

July 2024

Central Texas Riders

www.centexriders.org



Chapter Directors' Notes

Good evening Central Texas Riders,

There are no Chapter rides or activities to report on over the last month. I've been taking care of some family commitments in Missouri, sorry. I hope we can get everyone together and back in the saddle soon, and frequently.

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“Sometimes you need a really crooked road to get your head straight.”

BIRTHDAYS

25 Aug Jeannie K

ANNIVERSARIES

None

Next Chapter Meeting
August 27
Golden Corral

As you know, the group scheduling and communication system we have been using, GroupWorks, has shut down permanently. Texas District, and Capitol Wings Chapter, have started using a similar system called GroupSpot. It is free, and provides many useful features:



- Group messaging and discussion
- Private messaging and chat between individuals
- Event lists and activity calendars
- Event notifications, alerts, and reminders
- Photo albums and videos
- Attachments (flyers, registration forms, route maps...)
- Document library (newsletters, handbooks, checklists)
- Members directory (name, phone, email, emergency info)
- Subgroups (teams) and Sister Groups (other Chapters)
- Sister Group sharing (event lists, calendars, newsletters)
- Calendar synchronization between group and personal
- GroupSpot is available for web, IOS, and Android

I've created a group named EWMA TX Central Texas Riders. I will send membership invitations to all of you. If you don't wish to join, please know that I will continue to send info via email, text messaging, and phone calls to ensure that everyone gets the word and is welcome to participate.

Ride Often/Ride Safe
Gene & Quinta



TEXAS DISTRICT 2024 FALL RIDE-IN



EWMA-TX.org

Lindale, TX

September 26, 27 and 28 2024

Come Join us for 3 great days of both lead and self-lead rides through the scenic North East Texas roads and cities with lots of great food along the way. Plus, fun evenings getting together with friends.

Host Hotel

Comfort Suites

200 W. Centennial Blvd.

Lindale, TX 75771

903-882-8318

For group rates, you must contact the hotel by phone and say you are with:

Eagle Wings Motorcycle Association

See next page for more Information

Electronic Registration

<https://form.jotform.com/241784237076159>

Texas District 2024 Fall Ride-In, Sep 26-28 2024, Lindale TX

Registration Cost

Pre-Registration Ends 9/19/2024

EWMA Member PRE-REGISTRATION PER PERSON	\$15
EWMA Member PRE-REGISTRATION COUPLE	\$20
NON EWMA Member PRE-REGISTRATION PER PERSON	\$20
NON EWMA Member PRE-REGISTRATION COUPLE	\$30

Registration at the door

INDIVIDUAL	\$25
COUPLE	\$35

ELECTRONIC REGISTRATION

<https://form.jotform.com/241784237076159>

NIGHTLY EVENTS

Thursday Night: 50/50 Drawing, Announcements, Hot Dogs & Chips @ \$1.00 each collected at the time

Friday Night: 50/50 Drawing, Announcements, Frito Pie @ \$2.00 each collected at the time & District Provides Free Ice Cream

Saturday Night: 50/50 Drawing, Announcements, Pizza Party — all chip in, collected at the time

District will provide bottled water all nights

Hotel Info

Comfort Suites
200 W. Centennial Blvd.
Lindale, TX 75771
903-882-8318

For Group Rates you must contact the hotel by phone and say you are with
Eagle Wings Motorcycle Association

Group Rate

1 King Bed, No Smoking, Suite \$90.00 a Night
2 Queen Beds, No Smoking, Suite \$98.00 a Night

Group Rate Cutoff 9/14/2024

For More Information. Contact One Of The Following:

Dan Rymarz dan.rymarz@outlook.com

Lyle Altes laltes@outlook.com

Jim Evans jdjmevans@sbcglobal.net

Roby's Ramblings

By: Chet Roby

"Riding on the Dark Side of Motorcycling"

Motorcycle safety should be a focus for all motorcyclists. This would include regular maintenance as prescribed in MOM (Motorcycle Owner's Manual), T-Clock inspections prior to each ride, assuring the proper safety gear is being worn during rides, reviewing the weather and forecasting into the areas of travel, assuring you have chosen to "break the-fast" prior to heading out, assuring mental and physical conditioning to support the ride, understanding the social, mental, emotional, and physical aspect of motorcycling...all aiding to assist in an uneventful ride to and from the point of destination.

The above has been scripted in previous articles and re-emphasized on multiple occasions. In this month's "Roby's Rambling" I would like to focus on motorcycle tires versus car tires, single-track versus 2-track vehicles.

I would like to add a disclaimer, to not turn off, insult, or otherwise create ill will with or to anyone. The information I will be sharing is supported by persons with PHD's, Mechanical Engineers, professional race riders, specialists and key personnel in the motorcycle and tire industry.

I would like to discuss and shed light on what is affectionately called the Dark Side, supported by a growing sect of riders that promote the use of car tires on motorcycles. This information is derived from research by Eric Trow, "Riding Motorcycling at its Best," from May of 2016, as well as professional riders Tom Hardy and Austin Butler of "The Bike Riders" movie.

Note: A car tire has a flat profile and is designed to stay flat rather than lean over. But Dark Siders claim they work fine and are cheaper and last longer than motorcycle tires.

Let me emphasize that Dark Siders are deeply passionate about their practice of using car tires in place of prescribed motorcycle tires on their bikes. Many are more than anxious to profess those beliefs in the hope others might also see the light. As one person stated "Remember, the earth was once flat too," as one Dark Sider professed.

Some Dark Siders believe (rightly or wrongly) that car tires provide more economy, are less likely to fail, and safer than motorcycle tires. Others are quick to accuse tire companies, claiming they (the tire companies) know how to make motorcycle tires that last longer and cost less, but instead scheme to make as much money on riders as they can.

The writer of the article "Rider Motorcycling at its Best" (Eric Trow) "...views motorcycle tires as high-performance tires and expect that to come at a price. When compared to their high-performance brethren from the automotive world, I have found motorcycle tires to be on par when it comes to performance, cost and wear characteristics."

The article continues to provide multiple examples of Dark Siders claiming to have collectively ridden millions of miles on car tires without a reported crash resulting specifically from car tire failure (although there is no clear way of knowing if tire handling issues have played a contributing role in any crashes.) Realistically, there have



also been millions of incident-free miles covered by helmetless or poorly dressed riders, but this writer is not ready to leave my gear at home simply because others have been able to do so without landing in the hospital or morgue.

Please stay with me, as I appreciate people who think differently. Unconventional thinking has led to some of the most significant inventions and greatest advancements in human history. Unfortunately, not all alternative ideas are good. In fact, most could be deemed questionable. An example used by Eric Trow was using his lawn mower, as a snow blower, with the point being, experimentation...especially when conducted outside of a test facility and beyond the collaboration of industry experts...can have a dark side of its own.

I have provided some emotional static from the riding industry...let's review some of the industry's view on the role of the motorcycle tire.

Before I delve into any comparisons to car tires, let's first look at motorcyclespecific tires and the role they play. Motorcycle manufacturers point to tires as a vital consideration in the overall design of a motorcycle. Tire choice is never an afterthought for the manufacturer. As noted by Nathan Boyd, P.E., Director, Product Integrity at Harley-Davidson explains, "We look at the motorcycle as a complete system where the tires, the wheels, the swingarm, the forks and the frame are designed to perform together. Changing even one of these components can alter the bike's intended characteristics." As continued by Eric Trow, "...tire specifications are developed for each machine and then tested extensively to assure the optimum performance the product development team was looking for is achieved. Any deviation from that formula would potentially influence handling and safety. With so much thought, analysis and evaluation put into making sure that tires work as part of the bike's overall system, it's easier to understand why the factories urge riders to stick with what has been proven to work by highly skilled engineers, researchers and testers." Nathan Boyd punctuates that point with the following statement..." As a motorcycle manufacturer, we feel strongly that use of tires outside our specifications is inappropriate, including using automobile tires on motorcycles." All tire manufacturers have developed clear tire guidelines and specifies approved tires for its motorcycles, including the Gold Wing (the model many Dark Siders ride), and recommends that owners refer to their owner's manual (MOM...motorcycle owner's manual) when making tire choices.

Even among motorcycle-specific tires, there can be tradeoffs when fitting non-specified tires to certain bikes. Imagine the potential compromises associated with installing a tire that was never intended to function on a motorcycle in the first place.

One-track mind set, versus two-track...differences between car and motorcycle tires.

I know this article is lengthy, but I ask you to stay with me, as the approach to analyze carries multiple factors, which must be considered.

According to Mike Manning, Dunlop Motorcycle Product & Marketing Manager states, "There are several considerations when looking at tire design and use for a single-track camber vehicle such as a motorcycle versus a 2-track vehicle like a car or truck. Tire profile construction and compounds are developed specifically for each type of vehicle." Why? Because cars and motorcycles handle differently. Imagine the images of the sports car and the bike negotiating the same sharp left-handed bend. Both vehicles are BMWs, their handling-and the demands on their tires-are remarkably unlike. The bike leans into the bend, rolling onto the inside edge of its tires. The car remains relatively flat or leans out of the curve, placing the vehicle's weight on the outer edge of the outside tires. Is there any wonder why the tires for each are designed differently to handle the unique forces placed upon them?"

As the motorcycle Industry Council puts it in its Tire Guide (developed in cooperation with the Motorcycle Safety Foundation and the major tire and motorcycle manufacturers), "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. The shape of a motorcycle tire is designed to maintain a consistent contact patch throughout lean." A car tire in this application would be flat and fat when upright and thin and narrow when leaned. "Car tires and motorcycle tires are constructed and designed differently due to the different ways in which they are used," warns John Mosby of Kumho tires, one of the auto tire brands often selected by Dark Siders. "Kumho passenger car tires are not made to absorb the reduced contact patch at high camber angles that motorcycle tires frequently experience. Because of this, durability can be affected by operating at such high camber angles, which can lead to tire failure. We strongly discourage anyone from using Kumho passenger car tires on their motorcycle."

The profile of a motorcycle tire clearly has one large-diameter ring in the middle that tapers to smaller rings at each side (creating the U-shape). As the bike leans, this makes rounding curves much easier than if the tires were square like those of a car. A quick demonstration that was used in the BRC (Basic Rider Course), during the classroom portion, was using an empty coffee cup and a can of vegetables. Both were laid on their sides and rolled across the table. The can, shaped like a car tire, will track straight...the tapered coffee cup, because it has a larger and smaller diameter much like one side of a motorcycle tire, will want to turn. As you lean your bike from the large ring in the center toward the smaller ring on either edge, you are also in effect reducing the gearing of your bike, thereby slowing it in a curve. That makes it easier to add throttle through the bend as prescribed by most riding proficiency experts, which in turn stabilizes the bike's chassis for smooth cornering. The square car tire does not provide that advantage when leaning.

According to Dunlop, "Beyond tire profile, sidewall stiffness plays an important role in motorcycle tires. The sidewall acts as a suspension component and must also provide enough rigidity to not only stand up to the unique forces placed upon it during cornering, but to also take advantage of those forces for precise handling. When the bike is vertical, the bike's suspension system does much of the work in keeping the tire in contact with the ground and controlling the ride. When the bike is leaned, there is less mechanical suspension and more tire suspension characteristics at play. The bike tires are designed and constructed specifically for this use."

Tire composition was also addressed by the Dark Siders. Most modern motorcycle tires use multiple rubber compounds; harder compounds in the center to maximize tread life for highway riding and softer compounds toward the edges to maximize grip when the bike is leaned. Car tires have just one compound since they are not designed to be leaned over or to contend with camber forces.

According to Eric Trow, "the use of a car tire might have no severe consequences during normal riding, it could be problematic when performance really counts, such as when a threat unexpectedly appears directly in the path of the rider. The bike fitted with a car tire cannot be relied upon to respond as well as one with a motorcycle-specific tire when maximum traction and precise handling are needed." Eric continues by asking the question "is it ever acceptable to give up even a small degree of performance advantage when that small compromise could be enough to make an avoidable crash an unavoidable one? Stayin' Safe founder Larry Grodsky once had a rider ask him if he really needed to wear protective gear. "No," Larry replied. "Just wear it on the day you crash." The same logic could hold true for tires. Just use motorcycle tires on the days when you need to avoid a crash.

The bottom line...the manufacturers, engineers and safety experts Eric Trow sought in preparing the article "Tales From The Dark Side" all said the same thing; riders need to realize that this is not a good idea. The Motorcycle Industry Council puts it more directly, "Never mount a passenger car tire on a motorcycle rim; the flat profile of a car tire is incompatible with the dynamics of a vehicle that leans as it corners, and the section of the tire in contact with the rim (the 'bead') is incompatible with motorcycle rims." Eric noted "a motorcycle calls for a tire that was developed to be a specialist in single-track vehicle dynamics." As motorcyclists, we have a need for a specialist; one that was developed

specifically for the demands of motorcycling.

There is one other consideration for a Dark Sider. Even if you believe that running a car tire on your motorcycle fits within your acceptable risk threshold on the road, you may have left out an important consideration that can strike a little closer to home...our litigious society. Can the rider with a car tire mounted on his motorcycle have complete confidence that, in the event of a crash, he will be covered by his insurance? Or that others injured in a crash won't target him with a costly lawsuit because he fits his motorcycle with tires that were not designed or intended for motorcycle use and may have contributed to the crash? Are the few dollars saved by turning to a car tire outweighed by the potential loss of...well, house, property, whatever dollars may be squirreled away for retirement?

As motorcycle safety expert and AMA hall-of-famer David Hough stated during a recent conversation on this topic with Eric Trow, "Motorcycle engineers get up awfully early in the morning to calculate what works best for bikes. An owner who disregards the engineers' advice should think carefully about his or her talents in being cleverer than the engineers. The owner who installs tires not designed for the tasks must take full responsibility for the results." While the practice of fitting a car tire to a motorcycle may work suitably for some-even over many miles-there is no escaping that the rider must accept full liability for a practice that is not endorsed by the industry. Riders must consider carefully what accountability they may have as they openly encourage other riders to adopt a practice that is ardently discouraged by virtually all experts in the industry, including those who have no financial gains in selling more motorcycle tires.

As a safety instructor for motorcycles, ATVs, CPR, and educational writer, I am inclined to make decisions that limit exposure to potential dangers and to personal liability. I believe there is a place for unconventional thinking and that necessity is the mother of invention, but I am opposed to casual experimentation when a life is on the line. Although I have a level of confidence in the words of many riders who have clocked thousands of miles on car tires, I place more trust in the collection of specialists working together on a daily basis, to make sure that all components of a motorcycle work in harmony-not just create a better rider experience, but also to avoid lawsuits due to product failures. I make no judgement of Dark Siders, but as for me...

Thank you for taking the time to read the article.



This tire is a Michelin Pilot, made for a sport bike, versus a Goldwing. The tire is 6 to 7 years aged, and installed by the company that sold the tire to the bike's owner. This is a perfect example of a salesman looking to sell on-hand inventory, versus the correct tire for a Goldwing.



Central Texas Riders (Chapter T)

Rides/Events

<i>CenTex Riders Gathering</i>	<i>23 Jul 2024</i>	<i>Golden Corral - Killeen</i>
<i>Montana District Rally</i>	<i>25 - 27 Jul 2024</i>	<i>Laurel, MT</i>
<i>CenTex Riders 2nd Saturday Ride</i>	<i>10 Aug 2024</i>	<i>Miller's BBQ - Belton</i>
<i>Sturgis Motorcycle Rally</i>	<i>2 - 11 Aug 2024</i>	<i>Sturgis, SD</i>
<i>CenTex Riders Coffee</i>	<i>24 Aug 2024</i>	<i>BRC - Harker Heights</i>
<i>CenTex Riders Gathering</i>	<i>27 Aug 2024</i>	<i>Golden Corral - Killeen</i>
<i>EWMA Rendezvous</i>	<i>29 - 31 Aug 2024</i>	<i>Green Bay, WI</i>
<i>CenTex Riders 2nd Saturday Ride</i>	<i>14 Sep 2024</i>	<i>TBA</i>
<i>North Carolina District Rally</i>	<i>20 - 21 Sep 2024</i>	<i>Brown Summit, NC</i>
<i>CenTex Riders Gathering</i>	<i>24 Sep 2024</i>	<i>Golden Corral - Killeen</i>
<i>Texas District Fall Ride-In</i>	<i>26-28 Sep 2024</i>	<i>Lindale, TX</i>
<i>National Motorcycle Ride Day</i>	<i>12 Oct 2024</i>	
<i>CenTex Riders 2nd Saturday Ride</i>	<i>12 Oct 2024</i>	<i>Alfredo's Mexican Lampassas</i>
<i>Mississippi District Rally</i>	<i>24 - 26 Oct 2024</i>	<i>Biloxi, MS</i>
<i>CenTex Riders Gathering</i>	<i>22 Oct 2024</i>	<i>Golden Corral - Killeen</i>
<i>CenTex Riders 2nd Saturday Ride</i>	<i>9 Nov 2024</i>	<i>TBA</i>
<i>CenTex Riders Gathering</i>	<i>26 Nov 2024</i>	<i>Golden Corral - Killeen</i>
<i>CenTex Riders Holiday Party</i>	<i>6 Dec 2024</i>	<i>TBA</i>



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 MOTORCYCLE ASSOCIATION



Central Texas Riders (Chapter T)

Eagle Wings Motorcycle Association References and Links

EWMA National Website: <https://www.EWMA-World.org>

EWMA National Facebook: <https://www.facebook.com/groups/eagle.wings.motorcycle.association>

Region B Website:

Region B Facebook: <https://www.facebook.com/groups/648709793287460>

Texas District Website: <https://www.gwrra-tx.org/>

Texas District Facebook: <https://www.facebook.com/groups/736753967150486>

CenTex Riders Website: <https://www.CenTexRiders.org>



Making Memories!

Chapter Team:

Directors: Gene & Quinta Harris

Treasurers: Tim & Young Brooks

Ride Coordinators: Jim and Alvalin Woodul

Safety/Rider Education: Chet Roby

Webmaster/Newsletter: Gene & Quinta Harris

Support Our Sponsors — They Support Us!

Computer Solutions

For your complete computer needs, both hardware and software, contact Dan at (254) 680-2983.

4610 Teal Drive

Killeen, TX 76542-3783