

DRY HEAT

TALES FROM THE DESERT

From the Prez



Bling

Well, here we are again, going to be another hot one this summer! Aero and I have already taken our inaugural summer kick off ride up to Independence CA and did a little camping at a great campground by the Sierra Nevada's. This was the first real ride I have taken with my new bike, and it did great, it ran well but I do need to get new handlebars on it so they are a bit more my style but, overall, it did perfect and will be fine for many miles to come. Once we arrived at Independence, we ran into a little convenience store to grab a few cigars and some drinks, there are no grocery stores in this small town so for sure things were a bit pricey. We headed to the campsite to set up and then rode about seven miles to the top of the mountain, I think it is called the Onion, where we ran into some cooler weather, a couple of waterfalls, and snow, YES SNOW, which was still sitting by the roadside. It should be noted that we rode as

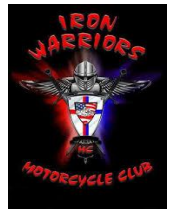
far as we could, there was no more road to travel or else we would have just kept going; this ride is one for more experienced riders, it was curve after curve after curve but what a fun time. We headed back down the mountain where ET arrived with the dogs and then we all drove back to the top of the mountain where we explored a little bit then headed back to camp where we enjoyed a few adult beverages, visited, and grilled some dogs. This is always a fun time, there shall be many more this summer, it's just a great way to relax, unwind, and break away from the hustle of everyday life with some wind therapy.

As summer, and the excessive heat advisories kick off, please remember to carry plenty of water and protect yourselves from the sun. I know I mention this every year, but it is so important since we had a bout with a few of our members being affected by the Arizona sun and heat. Here are a few tips to help prepare yourselves for summer riding.

1. Stay Hydrated

Summer is hot, but with average elevated temperatures exceeding 102 degrees, summer in Arizona is even hotter. When you are out on your motorcycle you may not even realize how hot it is. That's why it is critical to keep yourself hydrated. While it may be tempting to enjoy ice cold beer, alcohol, or coffee (which is a diuretic) they all cause you to urinate and lose even more fluids. If you will





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be riding for a while, it is a good idea to bring extra bottles of water or to wear a Camelback so that you can drink water without having to pull over (even warm water is good water).

2. ***Wear the Appropriate Gear for Hot Weather***

You may already understand the importance of wearing proper gear when riding your motorcycle, but what you may not know is that proper gear changes, depending upon the season. Your helmet, gloves, boots, and eyewear all change for summer. Try wearing wind-breaking material, which will help to reduce the heat on your body. Not only will swapping out your gear keep you cooler, but you will also stay safe.

3. ***Keep an Eye on the Weather***

Since summer in Arizona can be so hot, you will want to know the temperature before you hop on your motorcycle. Also, check to see how windy it is going to be. We know that Arizona does not rain a whole lot, but that does not mean that it will not rain when you go for a ride (we found that out last summer heading to Phoenix for a meeting). By checking ahead, you can best plan for extreme heat, winds, and rain. Do not depend on what it looks like

outside when you leave; always check the forecast.

4. ***Approach Tar Snakes with Caution***

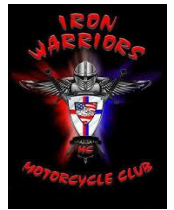
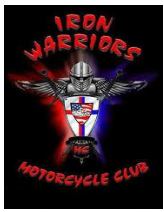
Arizona often uses a tar-like material to fill in cracks that have formed on the roads. These “tar snakes” can be extremely slippery when the weather is hot, posing a hazard for riders. While you should avoid them whenever possible, it is not always possible. The best way to approach them is at a 90-degree angle. If you feel that your rear tire is sliding out, simply stay calm and slow down; do not attempt too over correct. The tire will grip again; if there are a lot of tar snakes in one spot, you may want to try pulling in the clutch and coasting over them.

5. ***Be Aware of Signs Indicating Heat Stroke or Heat Exhaustion***

Exposure to heat can be quite dangerous, our bodies are designed to manage only so much. Therefore, if you are out riding and it is hot out, it is extremely important to keep an eye on any symptoms that may be early warning signs of heat exhaustion and heat stroke. Early signs of heat related illness include:

- **Headache**
- **Dizziness**





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- **Fatigue**
- **Weakness**
- **Nausea**
- **Muscle Cramps**
- **Heavy Sweating**
- **Pale / Flushed Skin**
- **Fast, Weak Pulse**

Remember that as you sweat your body is losing fluids, therefore, do not wait until you feel parched to drink water; drinking a lot of water can help prevent heat related illnesses. Despite hydrating beforehand, should you feel you are experiencing heat exhaustion or heat stroke pull over, hydrate, and wait until you feel better.

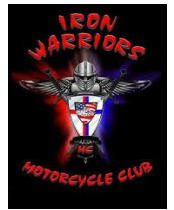
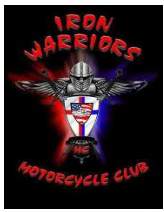
On a closing note, I would like to set up a few dinner rides or just leisure rides this summer or some nice weekend getaways for anyone interested, just bring any ideas up to the group and let's get them planned.

Shiny side up and get those miles!!!

Lee "Bling" Lozo

Chapter President





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From the V.P.



Aero

Greetings Brothers and Sisters,
I hope this newsletter finds you well. Summer is about half over and has been filled with as much riding as possible. Damn work keeps getting in the way of that. My riding season officially started in mid-March with a ride up to Kennedy Meadows and Kernville. The plan was to ride north on highway 395, head east through Sherman Pass and the southern edge of the Sierra Nevada mountains into Kennedy Meadows, then turn south into Kernville effectively making a large loop. The ride up to Kennedy Meadows was a great thirty miles of twisty-turn mountain roads with early spring snow still lingering on the ground. I stopped at the Kennedy Meadows general store for a beer and got talking to the owner. He said a mile farther down, the road was still closed due to the heavy snow over the winter. This meant I couldn't complete my loop and had to backtrack down the mountain and south on 395 before heading west to get to Kernville. I wasn't

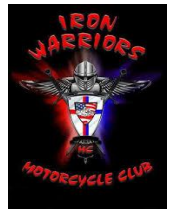
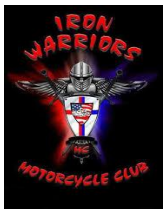
complaining too much other than I had already seen that stretch of road. In Kernville I planned on camping, but the Kern River was flooded in parts which prompted the closure of any of the campgrounds I was interested in. So, I found a cheap hotel and wandered over to the Kern River Brewing Co. for some drinks and bite to eat.



Figure 1 South of Kennedy Meadows

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Figure 2 Kennedy Meadows general store

The next adventure on the bike was at the end of April for a quick overnight solo camping trip up to Independence, CA. The camping was great but once again my ride was hindered by mountain roads still covered in snow. In an attempt to make it to Onion Valley I cruised past the road closed sign, nimbly navigated a road strewn with boulders, but was forced to turn back when I hit the snow.



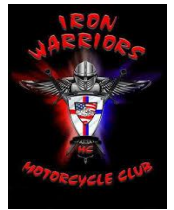
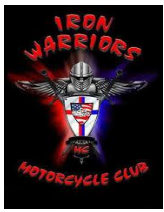
Figure 3 Upper Greys Meadow Campground



Figure 4 Trying to get to Onion Valley

Next up was the summer's main event: the 800-mile trek from Palmdale to Boise for the IWMC National Conference. I always enjoy the ride to Boise because the route is largely scenic two-





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lane highways with only a few stretches of four-lane or interstate riding. As usual the conference was a blast, and it was great catching up with Brothers from Des Moines. The Valley of the Sun chapter also had a good turnout, and it was nice catching up with them as well. On the way home I made a series of poor decisions which resulted in riding through significant rain somewhere along the California – Nevada border. In an attempt to avoid growing thunderstorms I decided to cut through the Sierra's to get to Lee Vining as I had done on a previous trip. It would be a cool ride and avoid the storms. Halfway up through the mountains I ran into more thunderstorms that weren't visible from the bottom. Knowing the road, I was on wasn't heavily trafficked, and seeing lightning and ominous clouds ahead of me, I turned back down the mountain to the original thunderstorms I had tried to avoid. Now they were unavoidable. Fortunately, right before all hell broke loose, I happened on a roadside tavern called Mina Club in Mina, Nevada. At least I could get something to eat and wait out the worst of the storm. Not five minutes after I pulled the bike onto their patio the rain and hail started. Once the worst of the storm passed, I pressed on, but this still meant riding through significant rain, a few miles of light sleet through the mountains, and avoiding boulders the rain washed down onto the roads. The worst part about this misadventure was that if I had stuck to my original plan, and not tried to get to Lee Vining, I would have avoided all of it! In the end, I made it from Boise back to Palmdale in one day but the fiasco with the thunderstorms cost me several hours.



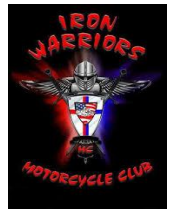
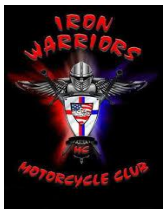
Figure 5 Aero and KK in Boise



Figure 6 somewhere between Mina, NV and Lee Vining, CA

Later in June, Bling, Evil-T, and myself decided to do a last-minute camping trip at Upper Grey's Meadow Campground near Independence. This was the same campground I stayed at in April.





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Fortunately, this time the road up to Onion Valley was open. The ride from the campground up to Onion Valley is short but is absolutely stunning.



Figure 7 Bling at Onion Valley



Figure 9 Bling, Jax, Evil-T & Jemma at Onion Valley



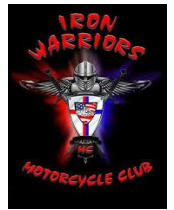
Figure 8 Aero on the road to Onion Valley

Well, that wraps up the highlights of this summer's motorcycle adventures so far. By the time this newsletter goes to print I should be onto my next adventure – meeting some Iowa buddies for a week of riding in Colorado.

To all my Brothers and Sisters, I hope you're having a great summer.

Aero





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From the Treasurer



Adam Henry

A DAY IN THE LIFE OF A
TREASURER

GIVING A MONTHLY REPORT

Total in the account, nothing
because we did collect nothing.

Past deposits, you never gave me
anything.

Future deposit, you'd better give
me so money.

Balance Pretty simple, you gave
me nothing.

So, I have nothing to report!!!

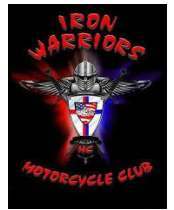
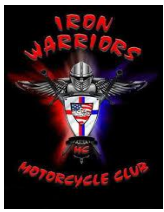
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LET'S RIDE



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Crue'd Pig Corner



Evil T

#SheRides — Pros and Cons of Being a Woman Rider

#SheRides — Pros and Cons of Being a Woman Rider The thoughts and opinions of a woman who's always on the go...riding two wheels! It's spreading like...

Apr 21, 2016 at 4:00am ET

By: [Laura Llovet](#)

The thoughts and opinions of a woman who's always on the go...riding two wheels!

It's spreading like wildfire. Even though it's generally considered a male endeavor, more and more women are taking an interest in two-wheels.

And it makes sense that women are becoming keen to motorcycles riding one equals freedom,

adventure, and inner peace. It's something that women have always sought, and still seek. Even though women are still the minority—we comprise 12 percent of motorcyclists— [it looks like we're growing](#) at a steady rate, with no signs of rolling off the throttle. We are also making great strides in the actual sport as more women are on the grid, competing on two wheels.

But unfortunately, there are still challenges that women riders must face. I wish there were always rainbows, butterflies and sunshine being a female motorcyclist. Don't get me wrong, that happens once you get going and ignore the bullshit; however, there will always be a few minor obstacles to overcome.

The Cons of being a Woman Rider

1. Constantly trying to prove you belong on a motorcycle

For some reason, a lot of motorcyclists consider the ability to go fast on a motorcycle a requirement. I'm sure men at times feel the same pressures. However, I always hear more women than men say, "I'm so slow..." I know I've said it many times! Why do we think that going fast on a motorcycle proves something? I think it's because we feel like we must prove like we belong—like we can hang with the guys.

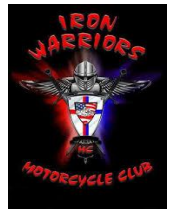
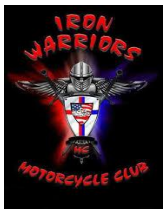
There are women who do go fast, and are thrust into the spotlight immediately, which I personally think is great. But being able to ride your own ride is the most important thing. And luckily, despite feeling like the slowest in the pack, most women do just that. Speed comes eventually, with time, and we also eventually realize that. I mean, for goodness' sake, we're constantly pressured today to be skinnier, healthier, younger, etc. Motorcycling doesn't need to bring pressure, just enjoyment. So, enjoy it!

2. Need to pack more stuff

I want to emphasize here that this isn't applicable to all women riders (well, technically not all these pros and cons are). But for a lot of us gals on two wheels, traveling means we need to pack what we feel is necessary...which can be a lot!

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I recall the days when I would ride to my boyfriend's place, which at that time was fifty miles away from my home base. It's no secret that traffic is horrendous in the Bay Area, so instead of sitting in it, you just split in between it. Need to go to a fancy dinner that night? I better pack my makeup (to touch up), brush, hairspray, heels, etc. It was a pain, but you make do and just embrace it.

3. Limited bike selection

I don't have a problem with this yet. I'm on the taller end (almost 5'7"), so I've never really encountered the issue of a bike being too tall for me to ride.

Again, this isn't applicable to all women—I'm sure there are women out there who start out riding on a tall bike. However, I tend to meet ladies who prefer something that's suitable to them height-wise. I also find that most women prefer lower bikes (whether they lower it themselves or pick a bike with a lower seat height). To fix the problem, a lot of bikes are usually lowered using a longer dog bone.

Fortunately, we don't have to set these limitations. If you're a seasoned rider starting to feel comfortable on two-wheels and are debating whether you should purchase that tall bike your heart desires, do it! The good news is that there are plenty of short women riders who make tall bikes work. As you can see, this con could become a pro in no time at all!

4. Limited gear selection

We have a decent selection online, but then [we run into issues with sizing](#). It's frustrating to walk into a store and see this great selection of gear for guys, and then there's little to nothing for women. I get it—we still aren't the majority and there are a lot more men to cater to than women (for now).

But I must say that if you're a moto shop owner carrying women's gear, you limit our selection even more when you put pink anything on the floor. The same can be said to those companies who manufacturer the pink gear. Don't get me wrong, I love the color, but that doesn't mean

that I want it all over my helmet, jackets, gloves, and boots. Just because I'm a woman, doesn't mean I need to scream that I'm one by sporting pink. I feel like I have yet to really meet a woman rider who absolutely loves pink gear. But hey, to each her own, right, ladies?

5. Feeling like a lamb in the lion's den

I know I've felt like a little lamb, particularly when I first started riding. At times, I was the only woman in a group of men. I started riding in the South, and, at that time, it was incredibly difficult to find women riders. So, what do you do? Well, you grow a bit of chest hair and hang out with the guys! Now, there's nothing inherently wrong with this, but, as a woman, you must be careful because, unfortunately, there are bad apples out there that try to take advantage. Here's a quick story about that:

I wanted to go to a track day (had never been to one; I also did not have a truck), so I went on a moto forum to see if anyone who was also going could bring me along. This guy said he had a spot and we exchanged numbers to get the details squared away. When we stopped at the hotel for the night, he tried to convince me to come into his room to "hang out."

I said no, and at the track day he was a jerk to me. When it was finally time to leave, he didn't help me load my bike (I never had experience loading a bike at that time, and he knew this), so of course I dropped the damn thing and scratched up my shiny street fairings. Thankfully, this is the worst that came out of the experience, and he didn't even turn out to be a true psycho. The moral of the story, ladies: You have to be careful who you ride with, especially if you just meet someone and go about it alone. It's unfortunate, but that's the world we live in.

Now that we got the cons out of the way, let's get to the pros (woo hoo)!

Pros to being a Woman Rider

1. Women's-only events and activities





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Because we are still the minority, we have specific activities and events catered to us to encourage current riders and to recruit more. For example, when I moved out to California, I was excited to find that not only were there all-women's rides, but also all-women's riding clubs, similar to the Dahlias.

Additionally, there are all-women's track days, which are fantastic because you feel like a VIP attending these, so I make it a point to go every year. There are also women's only dirt days, which are amazing since they're put on by respected names in the moto industry like Brok McAllister and Shelina Moreda.

2. Awesome presents

When it comes to bringing you gifts, your significant other immediately thinks, "Why flowers? That won't gain her any horsepower!" Now don't get us wrong, we'll still accept that kind gesture—after all, flowers remind of us nature, which reminds us of being outside...on our bike.

3. Gear selection is slowly starting to get better

I'm trying to look on the bright side of things here, and I'm convinced that this con will become a pro in no time I'm hopeful because of all the things that I'm seeing, which is gear made by women riders for women riders. I've written various stories about female entrepreneurs whose goal is to make something that's exclusive to women on two-wheels. They know the struggle, so it's refreshing to see.

4. Being a role model

You, dear female two-wheeled goddess, are the driving force to get more women to ride. The fact that you ride a motorcycle means you inspire other women—plain and simple. Whenever I tell another woman (say, that I've just met) that I ride a motorcycle, she doesn't say something along the lines of, "That's so cool" or "That's so badass." She'll usually respond with, "I wish I could do that." I always make it clear that she totally can! After we have that conversation, I see her mind stirring. I can't help but think that she's seriously considering it.

Ladies, I can't stress this enough: We are 12 percent of motorcyclists. For us to grow, not only do we need to keep riding, but we also need to help inspire those considering it, to let loose and just do it!

5. Those Sweet Apples—The Guys!

There is a pro to being part of a male-dominated activity. I must admit that it's good to be around them, inevitable as it is. For me, it's exciting to have some testosterone in the mix. And no, nothing sexual. I genuinely think that guys plus bikes can equal a whole lot of fun!

Most guys (except for those silly bad apples—just throw those out) are a hoot to ride and just hang out with. Think about it: Who's your best moto friend? It's most likely a guy because, as we've discussed, men are more common on motos than women. I also like how they look at you as just one of the guys, especially when you race alongside of them. So, to all my rad guys on bike: Keep doing what you're doing.

As I mentioned earlier, these are pros and cons I've come up with based on my personal experiences. What about the rest of my two-wheeled gals?

