

Hey Everyone,

Just wanted to check in and let everyone know how my recent trip to Daytona went. This year in Daytona was a very up and down year for me and I must say I was disappointed. I started the week testing in South Carolina and Georgia where everything seemed to be on track for a great week. The first race of the year for me was in Savannah Georgia.

Savannah,GA

This year Savannah was not a national, but it was part of Steve Nace's new All Star Series. I started the night out great, I won my heat on the Lancaster H-D/Rod Lake 450 and got 2<sup>nd</sup> on the twin that was shorten two laps due to an accident. The main events were up and I felt like I had enough to come out on top or with at least a podium in both classes. In the 450 main I got off the line in about 7<sup>th</sup>. I passed a few guys coming to the green flag to put me in 5<sup>th</sup>. I went to pass a fellow rider on the outside and gave the rider plenty of room for error, but unfortunately coming off turn 2 he did one of those moves where he ran right up on me till he hit my bars and pushed me off the groove to cause me to crash. I was ok and they restarted the race, but my bike was not running right because I bent my brand new works connection lever so bad in the crash from sliding that it wasn't letting my clutch release all the way. I got back up to 11<sup>th</sup>, but I wasn't happy about the night that's for sure. The next main event for me was the pro twins. I got off the line in 6<sup>th</sup> and watched the riders the whole race making a lot of mistakes. I waited until two laps to go to make my charge through the pack to take the win. I was happy to finally get my first win on the Lancaster H-D &H-D.com/Womenrider's twin.



Barberville, FL Day One

Volusia County Speedway will always have a special place in my heart after winning two back to back Hotshoe races here in 2008. Day one of Volusia was really rough from all the rain, but it was probably my best overall day of racing in Florida. On the Lancaster H-D/Rod Lake Racing 450 I struggled on all day, I had a bad start in the heat and ended up third, which sent me straight to the semi instead of the main. I got off the line again in the semi not great, but worked my way up to a transfer spot and had a couple passing opportunities on the leader. In the main event I got off the line in about 13<sup>th</sup>. I found a sweet high line that was fast, but you had to ride twice as hard and really keep your momentum up. I passed every single rider on the outside and got all the way up to 7<sup>th</sup> with the rest of the lead pack getting closer and closer to me each lap. I was super excited and really tired from riding so hard and the track being so rough. My twins ride went good all day. I got second in my heat and I got second in the main after



leading for more than half of the laps. I will admit I was tired after riding my 450 and that the twin was getting the best of me after about halfway. Overall day one was a success after the way it started.

### Barberville, FL Day Two

Day two of Florida was the exact opposite of day one. The track was smooth and a dry slick, which made everyone really equal compared to the first day. I won my heat on the 450 after coming from third off the line and gave myself a transfer spot to the winner take all dash for cash. The dash for cash was really a neat deal that they did only the second day. It was all of the heat winners from pro singles (4) and the top two expert singles from their two heats. The pro singles lined up on the first row and expert singles lined up on the second row. However this is when my day started to take a turn for the worse. We looked at my tire after my heat and saw that it wasn't going to last for the dash and for the main, so we decided to grab the tire off my one twin to put on. We put the tire on for the dash for cash and I was ready to go. On the starting line just when the light was about to go green and I was revving the bike to take off, my bike shut off. So I quick grabbed the starter's attention and restarted my bike. Well the bike re-fired, but it did it again, so man was I nervous about starts the rest of the day. I got it to stay running the third time as the starter didn't waste any time on the line. I got off the line in 4<sup>th</sup> and immediately I noticed that my tire was not working like my tire in the heat. I was spinning everywhere, so I rode the rest of the dash because I knew I wasn't going to be able to charge for the win, but I did stay right with the leaders, so I figured ok we will change the tire and be good for the main. So we changed the tire again for the main, but on the line I literally just sat there and the wheel was spinning a 100 mph while everyone was passing me. My day was pretty much over as the leaders and the rest of the pack was in turn one by the time I got off the line. I made my way only up to 11<sup>th</sup> again and I was super disappointed with myself. I honestly tried every line on the track and nothing was keeping me from spinning. In the Pro twins class unfortunately all, but Jason Griffin and I took the day off to get ready for the national, so it was just two of us in the class. We both decided to race for seat time as the AMA doesn't offer the class anywhere else. I won the heat and the main event.



### Daytona Short Track Test Day

We decided at the last minute after all the rain we got to skip the test day and work on bikes for the national. We changed oil, tires, gearing, and washed the bikes. Everyone said the track was super slick and that everyone was crashing.

### Daytona National Day One

We arrived at the track and they totally ripped the track up. There were rocks at least the size of golf balls and ruts a foot deep on the track. It was the roughest track I ever rode. I ended the timed

qualifying in 58<sup>th</sup>. I had no idea what changes to do to the bike to help me and I was literally just lost out there. There were a lot of wrecks and rocks flying everywhere that they decided to rework the track to get it safer for the fans and for the riders for the heat races. However my day was over because I didn't make the cut.

### Daytona National Day Two

After seeing how much better the track looked in the heats and mains from the previous night I was ready to give it another shot. When we arrived they left the track pretty much the same as the night before. I went out in first practice and was 58<sup>th</sup>. I felt really good and was super surprised to find that out. We made some changes and went back out and I got into the 40's. I knew I had to get to 32 and it was going to be hard. My Dunlop cd8 was spinning so bad that I was hitting the rev limiter off the turn and it would stop once I got my wheels in line on the straightaway. We made so many changes and I really got to thank my dad and Rich Hanson for trying, but there was clearly nothing we could do to help me with spinning. The last session I was 38<sup>th</sup>. My times were getting better in each session compared to everyone else, but the overall times were getting slower. Once again I missed the cut finishing 56<sup>th</sup>. Daytona was a really disappointing and



depressing trip for me, but I just keep telling myself its bonus points. Last year I didn't qualify for Daytona either nights and still made my way up to 5<sup>th</sup> in points at one time. I felt like I left myself down, but after a lot of people talking to me I finally agreed that it really wasn't my fault, it was just the hard compound tire that we have to run there. Also only weighing 95 pounds was not helping me because I couldn't put enough weight on the rear end of the bike to get it hooked up. Prescott Arizona is the next national on my schedule and it's a mile. I am super excited to get back to tracks that are more my type (Big & Fast). I have not a lot planned locally other then Path Valley in a couple of weeks. I am going to be spending a lot of time riding and in the gym to make my push back into the points in Prescott, Arizona. I just want to thank everyone for helping me keep my head up after Daytona, my family especially my Dad, my mechanic Rich Hanson for helping me with my bike and for also making me believe in myself, and my sponsors and fans for supporting me.

Thanks,

-Shayna Texter-