



The Texas District News

Texas District Newsletter

“Friends for Fun, Safety, and Riding”

From the District Director



January 2024
Vol. 3 No. 8

Happy New Year!

At the time of writing this we are on the back half of January 2024, and statistically most of us have already broken our New Year's resolutions! That is unless you promised to ride more this year, and you will still have many opportunities to treat yourselves to a regular dose of wind therapy. It may be cold, windy, and icy now, but in just over a month we will start to see warmer temps and buds on the trees. Texas will awaken from its month and a half winter, and we will head out to ride the beautiful country roads once again. Try not to rub it in to our northern friends, as winter up there is a visitor that does not leave until mid-April! Texas will start out its District Ride-ins with a three-day adventure in the hill country around Kerrville, Texas, March 20th through the 23rd. Rides are being planned and ride leaders are being recruited. Reach out to Jim Evens if you either have some ride ideas or would like to lead a few small excursions during that event. The Flyer for this Ride-In has been included in this newsletter.

2024 is shaping up to be a year of growth for EWMA. We have already had dozens of new members sign up and expect many more as the word gets around that EWMA is a bargain when considering the ride opportunities we offer through the Chapters, Districts, Regions, etc. To encourage growth, Texas will be holding a raffle in September with a grand prize of \$500, and every Texas member is already included. Raffle entries are based on memberships and renewals that have either already taken place, or that occur in the next nine months. The drawing will coincide with the second anniversary of EWMA's founding. Details can be found in this newsletter as well.

All we can say is stay warm and take every break in the weather to keep your skills fresh and your bike ready to safely transport you to interesting destinations along scenic roads! May 2024 be a great deal better than 2023 financially and medically.

Dan and Donna Rymarz
Texas District Directors, EWMA
Dan.Rymarz@outlook.com

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EAGLE WINGS MOTORCYCLE ASSOCIATION



Anita M. Alkire, CEO

Bruce Beeman, COO

Bob & Nan Shrader, president

Jim Berry, Director, Region B

Website: <https://www.ewma-world.org/>

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Texas District Website: <http://ewma-tx.org>

Information contained in this list is correct at the time of printing. Last update: 27 May 2023

Chapter Staff as of September 2023

Chapter	Area	Chapter Leadership	Contact Info
<u>Pine-E Woods Riders</u>	Tyler	Director = <u>Kaufman, Karen and Gene</u> Treasurer = Martin, Tom Ride Coordinator = Chuck Chestnut	314-402-8271
G	Tomball	Director = <u>Deluke, Joe and Tammy</u> Treasurer = <u>Stan Brown</u> Ride Coordinator = Greenway, David	713-498-3201
<u>Roadrunners G2</u>	Greenville	Director = <u>Wiggins, Jim and Barbara</u> Treasurer = <u>Augustas, George</u> Ride Coordinator = Wiggins, Jim and Barbara	903-217-4066
H	San Antonio	Director = <u>Griffin, Keith and Milligan, Paula</u> Treasurer = <u>Charles Fleming</u> Ride Coordinator = Charles Fleming	210-478-8928
J	Orange	Director = <u>Kimbrough, Randy</u> Treasurer = <u>Pierson, Debbie</u> Ride Coordinator = Open	409-201-1955
Hill Country Wings	Castroville	Director = <u>Michael Pineda</u> Treasurer = Charlotte F Ride Coordinator = Donna W	210-707-8411
<u>M2</u>	Spring	Director = <u>Gresak, Scott & Linda</u> Treasurer = <u>Andrew Woodward</u> Ride Coordinator = <u>Tim & Kathy Bryan</u>	281-386-7800
<u>O Capitol Wings</u>	Austin	Director = <u>Jim & Deedee Evans</u> Treasurer = <u>Sheri Altes</u> Ride Coordinator = Ken Burnett / Steven Thomas	512-576-8890
<u>“P” Pleasure Riders</u>	Granbury	Director = <u>Roberts, Christie</u> Treasurer = <u>Graham, Jeff</u> Ride Coordinator = <u>Eddie Roberts</u>	817-279-3928
Rally Cats	Dallas/ Fort Worth	Director = <u>Walker, Don & Karen</u> Treasurer = <u>Moody, Bill</u> Ride Coordinator = Rymarz, Dan	817-821-4388
<u>S2</u>	League City	Director = <u>Newman, Scott & Debbie</u> Treasurer = Karen Rudisill Ride Coordinator = Jim Denton	281-804-1181
<u>Central Texas Wings</u>	Killeen	Director = <u>Gene & Quinta Harris</u> Treasurer = <u>Brooks, Tim and Young</u> Ride Coordinator = Jim and Alvalin Woodul	254-289-6036
<u>W</u>	Ft Bend Harris County	Director = <u>Cindy Harris</u> Treasurer = Suzanne Neal Ride Coordinator = Greg Edmond	386-846-8521

Membership Enhancement Coordinator

Gary and Becky Wheatley

This article is about how to research riding and classroom courses in your area also an article how MSF was founded.

Google Motorcycle Safety Foundation (MSF), click on same. Up in the right upper corner, click on resources, then online learning. To find a course in your area put your zip code in the box. Click and select up to 500 miles radius from your location. You can click on one of the exact locations in your area that is having courses coming up.

I hope you enjoy this article I ran across by Dr. Ray Ochs as much as I did. Thanks, Gary Wheatley

By Dr. Ray Ochs

Vice President of Training Systems for the Motorcycle Safety Foundation

I was a chubby little kid who liked playing baseball and pinball machines while drinking 3V Cola. (3V stood for vim, vigor, and vitality, but I think it was mostly sugar!) But in my teens, something happened — motorcycles entered my life. And over decades of work (and fun), I developed my personal 3Vs: vision, vectors, and values. Vision to make a positive difference with character and competence. Vectors to point in the right direction with an appropriate intensity and balance. Values related to the quality of life, including what safe and responsible motorcycling means.

It was the mid-60s when it happened. I was a teenager and was offered a ride as a passenger on a Honda Dream 305. We cruised through the parkways of St. Joseph, Missouri, on a humid summer evening. It felt perfect. The sensation of freedom, aliveness, and interaction with nature was overwhelming. I knew then that motorcycling would be a part of my adult life. Little did I know what that would lead to.

My first real street ride as an operator was a red Suzuki 50cc “moped” with step-through design and all the power I needed. (Up to 28 mph!) My brother won it in a raffle and didn’t want anything to do with it. So, I gladly hopped on as an excited 18-year-old with not a lot of safety sense, but I did wear a helmet and had no incidents. Many a day was spent riding country backroads to enjoy the openness, freedom, and visceral sensations.

Several years later, having finished a master’s degree in health and safety from Indiana State University in 1972, I worked (and studied) at one of the first traffic safety centers in the country. It was called the Driver and Traffic Safety Education Instructional Demonstration Center, and I worked under a notable professional, Dr. Walter Gray. Part of the center’s activity was to offer a motorcycle training and education course for undergraduate students desiring certification to become a high school driver-education teacher. We rode around a driving range for hours on small

training bikes, not knowing the creation of the Motorcycle Safety Foundation was just around the corner.

I took those experiences to my first full-time university position at Appalachian State University in Boone, North Carolina. I was responsible for teacher preparation certification processes, working alongside Drs. Charles McDaniel and Harry McDonald.

As a junior faculty member, I was called to duty to participate in this “new MSF thing” being sponsored by Kawasaki in Keene, New Hampshire. I remember it well because my luggage didn’t make the trip and I showed up in a sport coat, on a dark and dreary day, for classroom and riding. Of course, I didn’t ride. A vivid memory is how impressed I was with one of the facilitators: Dr. Duane Johnson from a university in Illinois. His soft, nurturing, and humorous approach made a lot of friends for motorcyclist safety. Of note is that many faculty members at traffic safety centers in Illinois were busy studying, researching, and developing similar programs that would become a foundation for early MSF curricula.

Not long after that in 1973, the Motorcycle Safety Foundation was officially established, and MSF invited university professors who were at traffic safety centers around the country to a certification course. It was held at the University of Maryland in College Park. They had a very large driving range, and at one time there were over 30 motorcycles interacting in a traffic mix pattern on their range.

A unique experience was to have participants take turns driving a car within the pattern, which was highly stressful because you didn’t want to miss seeing any riders in all those blind spots. The course focused on how motorcycles worked, and how to teach high school driver-education teachers to implement rider education in high schools. This was patterned after driver education, which was offered in nearly every high school in the country. Since driver-education teachers had the fundamental knowledge of driver safety, all they would need to do is learn to ride if they didn’t already. When that didn’t work out very well, it didn’t take long for MSF to switch from teaching teachers how to ride to teaching riders how to teach. It was clear that to have a successful motorcyclist safety program, potential instructors must have an innate passion for motorcycling.

Of course, anyone teaching motorcyclist safety had to own a motorcycle. I picked up a new 1973 red-and-white Honda CL350 Street Scrambler. Most of my riding was cruising around on the Blue Ridge Parkway between Boone and Blowing Rock in North Carolina. The first long ride I took (a whole 60 miles round trip!) left my muscles buzzing from the twin-cylinder vibration, something that I did not

anticipate. Also, I joined the American Motorcyclist Association and remain a lifetime member.

While at Appalachian State, I recall we had a special visitor during the summer of 1973. It was Dr. Charles Hartman, the first president of the Motorcycle Safety Foundation. As a demonstration of what could be skill development exercises, I led a group of driver-education teachers around the university's four-acre driving range through a variety of traffic mazes consisting of hundreds of traffic cones. I narrated the activities via a wireless PA system carried around my shoulder. I remember stating as a summary: "The variety of skill development exercises can be left to an instructor's imagination," or something similar. I mean, that was over 50 years ago. Of course, I was just trying to avoid embarrassing myself in front of the dignitaries who were observing.

After two years at ASU, I took advantage of an opportunity to move from the mountains (riding season was too short) to the flat, sandy area (long summers) of North Carolina, namely East Carolina University in Greenville. The traffic safety program director, Dr. Al King, had already established a one-semester course in motorcycle safety, and I quickly took the reins to solidify the program. A unique feature of ECU's program was that they had no driving range. We completed most of the training in a large field next to the football stadium, and after learning the fundamentals, we rode simple trail areas across from the university. By the way, this was done on street motorcycles, mostly Honda CB125s.

It was 1976 when I accepted a tenure-track assistant professor position at Eastern Kentucky University in Richmond. It was a large regional university and housed the Traffic Safety Institute. Although my position was focused on driver-education teacher preparation certification, I established a three-semester-hour credit course titled "Beginning Motorcycle Safety." My ride was now a yellow Honda CB750 Four Super Sport, and the first long distance ride included a venture south to Deal's Gap and the Blue Ridge Parkway, where I got my first exposure to the effects of wind-chill factor. The initial centerpiece of the university course was the MSF Motorcycle Rider Course (MRC) and later the Motorcycle Rider Course: Riding and Street Skills (MRC:RSS) in 1986. The course became so popular that we quickly added more sessions. It became one of the university's most popular "restricted electives."

In 1980, MSF had to start recruiting instructor-trainers due to the proliferation of motorcycle safety programs. Staff could not keep up with the demand for instructors as states began funding formal rider education programs. I was tapped to acquire the "Chief Instructor" credential.

After completing the course at MSF's then-headquarters in Linthicum, Maryland, under the tutelage of MSF staffers Andy Krajewski and Ted Unland, I began teaching MSF Instructor Preparation Courses in several states. I did quite a bit of work for Meredith "Hoot" Gibson, who was the MSF eastern region manager in Knoxville, Tennessee. I also

conducted several Instructor Preparation Courses for the North Carolina program. My motorcycle at that time was a 1980 Suzuki GS850, and a few years later, a 1983 Honda Gold Wing Interstate.

The late 1980s saw the growth in powersports sales and incidents in the all-terrain-vehicle world. The industry and federal government worked out the Final Consent Decree that stopped three-wheel ATV production and led to the establishment of a national training program. I was contracted by the newly formed ATV Safety Institute to help craft an instructional program. I took a leave from the university to spend one year at ASI's Southern California offices to work on the basic curriculum and the Instructor and Chief Instructor materials.

Then in the early 1990s, MSF needed help in redesigning its Chief Instructor program. I was hired to develop and test a new approach to MSF trainer-training. (I guess they liked the work I did for ASI.) MSF employees Beth Weaver and Ron Shepard facilitated program development, and many Chief Instructors from around the country helped along the way. After spending the summer at MSF headquarters and traveling for pilot- and field-testing, the Chief Instructor Guide was released a few months later. Motorcycles, I was lucky to own during those years included a 1993 BMW K75, a 1997 Harley-Davidson 1200 Custom Sportster, and later back to a 1997 Honda Gold Wing. Since then, a Gold Wing has always been in my garage. My favorite journey during those years was to cruise down to the Blue Ridge Parkway via Gatlinburg, Deal's Gap (of course), and then Cherokee to Boone, North Carolina, and back home to Kentucky.

Fast forward to the mid-1990s when new leadership took the helm at MSF. Tim Buche was named president, and he established a team to move MSF rider education and training into the modern era. The group was named Rider Education and Training System Development and Oversight Team (RETSDOT). I was one of 13 charter members, and the group eventually had over 50 individuals participating in moving MSF catalog from a few courses to a complete lifelong learning framework with multiple Rider Courses. This included a sea change in methodology from content-centric processes to a learner-centered approach, and a deep dive into the underpinnings of safety education, adult and accelerated learning, and motor skill development principles.

In the early 2000s, I divided time between EKU's Traffic Safety Institute, field-testing a new learn-to-ride course (the Basic Rider Course or BRC) in Albuquerque, New Mexico, and meeting at MSF headquarters in Irvine, California, for RETSDOT interaction, which included Rider Coach certification processes and fleshing out a complete Rider Education and Training System. At the time, I was serving as Acting Director of MSF Training Systems. Nearing retirement at EKU, I transitioned to full-time work at the MSF in 2002. Oh, and I finished up a doctorate at the University of Tennessee, Knoxville, in educational psychology with emphasis in adult learning, earning an "Outstanding Achievement in Adult Education" certificate.

The move to Southern California allowed me to commute to work by motorcycle pretty much daily. My new tour routine was an annual triangular trek through Sequoia National Park, Yosemite National Park, and returning via the Big Sur back home to Orange County. In 2012, I was fortunate to earn the State Motorcycle Safety Association Chairperson’s Award.

Today, I remain busy with all things motorcyclist safety, with most of my time devoted to developing and testing programs that could benefit riders and their safety. This includes certification and development of Rider Coaches, Rider Coach Trainers, and Quality Assurance Specialists. I also received the 2023 State Motorcycle Safety Association Outstanding Contribution Award. I’m blessed to be surrounded by dedicated and competent staff and support, which of course includes my wife, Carolyn.

I remain optimistic for the future of MSF’s programs and activities and appreciate its noble mission in the pursuit of motorcyclist safety. I also maintain a strong belief in the value of rider education and training. I think that through MSF, rider education and training is doing as much as reasonably possible within its resources and national priorities to contribute to the federal Safe System Approach and Zero Fatality initiatives.

I’m forever thankful for the opportunities that have come my way, and my appreciation will never end. I’m eager to continue to offer contributions that may make a positive difference in the lives of those who make motorcycling part of their lives. I remain grateful for the work that MSF staff, Rider Coaches, Rider Coach Trainers, Quality Assurance Specialists, and program administrators have done in the

name of motorcyclist safety. A heartfelt thanks to all of you and to MSF! I hope to see you out there.

Dr. Raymond Joseph Ochs is Vice President of Training Systems for the Motorcycle Safety Foundation, where he is responsible for course development, Rider Coach certification, and quality assurance. He became an MSF-certified Instructor in 1973 and a Chief Instructor in 1980. He joined MSF staff full time in 2002.

Vision: To help motorcycle riders realize their full potential, elevating awareness of motorcycling safety in order to save lives.

Mission: Motorcycle Safety Foundation is the country’s leading safety resource and advocate for motorcyclists. We create world-class education and training systems for riders of every experience level. We raise public awareness of motorcycling to promote a safe riding environment.

Helpful Links

ATV Safety Institute

The Recreational Off-Highway Vehicle Association (ROHVA)

For Car Drivers

International Motorcycle Institute

The National Motorcycle Safety Fund

Ride With Us

Sponsored by the U.S. manufacturers and distributors of BMW, BRP, Harley-Davidson, Honda, Indian Motorcycle, Kawasaki, KTM, Suzuki, Triumph and Yamaha.

COMING EVENTS

Date	Chapter	Event	Location	Contact/E-Mail	Phone
March 20–23	TX	Yellow Rose Ride-In	Y.O. Ranch Hotel Kerrville, Texas	Dan Rymarz Dan.Rymarz@outlook.com	469-669-9191
April 18–20	LA	<u>Louisiana District Rally/Ride-In</u>	Holiday Inn Express Ruston, La	Mary and Mickey Searels rc@chapterlam.org	337-370-8956
May 16–18	AR	<u>Arkansas District Rally</u>	1515 Pioneer Dr Harrison, Arkansas	Louis and Pam Wofford director@diamondstateriders.org	479-883-2621
May 30–June 1	MO	<u>Missouri District Rally</u>	Angel Inn Branson, Missouri	Ken Luekenotte, DD kluke45@aol.com	573-680-6238
June 29–29	AL	<u>Alabama District Rally</u>	Clarion Inn Sheffield, Alabama	Danny Baker jdbaker1951@yahoo.com	205-590-1445
August 29–31	★	<u>Eagle Wings Rendezvous</u>	KI Convention Center Green Bay, Wisconsin	Patty O’Neill ewmacfo@gmail.com	408-639-0415

This information is provided for the convenience of our members. Information is obtained from various sources. No warranty is made with respect to the accuracy of any information on this page, the calendar pages, or any other page in this newsletter, and the Texas District staff shall not be held liable if any information is incorrect. You are advised to verify the accuracy of this information prior to attending any listed event. This information is subject to change without notice.

TEXAS



Friends for Fun, Safety & Riding

WWW.EWMA-TX.ORG

Yellow Rose Ride-In

March 20th - 23rd, 2024

Kerrville, Texas

Y.O. Ranch Hotel and Conference Center

Kerrville, Texas

Special Rate \$119 a night

Reservations: (830) 257-4440



Early Registration

\$15 per person or \$20 at the door

**3 days of Scenic Led and Self Guided Rides,
25-25-25-25, Ice Cream social, Drawings and
Prizes**



EWMA Texas - Membership Drive

EWMA Texas will be drawing Raffle tickets at the Texas Fall Ride-In, Date and location TBD. Grand prize is \$500 and ALL current EWMA Texas members will automatically be eligible to Win!

- **New Members:** Every new Texas member will receive one entry for per person (Limit 2 people) per year you sign up for! Dates: September 1st, 2023 thru September 1st, 2024
- **Existing members:** Anyone Texas member who signed up for more than one year since EWMA was formed will receive one entry for each person (Limit 2 people) for each additional year you signed up for at your original joining!
- **Renewing members:** Any renewal of your EWMA Texas membership will earn you one raffle ticket for EACH member (Limit 2 people) for each year you extend your existing membership.
- **Recruiting a Member:** Any member who brings a NEW Texas membership to EWMA (Family or individual count as One entry) and new memberships can only have one recruiter. Email dan.rymarz@outlook.com with the name of your recruit.
- **The Only Texas members not eligible:** Texas District Directors – Dan and Donna Rymarz
- **Winners must be a member at the time of the drawing**
- **Drawing Date:** This will be taking place at the evening get together during the Texas Fall Ride-In on (TBD). Winner(s) do not need to be present to win.
- **What do I have to do?**
 - Visit - https://ewma-world.org/content.aspx?page_id=60&club_id=719997
 - Sign up or Renew (Existing Multi-Year members are already entered)
 - You are automatically entered! (we get reports)
 - You will get an email as we approach the Fall Ride-in confirming your numbers in the drawing.
 - Need Not Be Present to win.
- **Membership Cost and Raffle entries:**
 - **Individual Membership**
 - 1 Year – \$25 - 1 Raffle Entry
 - 2 Year – \$45 - 2 Raffle Entries
 - 3 Year – \$65 - 3 Raffle Entries
 - **Family Membership**
 - 1 Year – \$30 - 2 Raffle Entries
 - 2 Year – \$55 - 4 Raffle Entries
 - 3 Year – \$80 - 6 Raffle Entries





Eagle Wings Texas - Why Join us?

- We are an open motorcycle association that caters to a variety of riders
- We are welcoming toward owners of ANY motorcycle brand or design.
- We are made up of a diverse population of welcoming friendly people.
- We are Built on the legacy of GWRRA and have been promoting safety since 1977
- We have served generations of members with our leadership including the grandchildren of early members.
- We work to participate and serve in community events and charities and have for decades.
- We plan and sponser chapter, state, and National riding events, as well as rallies to reinforce our commitment to safety, fun and friendship.
- Our membership costs are extremely low and we make every effort to ensure money does not get in the way of riding.
- Our members share their experience, and knowledge.
- Maintenance day events can be found where folks work together to keep our bikes in safe condition.
- We visit with other chapters, states and regions to keep the scenery new, and friendships plentiful.
- The national organization works to foster relationships with vendors to provide enhance value, quality products and services for our members.

We want you to be a part of our growing family as we continue to evolve our motorcycle association.

<http://ewma-tx.org>
<http://ewma-world.org>



EAGLE WINGS MOTORCYCLE ASSOCIATION



Membership Application

Member #: _____
For Office Use

___ New Member Application

___ Renewing Member # _____

MM/DD/YYYY

Member Name: _____ Member DOB: _____
First, Last

Member Name: _____ Member DOB: _____

Member Name: _____ Member DOB: _____

Member Name: _____ Member DOB: _____

Member Name: _____ Member DOB: _____

Primary Mailing Address: _____

City: _____ ST/PV: _____ Zip/Postal Code: _____

USA _____ Canada _____ Other _____

Member Phone number: _____ Member Email: _____

Select One:

Individual Membership: 3 years \$65.00, 2 years \$45.00, 1 year \$25.00

Family Membership (2 or more people in household): 3 years \$80.00, 2 years \$55.00, 1 year \$30.00

Payment Method:	Visa	Master Card	Discover	American Express
Name on Card:	Card #:			
Expiration Date:	CVV (security code) on back:		Billing Zip Code:	

I currently own the following motorcycle brands: (please select all that apply)

Honda Harley-Davidson Indian BMW Yamaha Suzuki Kawasaki Ducati Triumph
 Can Am Moto Guzzi Other: _____

Where did you hear about us? (Example: magazine, website dealer, etc.): _____

New Member - Who referred you? Name _____ Member # _____

Date: _____

Signature: _____

Signature: _____

(Note: Only two signatures required for family membership)

Make check payable in U.S. funds to: **Eagle Wings Motorcycle Association** and mail to:
6635 W. Happy Valley RD., Suite A104-443, Glendale, AZ 85310.

Revision Date: 11/15/2023