presentation that weekend in Las Vegas to get the vote. We would like as many of our members to attend the Las Vegas event as possible so please mark your calendars! Unless the weather is terrible, this is a fairly easy ride and we take lots of breaks. And if the weather is bad, then we're driving our cars. Whatever it takes to get a large number from our chapter to attend the event!

Over the past 10 years, our chapter has ridden to numerous national events including Canada, Florida, Tennessee, Oregon and I believe New York, just to name a few.

I will have a DVD of the national event we hosted in 2001 at the pool party, assuming Judy has a DVD player. If you have any questions before the September meeting about putting on a national event, please contact me.

The San Bernardino Mountains – Surviving The Perfect Storm
June 18, 2011

It was a typical southern California summer day with a well-anticipated ride ahead of us. After our regular chapter meeting, our road captain for the day briefed us for a ride in the San Bernardino Mountains. We were headed to Big Bear via the back way but made a change in the route due to the newly opened State Highway 330. Hwy 330 had just opened to traffic less than 24 hours before after being closed for 6 months due to winter storm damage. We were going to take advantage of it.

As we were heading up the mountain, we spotted the CHP at the base before ascending. Our chapter had observed him overlooking a straightaway as we rode past him one by one. Unbeknownst to him he would be commenting to one of the ladies in our chapter just minutes later about what he had observed. "I was admiring the long line of lady riders in formation earlier this morning, not realizing I would be answering a call that involved them". The officer was answering a call at approximately 10:30 a.m. for a motorcycle down. Upon arriving at the scene he observed traffic stopped both ways on a curve with a drop off at the apex of the turn. A women motorcycle rider was face down in the middle of the road, not moving. Just at the end of the curve, there was a very large turn out which had become "accident central" for the next 45 minutes.



The twisties were an enjoyment and the riders were all having a wonderful time riding and taking in the beautiful mountain scenery. We did however have a slightly tricky stopping point on an incline, at a slant, with a drop off on the right as traffic was stopped to let one side at a time go past construction. Everyone did well balancing their cruisers into the hill on their right foot while waiting their turn to go. Once past the temporary road closure, there was more construction a few miles down the road. Just outside of Running Springs, which is a major gateway to the mountain communities of Lake Arrowhead, Arrowbear, Green Valley Lake and Big Bear, we got through the construction zone and were building up speed to proceed to our destination.

We were a "Lucky 13" number of riders in our group that day with angels on our shoulders as we embarked on our mountain adventure. At least 8-9 riders in front of me were all in a row proceeding up the mountain in single file when a cager had inserted himself in the pack behind me. At the time, I was not happy about it because he had inserted himself on a single lane road separating me from my "riding buddy" Pat. As soon as he broke up our line, I waved him back in a very stern manner indicating that he should give us plenty of room. That room given by the car behind me had now become the "safety bubble" needed to survive.

There was a wide right angle curve ahead with a drop off and guardrail on the right side. At the end of the curve, on the left, was a steep meadow, which produced a deer wanting to cross the road to get to the next meadow across the road and through the turnout. She wanted to feed on the new growth, which we found out later, was the result of a previous fire. This information came about after visiting the accident site and also hearing from Dee, a fellow rider that day. She inquired with the locals about that particular site and the unusual fact that there was a deer there in the late morning hours.

This was the only point of crossing available to the deer at this particular site. Directly after the meadow on the left, at the end of the turn, was a cliff and drop off onto the road below where we were, stopping the deer from crossing at a more visible site. Sandy, who was riding her motorcycle in front of me, saw the deer on her left side before it jumped over her. She then saw it's hoofs in her mirrors. This was all out of my sight since I was at the other side of the curve. The drop off on the right would have made this event visible making an



unobstructed view. However, there was a tree that blocked the deer from view at the end of the curve. The timing was just right for me to come upon the deer as it stood there after jumping over Sandy, from left to right. It was now facing left, appearing to want to go back. The deer was positioned at an angle to be broad sided by me as I came around the curve. "The perfect storm", consisting of the curve, the meadows, the deer, no deer sign, the cliff, the drop off, the turn out, the tree.

I remember seeing this beautiful little doe directly in front of me facing as if to go to my left. "Wow, you are mesmerizing and magnificent" feeling that it was an honor to see her in the wild, but - "You're not supposed to be there!" I remember slightly veering off to the right to get around it and tapping it on the rear with my front tire as it crossed in front of me. That's what took my headlight out.

I woke up on my belly as someone was attempting to roll me over. I really didn't want to be disturbed from my nap. The first thing I saw was the chrome side view of a motorcycle on its side. It took a moment to realize I was down. I remember thinking, "Why was I down?" I had no immediate knowledge of how this could have happened. If I was down, then the whole group must be down due to some horrific natural disaster. Had there been an earthquake? Wild. However, I didn't panic.



"What hurts"?

"My ankle and my back".

"Can you sit up"?

"Let me pray with you".

Sandy, the rider in front of me, whom had experienced the deer jumping over her, had finally processed what had happened to her and then decided to pull over in order to recover her nerves. When she didn't see me coming, she immediately thought of the deer and turned around. When she got to the scene she saw traffic backed up and feared the inevitable. At this point, I had been passed out on the ground, belly down for five or six minutes. When she arrived, I had already been escorted off the road to the turnout and was sitting there waiting for medical assistance. Sandy then proceeded to handle logistics and make the call to my husband. Prior to Sandy arriving on the scene, Pat, my "riding buddy" who was behind me, and the sweep, Jackie, had already called emergency services and checked my vitals. They made a decision to not move me until help arrived since I was non-responsive and could not tell them what was hurting. They also stopped traffic on both sides of the road making the accident scene less dangerous.

Another person on the scene was Shelley, the assistant road captain, who traveled in the middle of the pack. The assistant road captain acts as a second leader for the group in case we became separated and for an additional safety factor. Shelley was ahead of us and had stopped with the rest of the group after the sweep had reported the accident to the road captain over cell phone. Even though the remainder of the group was concerned and really wanted to be at the scene, it was decided that only Shelley should ride back to help since we were her responsibility. When Shelley got to the scene, she helped with traffic control, which was a challenge, until CHP got there because not everyone on the road was co-operative. One driver's vehicle had to be "charged" by three persons as he was attempting to circumvent the stopped traffic and go around. If he had been successful, he would have run me over as I lay in the street.

As I was sitting on the side of the road, I did not allow any one to remove my helmet until there was a qualified EMT to do it properly. The night before the ride, I just happened to be reviewing the chapter newsletter and also the accident safety information posted on our website. Another thing that I read was to refuse water or anything to drink. According to the article I had read, you should not drink water until you are checked for internal injuries so as to not worsen your condition.

The extent of my injuries was minimized by a number of factors. One was the rate of speed. We were probably doing 35 to 40 miles per hour.

Two, when I did the face plant into the concrete, I was wearing a good full-face helmet. I hit face first above my left eye resulting in a slightly soar bump on my forehead but a deep gouge on my helmet at the point of impact. This is what caused me to black out with no memory of the repercussions of hitting the deer. My face shield scrapped across the road causing it to be

shredded and then fly off. The upper rim of the area holding the shield is also gouged.

I then crunched my left side at the shoulder, ribs, elbow, hip, knee and foot. My thick leather motorcycle jacket protected my shoulder, elbow and hips without tearing or getting holes in it. I sustained abrasions on both elbows from within my jacket. My jacket came below the waist giving additional protection to my hips. I was also wearing my leather chapter vest, which gave me double leather protection as I slid across the pavement on my front.

My knee and lower half was protected by my new summer riding pants, which were made out of heavy nylon while at the same time providing cool comfort while allowing wind to pass through. The left knee which had spongy padding sewn into the material and ribbing also sewn into it held a rubber knee which totally saved my knee as it slammed into the pavement with the weight of the bike. The rubber knee saved me from the pavement as gravity shifted it to the left as I hit but did not save me from the heavy metal tank as it came crashing down on my inner thigh and knee. After the impact I became separated from the bike and the tank went sliding on the pavement taking off the paint and causing a 5-inch divot.



Three, nobody else got hurt. The deer did not hurt the rider in front of me. The rider in back of me was able to stop in time and was shielded by the car. The space provided by the car behind me caused the "bubble of safety" preventing them from mowing me over.

I sustained a fractured left ankle. I believe this happened when the bike came down on my knee putting pressure on the fibula sending the impact to my ankle. My tall SIDI riding boots prevented abrasions on my legs and helped prevent further injury. I also sustained bruising on my left bicep and on the top of both hands while wearing leather gloves with knuckle protection. My left rib cage had a kink in two places around my shoulder blade and I was pretty sore for weeks.

Now that I'm out of the cast, I'm concentrating on recovery and movement. It's going to be a while until I'm 100%.

While rehabilitating I have done some research on deer versus motorcycle incidents and also women riders and the effects of motorcycle crashes. A yellow deer crossing sign not only means that there are deer in the area, they are placed at the location where the most deer carcasses are found. Deer whistles have been proven to be affective along with notable caution in wildlife areas with significant reduced speed when coming upon a deer crossing sign. Also, women motorcyclists who tend to dress more casual, break multiple toes, smash their faces in, and leave their ear behind on the pavement. Sound gross? A calculated risk for sure with consequences most of us are not prepared to accept.

How can such an incident be avoided in the future? What are the chances of someone hitting a deer on their motorcycle in California? What are the chances of us riding on a newly opened highway after the first 24 hours not to mention the dangers of wildlife concerns? I would like to explore audible warning signs when riding through curvy roads where the line of sight is not effective for hand signals, i.e. a horn. Also, if this is a popular deer crossing sight, well know by the locals, why wasn't there a deer crossing sign? Hindsight is 20/20, but with intelligent and mindful thinking, I do believe this risk can be significantly reduced in the future.

If the perfect storm, consisting of the curve, the meadow, the deer, no deer crossing sign, the cliff, the drop off, the turn out, and the tree caused the accident, then the perfect storm of chapter safety preparation, people doing their assigned job, the safety bubble and the right gear prevented further injury and increased my chances of survival. I am grateful to the chapter for all the safety measures put into place, and to the ladies that took care of me. I am proud to be a member of Women in the Wind and have experienced first hand the efforts that make the chapter a cut above the rest.

Ride like you mean it. Remember, you don't need your gear to ride, just to slide. – Maria Shepherd



Inland Empire 2nd Annual Corset Run

100 Mile Yahtzee Poker Run

Benefitting Susan G Komen
for the Cure



Corsets may support
our Tata's

But Ridin' gives us
our Ya Ya's



Lunch at AJ Barrels
Included
with registration!

\$25 per person
Includes
Ride Pin & T-Shirt

Save the Date!
Sat. Sept 24th
9:30 a.m.



Guy Wear
Your Corsets!

- *Bike Show * Corset Contest*
- *Raffles * 50/50 * Food*
- *Music * Vendors*
- *Pink Label Fashion Show*
- *\$250 for High Score*
- Award for
Largest Club
in
Attendance

Ride starts at
Skip Fordyce Harley-Davidson
7688 Indiana Ave. Riverside, CA



Can
Corsets
Ride!



Register Online at [inlandempirecorsetrun.com](http://www.inlandempirecorsetrun.com)

<http://www.inlandempirecorsetrun.com/>



Meeting Reminder

NEXT MEETING
Next meeting August 20

Flo's Farmhouse Café
5620 Van Buren Blvd, Riverside
(951) 352-2690