



The Texas District News

Texas District Newsletter

"Friends for Fun, Safety, and Riding"



April 2024
Vol. 3 No. 11

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From the District Director

Happy Spring!

Good afternoon, I hope you all are having a wonderful April and are enjoying some great weather and mild temperatures. As far as Texas weather it doesn't get any better than this. If you can continue to dodge those spring showers, the roads are inviting you out to ride. There's not a whole lot going on as of this moment besides the Texas Ride In wrapped up last month, and the Louisiana rally finished up this past weekend. The Arkansas rally should be the next event on most of our calendars, as that is in mid-May. Many of you I know are planning on attending the Arkansas rally, and we hope to see you there.

I also hope most of you had an opportunity to see the great solar eclipse that took place on April 8th. I have in my lifetime seen several partial solar eclipses, and quite a few lunar eclipses, but on April 8th that solar eclipse was spectacular. The skies cleared up just in time here in Plano to give us a show I will never forget. I had seen photos of solar eclipses and assumed those photos that I saw could only be really seen through a telescope or with extreme zoom photography. I was pleasantly wrong. I was totally awestruck at the beauty of the sun's corona enveloping the shadow of the moon and giving me a view that is a complete rarity. I hope you all got a chance to see it.

Not much news has been coming out of national but obviously plans are underway for the rendezvous that will take place in Green Bay, Wisconsin later this year. All tax forms have been filed with the IRS for the Texas chapters and district, and I will be spending the rest of this year sorting through all of the files, photos, paperwork to make sure that whomever I transfer the role of Texas district director to will get clean books and clear directions.

At the Louisiana District Rally, Jim Evans announced that Texas will hold its second Ride-In of 2024 during the weekend of September 21st, which will be held in Tyler, Texas. More details will be forthcoming in the next week or two in a flyer and a series of links to reserve rooms and to register. We continue to learn more at our ride-ins and while attending other district and chapter events throughout our region and beyond. These ride in events have been quite popular and well attended and perhaps one of the best things about EWMA to date.

I hope you continue to have a wonderful spring, I hope your health is well, and that life is treating you the way you all deserve to be treated. Donna and I will be making every effort to attend everything EWMA possible .

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

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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Information contained in this list is correct at the time of printing. Last update: 23 April 2024

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

What Riders Need To Know About Street Motorcycle Tires

INTRODUCTION

Never underestimate the importance of having good, properly inflated tires on your motorcycle. The small contact patches provided by the front and rear tires are the motorcycle's only source of traction. Deterioration of your tires' condition can jeopardize this contact patch and bring a good ride to a quick end. Safe riding depends on selecting the right tires, inspecting and maintaining them, and replacing them as necessary.

INSPECTION AND MAINTENANCE

It's all about inflation, inflation, inflation. Proper air pressure is critical for tire performance and tire life. Under-inflation or overloading can cause heavy steering, irregular wear, and internal damage due to overflexing, and can cause the tire to separate from the rim. Over-inflation can reduce the contact area (and therefore available traction), and can make the motorcycle react harshly to bumps. Check the air pressure with a gauge when the tires are cold (at least three hours since the last ride), as part of your pre-ride "T-CLOCS" inspection, and adjust it according to your motorcycle's owner's manual or the tire information label on the chain guard, frame or swingarm. There may be two sets of recommendations for tire pressure (as well as suspension settings): one for solo riding and one for riding with a passenger and/or cargo. Do not exceed the maximum inflation pressure listed on the tire's sidewall. And never exceed the motorcycle's or tire's load limit (combined weight of operator, passenger, cargo, and accessories), since that can cause tire failure.

At a minimum, check your tires' cold inflation pressures at least once a week and before long trips. Visually inspect tires for surface conditions before each ride. However, be aware that it is impossible to determine proper inflation by appearance alone. An accurate pressure gauge is needed, even if your motorcycle is equipped with a Tire Pressure Monitoring System that gives specific pressure readouts. Regularly inspect the tire tread depth to ensure that adequate tread remains. Tires have small wear bars molded into the tread grooves. When the tread is worn down to the level of the wear bars (indicating 1/32 inches of tread remaining), the wear bars become exposed and the tire should be replaced. Some tire manufacturers recommend replacing the tire when there are 2/32 or 3/32 inches of tread remaining, before the wear bars are exposed. Although it may look like there is a sufficient amount, it may not be enough to maintain traction in wet conditions. The deep grooves in new tires help channel water away from the contact patch, and worn tires are thinner and easier to puncture. For a quick check, if you insert a penny into a groove in the center of your tire, 2/32 of an inch is right at the top of Lincoln's head. In addition to tread depth, glance over the tires' surface for any evidence of uneven wear, cuts, embedded objects, bulges, or sidewall cracking.



Heat Cycles and Tire Age

Every time you ride, the tires go through a “heat cycle” as they go from ambient to operating temperature and back down again. Each successive heat cycle slowly hardens the tread. Also, chemical reactions over time may cause the rubber to harden, even with nonuse. Whether through heat cycles or aging, the tire’s surface becomes less spongy and less able to interlock with the protrusions and pores in the road surface, thereby decreasing maximum traction capability. (If you have an old tire and a new tire, you can press your fingernail into the surfaces of each to see the difference in how they react.) So, tires eventually have to be replaced, even if they have plenty of tread left. However, tires don’t have an “expiration date,” since operating conditions, storage conditions, exposure to sunlight, number of heat cycles, and wear are the primary factors that determine their usable tread life. Consult your motorcycle service professional or tire manufacturer for guidelines. We recommend against buying used tires; you don’t know how many heat cycles they’ve gone through. This also means that when you buy a used motorcycle, you should thoroughly inspect the tires, and replace them if their condition is questionable.

Cleaning

To clean your sidewalls, use a mild soap solution and rinse off with plain water. Do not use chemical cleaners or protectants, as they may degrade the rubber, causing cracks in the sidewalls, and spread to the contact patch, causing loss of traction.

Storage

If you’ll be storing your motorcycle for more than a month, and it has a center stand, set the bike on its center stand to raise the rear tire off the ground and use blocks under the frame or fork to lift the front tire slightly off the ground. If it doesn’t have a center stand, periodically roll the bike forward or backward a few inches so the tires don’t develop flat spots in the tread. Store the motorcycle in a dry, well-ventilated area, away from electric motors and generators, and ensure the tires do not come in contact with petroleum-based products or solvents.

THE RIDE

Rubber is harder when it’s cold than when warmed up. Motorcycle tires are designed to provide maximum traction at specific temperatures. Riding moderately for the first few miles on the street will allow your tires to come up to proper operating temperature. Don’t take the freeway on-ramp near your home at maximum lean angle and cornering speed before your tires come up to temperature. Tire temperature is so important that professional racers actually use electric tire blankets to preheat the tires so they’ll have maximum grip when the green flag drops out on the track.

SELECTING A TIRE

Your motorcycle was designed to work in harmony with a limited selection of tires. The owner’s manual and tire information label will specify tire size, construction (radial or bias, tube-type or tubeless), load range, and service description (load index and speed symbol), and may identify the brand installed as original equipment. In addition, tires are specifically designed for use only on the front or rear wheel – because each tire has a different function – and the front and rear tires should match each other by being from the same brand and model line. Tires must also be mounted so the sidewall directional arrows correspond to the direction of travel.

Motorcycle dealerships can recommend a variety of types within brands that best match your motorcycle and style of riding, whether commuting, touring, sport riding, or on- and off-road adventure riding. Some tires even use two different rubber compounds in the tread: a harder compound in the center for extra life when riding in a straight line and a softer compound on the outer edges for extra traction while leaning through turns. Note, too, that different tread patterns can make a difference in how your bike handles. For example, some patterns will resist tracking on the rain grooves that are cut into some highways.

It is unsafe to install passenger car tires on motorcycle rims. The flat tread profile of a car tire is incompatible with the dynamics of a vehicle that leans as it corners. Plus, motorcycle tires and rims are designed with a different bead seat area than passenger car tires and rims. Ignoring this fact may cause inflation pressure loss while riding or the beads to break with explosive force resulting in possible serious injury or death.

TIRE SIDEWALL INFORMATION

Every street-legal tire sold in the U.S. will have a Department of Transportation (DOT) tire identification number (TIN) on the sidewall. The TIN begins with the letters “DOT” and ends with a four-digit date code. The four digits represent the week and year of production. For example, a date code of “4510” in the first photo means the tire was produced in the 45th week of 2010.



The sidewall will also have a code indicating the size, plus a load index and a speed symbol as shown in these examples.

The examples use metric designations. The first number is the nominal section width, in millimeters: 160 mm in the second photo, 120 mm in the third. The second number is the aspect ratio (ratio of section height to section width) which is a percentage, so for the 160/60 the section height is 60 percent of the section width, or 96 mm; for the 120/80 the section height is 80 percent of the section width, which also happens to be 96 mm. Some tires use letter or inch designations instead of millimeters.



In the second photo the “R” means radial-ply construction. In the third the “-” means bias construction. A “B” would mean bias-belted.

Next is rim diameter, in inches: 17 in the second photo, 18 in the third. The “M/C” means the tire was designed for motorcycles.



Replacement tires must match or exceed the speed rating specified in the owner’s manual and tire information label to maintain motorcycle speed and handling capabilities. However, tire speed ratings do not imply that any particular motorcycle can be safely ridden at the maximum speed for which the tire is rated. Consult the motorcycle manufacturer or tire manufacturer for recommendations.

NEW TIRE INSTALLATION AND PRECAUTIONS

Tires should be replaced and balanced by a professional mechanic. Professionals have the right tools to prevent damage to the bead of the tire which must seat firmly against the rim to provide an airtight seal, and they have equipment that can perform dynamic, high-speed balancing to guard against wheel vibration. Install a new tube every time a tube-type tire is replaced. If equipped with a rubber rim band, replace it with an equivalent band. For a tubeless rim, replace the rubber valve stem, or replace the valve core and rubber grommet in a metal valve assembly. For motorcycles equipped with a TPMS, consult the owner’s manual or TPMS manufacturer for service recommendations.

Certain Harley-Davidson® motorcycles use spoked, tubeless-type rims identified as “MTM” which require a rim seal for proper tire-to-rim fitment. Consult your owner’s manual.

Take it easy on new tires for your first 100 miles. The tire’s surface will be a bit smooth and needs to be “scuffed in” for maximum grip. Also, its cross-section shape will be more round than a worn tire, which likely

has flattened out over time in the central tread area. This wear happens so gradually that you likely won't notice how sluggish (relatively speaking) your bike's handling has become until your first ride with new tires. The fresh tires may respond more quickly to cornering input, and during this break-in period you may have to re-adjust to this "restored" feeling.

HOW MOTORCYCLE TIRES WORK

Because a motorcycle is a single-track vehicle and leans as it turns, motorcycle tires are quite different than car tires. Whereas car tires have a fairly flat profile and a contact patch that varies little in size or shape, motorcycle tires have a U-shaped profile and a contact patch that changes size and shape during cornering. Motorcycle tires are also relatively narrow, which makes their gripping capability ("traction") a limited commodity. Plus, this limited amount of traction is divided up among multiple forces created when braking, cornering, and accelerating. The more you lean in a corner, for example, the less traction is available for braking; the quicker you accelerate, the less traction is available for turning. If any one of these actions uses an excessive share of available traction, you might lose control of the motorcycle. For more information on how motorcyclists can manage braking, cornering, and acceleration forces, please read the Motorcycle Safety Foundation's Guide to Motorcycling Excellence (Second Edition), or any number of in-depth books on the art and science of motorcycling.

Traction can be thought of as the mechanical adhesion between tires and road surface.

Predictable traction is essential in all riding situations, especially cornering. To enable this connection to transmit as much force as possible, it is necessary for the tire's rubber surface to interlock at the microscopic level with the protrusions and pores of the road. That means there must be sufficient tread thickness, and it must be flexible to provide adequate traction.

There are several ways in which the adhesion between rubber and road can be compromised:

- The tire surface has lost its elasticity, because of cold temperatures, aging, or other factors
- The asphalt or concrete has been "polished" down and made smooth by automobile and truck tires
- The interface between tire and road is "lubricated" or obstructed by any number of substances: rainwater, engine oil, leaves, gravel, sand, dirt, etc.

SUDDEN AIR LOSS AND TIRE REPAIR

Fortunately, sudden air loss is uncommon and generally preventable by maintaining proper air pressure. Sudden air loss may occur due to a puncture, overloading, under-inflation, impact, etc. Sudden air loss may occur without warning and can induce panic even in experienced riders. The symptoms may include vibration or sluggish handling. If a sudden air loss should occur, keep a firm grip on the handlebars, steer smoothly, and gently ease off the throttle. Avoid downshifting or hard braking, as these actions can upset the now-unstable chassis. If traffic permits, slow gradually and move off to the side of the road. If you must brake, limit your braking to the wheel with the good tire. Applying the brake to the wheel with the bad tire can cause the tire to separate from the rim, leading to a loss of control.

If a tire is punctured, it might be possible to repair it. However, repairs should be considered a temporary measure at best, and speeds should be kept low. Repairs to the sidewall are not permitted. Some tire manufacturers do not recommend repairing motorcycle tires or using liquid sealants. If permissible, repairs should be limited to a combination plug/patch repair of tread punctures no larger than 1/4" in diameter on a demounted tire. Never perform an exterior repair and never use an inner tube as a substitute for a proper repair. Speeds should not exceed 50 mph for the first 24 hours after the repair, and the repaired tire should never be used over 80 mph (not recommended to exceed the legal speed limit in any event). Remember, motorcycle tires experience tremendous sideways forces and deformation when cornering. For detailed information on repairing your tire, contact the specific tire manufacturer.

CONCLUSION

Buy the right tires, have them professionally installed, maintain proper air pressure, inspect them regularly, don't ride over sharp objects, and avoid slick surfaces. Treat your tires well and they'll treat you to many miles of safe, comfortable riding.

Condensed from *Motorcycle Tire Guide*, Motorcycle Safety Foundation

This article was submitted by Gary Wheatley. It has been condensed from the original. To view the full article, which has additional information, visit: <https://msf-usa.org/wp-content/uploads/2023/02/Motorcycle-Tire-Guide.pdf>. —*Editor*



Danger lurks beyond the wear bars. Once the rubber is gone, so is your tire's ability to grip the road.

How to be a Great Ride Coordinator

First what is a ride coordinator? Anyone that organizes or leads a ride.

What is your responsibility on a group ride?

When any ride is formed, a leader must lead. He or she has most likely planned (maybe even pre-ride) a route, the stops, and most likely a yummy or fun event during the ride.

For what else is the ride leader responsible, other than leading the ride? Basically that is it, to lead the ride.

Having to plan a ride, outguessing the traffic and weather, and moving a group of motorcycles (or two or three) from start to a final destination is more than enough.

The drag bike or tail gunner becomes the second most necessary and responsible person on any ride. He or she has the best view of the entire riding group. They must keep an eye on all traffic surrounding the group, be ready to secure a lane when called upon, and, if necessary, discuss with the rider leader (in private please) any riding irregularities noticed on the ride.

What about the rest of the group? What are your duties? Have fun and be safe of course! But wait, there's more!!

Some items that all riders should follow:

- Arrive prepared and ready (empty bladder and full fuel tank)

- Maintain adequate spacing and position during the ride

- Follow the Leads direction

- Have a good understanding of hand signals for those that do not have a CB

- Minimize CB chatter

A lot goes into planning and handling a group ride. There are a lot of tools about group riding that would be a great way to introduce new riders into the group riding.

So get out there and enjoy!

Tom Sprague

COMING EVENTS

Date	Chapter	Event	Location	Contact/E-Mail	Phone
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 17-18	SC	<u>South Carolina District Rally</u>	Newberry Fire House and Convention Centre Newberry, South Carolina	Jon J Horning SC District Director sc.ewma@gmail.com	803-924-5243
May 30-June 1	MO	<u>Missouri District Rally</u>	Angel Inn Branson, Missouri	Ken Luekenotte, DD kluke45@aol.com	573-680-6238
June 13-15	GA	<u>Georgia District Ride-In</u>	Dillard House Convention Ctr Dilard, Georgia	Tommy and Vicki Martin tommymartin2520@gmail.com	706-746-5348
June 21-22	★	<u>EWMA International Ride-In</u>	Fairgrounds Park Loveland, Colorado	Mike Melton eaglewings.web@gmail.com	N.A.
June 29-29	AL	<u>Alabama District Rally</u>	Clarion Inn Sheffield, Alabama	Danny Baker jdbaker1951@yahoo.com	205-590-1445
July 11-13	WV	<u>Region F/WV Ride-In</u>	Quality Inn Summersville, WV	Bruce A. Stanley N.A.	N.A.
July 12-13	MN	<u>MinnKota District Rally</u>	Everspring Inn Marshall, Minn.	Rick and Jenny Eckstein rickeckstein@comcast.net	507-766-7976 507-217-7239
July 19-21	H	<u>Region H Ride-In</u>	Selkirk Inn Nakusp, BC	David Ward N.A.	N.A.
July 26-27	E	<u>Region E Ride-In</u>	American by Wyndham Anamosa, Iowa	Roger L. Bahe iowawingers@gmail.com	N.A.
August 29-31	★	<u>Eagle Wings Rendezvous</u>	KI Convention Center Green Bay, Wisconsin	Patty O'Neill ewmacfo@gmail.com	408-639-0415
October 24-26	MS	<u>Mississippi District Rally</u>	St Martin Community Centre Biloxi, Miss.	KZ & Terry Kleinheitz ewmamsdd@gmail.com	228-806-0563

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.



WINGERS AND WAVES

Cruise information is for everyone that is interested in going with us in January 2025 from our Texas coast / Galveston, Texas. We are trying to save all from having that air fare to Florida. Past GWRRA members, EWMA members, Wing'd Riders, and non-bikers as well. We just want to get out of colder weather, to the Caribbeans, warmer weather. Please contact Mindy Bubar for the booking. These are Oceanview balcony cabins. The cabins are limited so contact her as soon as possible. Becky and I am hosting the cruise, we would love to see you all!!!

Gary Wheatley - 713-859-6589 - gary@c21granbury.com CONTACT MINDY BUBAR FOR THE BOOKINGS !!!!



WINGERS-N-WAVES
— The Ultimate Travel Club —

Harmony of the Seas

January 19-26, 2025

You are invited to join us on an amazing group cruise departing from Galveston, TX!
The Harmony of the Seas has won more awards than any other ship in the world.
It's the biggest, boldest ship to ever sail from the Lone Star State!



Oceanview Balcony
from \$1,036pp!

Rates are subject to change until booked.

GREAT GROUP RATES:

LIMITED SPACE The following group rate includes port tax and is based on double occupancy.

This cruise is open to all friends and family!

Becky and Gary Wheatley will host this group cruise. Please reserve with us to ensure you are invited to our private parties, special events, group dinners and more!

Deposit - Only a **\$250 refundable deposit** per person when you book at the group rate.

Final payment - due by **October 14, 2024**
*the rates are subject to change until booked or sold out.

HARMONY OF THE SEAS



Date	Port	Arrival Time	Departure Time
Jan 19 - Sunday	Galveston, Texas		4:00 PM
Jan 20 - Monday	At Sea		
Jan 21 - Tuesday	At Sea		
Jan 22 - Wednesday	Coxen Hole, Roatan, Bay Islands, Honduras	8:00 AM	5:00 PM
Jan 23 - Thursday	Costa Maya, Mexico	8:00 AM	5:00 PM
Jan 24 - Friday	Cozumel, Mexico	7:00 AM	5:30 PM
Jan 25 - Saturday	At Sea		
Jan 26 - Sunday	Galveston, Texas	7:00 AM	

*Itinerary subject to change

LIMITED SPACE - For questions and reservations, please contact
Mindy Bubar • mindy@agroupcruise.com • (904) 613-2205



A Group Cruise

CRUISE RESERVATION FORM

Fill this form using Adobe Acrobat, rename & save the completed form, then attach in an e-mail to mindy@agroupcruise.com

Passenger Information: (Current legal name that is printed on your Passport)

First Name: _____ Middle Name: _____ Last Name: _____

Mailing Address: _____

City/State/Zip: _____

Phone: (_____) _____ Cell:(_____) _____ How many people in your cabin: _____

Email Address: _____ Nickname for social badge: _____

Date of Birth Month/Day/Year: _____ Cruise Line Loyalty Number: _____

U.S. Citizen? Yes No Group or Chapter Affiliation: _____

Additional Passenger:

First Name: _____ Middle Name: _____ Last Name: _____

Mailing Address: _____

City/State/Zip: _____

Phone: (_____) _____ Cell:(_____) _____ Best time to contact: AM PM

Email Address: _____ Nickname for Social Badge: _____

Date of Birth Month/Day/Year: _____ Cruise Line Loyalty Number: _____

U.S. Citizen? Yes No Group or Chapter Affiliation: _____

Do you have any special needs? Please describe below: (i.e., Medical, Dietary, Limited Mobility, Allergic Reactions, CPAP, Request To Sit At Dinner With Specific Friends, Cabin Assignment Requests, Comments)

Special pricing - based on double occupancy Name of Ship: _____ Sailing date: _____

Inside Cabin Window Cabin Balcony Cabin

I would like to purchase travel insurance through the cruise line: Yes No

A deposit per person is due to reserve your cabin. **(Plus if you would like to add travel insurance.)**

PAYMENT AREA

Credit Card Type: Visa MC American Express Discover

Name on the credit card: _____

Credit Card Number: _____

Expiration Date: Month _____ Year _____ Security Code: _____

Billing Address: _____

City/State/Zip _____

Approved amount to charge: \$ _____ Date of reservation: _____

Use the same credit card for the final payment? Please check one: Yes No Contact me for another credit card

Internal Use Only: Date cabin booked: _____ Final payment paid: _____ Confirmation sent: _____



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.
- Mainenance 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)

<p>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.</p> <p style="text-align: right;">Revision Date: 11/15/2023</p>
