



SPARKLE CITY WINGS GAZETTE



SPARKLE CITY WINGS Gathers on the First **Tuesday** of the Month

Eat at 6:00 PM, Meet at 7:00PM at the GRAPEVINE Restaurant

1926 Boiling Springs Road, Boiling Springs, SC 29316

North from I-85 on Hwy. 9 across from Capri's and Willy Taco restaurants

Happy
VALENTINE'S
DAY

FEBRUARY 2024

South Carolina District Team Members

SC District Director and Goodie Store

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Assistant Director

available

Safety Ride Coordinator—East

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Safety & Ride Coordinator - West

Jimmy Cruse kruse199@hotmail.com

Events Coordinators

Jean Kiko inletmagnolia@yahoo.com

Mike Coral

Susan Kruse susanmessich@hotmail.com

Treasurer / Coordinator

Mary Coral marycoral@aol.com or 803-261-0109

Motorcycle Awareness

Paul and Suzette Wood

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District Ambassadors

Buddy and Kim Summer bud-dykimsum@gmail.com

Web Master

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CHAPTER TEAM MEMBERS

CHAPTER DIRECTORS

Kevin & Mary Brown

864-680-3468

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Treasurer

Janetta Siedenburg

Safety Ride Coordinator

Kurt Rasher

Paperwork Aficionado

Mike Siedenburg

Ticket Sales

Barbara Kleppe

Chapter Picture Girl

Robin Upton

Sunshine Lady

Sue Rasher

Facebook admin

Kevin Brown

The logo for EWMA (Eastern Woodmen of America) is displayed in a blue rectangular box with a black border. The letters 'EWMA' are written in a large, bold, black, sans-serif font.



EDITORS PAGE



From some notes taken at the annual forum meeting in Lexington on 1-20-2024

- All known chapter “K” members are registered as members and should be able to log onto website at EWMA-SC.org
- Select chapter
- There now a EWMA book, similar to the GWRRA Gold Book
- Look under member benefits page
- On the Forum page you can post any rides that you want to share, whether you lead or not
- March 22,23,24 there is a border of South Carolina ride planned (more info to come) this will be a 3 day planned clockwise of the states border. If you cannot participate for the entire length, you are welcome to join in and jump out when and wherever you please. Motels and restaurants (mostly fast food to get back on the road)
- For safety issue, if you have any medical condition that you may need help with (in case of accident) and need help obtaining medicine or other health issue, let someone in group know what and where to look for if you cannot get to it.
- Help find a picnic area (free if possible) for ALL chapters to be able to attend a “Brown Bag Picnic Social Ride In” as we will not be doing chapter ride in’s as last year.
- SC Rally will be in Newberry. Flyers available OR on EWMA-SC.org website
- October 10,11,12 Santee Cooper camp out. Flyers available both places as well

Chapter K's Sparkle City Wings

Kevin and Mary Brown

DON'T HANG AROUND TOO LONG IN THE DANGER ZONE!

Most of the time it's less nerve racking, safer and more pleasant views if we ride the back roads and take a more scenic route than riding the Interstate roads. However, every now and then we must jump on the highways for many different reasons. They generally save time to get home quicker or your back roads simply run out and you have no choice.

So, IF you ride the major highway(s) for whatever reason, be safe, be smart and don't hang around those tractor trailers for extended periods of time. You are harder to see than a car or truck and you definitely don't want to play chicken with up to 80,000 pounds!



There are often demonstrations to the public just to show you what a truck driver can see and more importantly what they CANNOT see around them and in front of them. Usually the public is invited to climb up in the rig and witness the view they see in the mirrors and out the windshield and side windows. One example was looking in the right hand mirror, you saw a bike, nothing in front and nothing to the left. When people stepped of the rig, they saw a bike on the left they never saw in the mirror and maybe worse yet, there was a child's tricycle directly in front of the tractor trailer.

The point being, when on the road and traffic is moving slowly and you don't have the opportunity to pass, stay back until you can get the whole group past the rig safely.

BIRTHDAYS FOR THE MONTH

2-10 Mike Riffenburg

2-15 Roberta Peavey

2-25 Sandy Kyle



ANNIVERSARIES FOR THE MONTH



NONE!!

Let's all give a big shout out to everyone celebrating their special day!!
If anyone was missed give a holler to be sure they are put on the list!!

January Gathering Pics



Perfect Attendance for ALL Gatherings for the year 2023
To Mary Brown, Randall Klepper and Bobbie Klepper who
coincidentally missed this meeting! Ha!

Tips for Maximum Tire Life

Okay, so this might not be the best way to extend your tire life, but think of this as the first tip on what *not* to do if you want to have your rubber live its life to the fullest.



Plan ahead: Keep an eye on your tires so you know when they are getting thin. The appearance of wear bars in the tread shouldn't be a surprise. Before they show up, you should have a plan for replacing them. That means finding the tire you want and knowing what it will cost. There is nothing worse than wearing out a set of tires 738 miles from home and discovering that the local dealer doesn't have the tire you want, and charges two arms and a leg for what he does have. Better to replace those not-quite-dead tires before you leave home.

Give 'em some air! Nothing is as important to maintaining a tire's integrity and performance as proper inflation pressure. The air, not the tire carcass, supports the bike. Low tire pressure—especially when combined with overloading—increases heat, which at the least will accelerate tread wear and impair handling and traction. At the worst it can lead to damage in the tire's structure. Slight excess pressure may reduce traction slightly and give a minutely rougher ride, but it won't hurt tread life in most cases.

Alignment: Shaft drive bikes have no adjustment, but if you have a chain or belt, pay close attention to alignment. Using two long straight edges, a piece of string looped around both tires, or an experienced eyeball may be better than the factory alignment marks (though these are more accurate than they once were). Proper alignment will assure better handling and keep the tires from working against each other and wearing faster.

Cap it: The valve stem cap is an important part of your tire's sealing system. It prevents leaks at high speeds, when centrifugal force can open the valve inside the stem. Use a good one, preferably metal, with a sealing O-ring inside. Auto stores sell custom chrome ones, which add a nice touch but may affect balance.

Give 'em a brake: Hard braking, especially with a tire locked up, wears tires quickly. Practice your panic braking, but keep your normal stops mild. The same applies, to a lesser extent, to hard starts.

Soap and water only: Tire manufacturers say that the only stuff you should use to maintain the appearance of your tires is mild soap and water. They say that the so-called protectants actually remove the oils in the rubber, leading to premature cracking and finish deterioration. Wipe off chain lube, brake fluid and gasoline promptly.

Storage: Sunlight and ozone attack tires. Store them in a dark place away from electric motors (refrigerators, compressors, etc.) and solvent fumes.

Gauge your gauge: Though most of those inexpensive pencil gauges are pretty accurate when new, we have found older gauges—including the dial type—that are way off. Tire manufacturers at rallies and other events will sometimes check them for you. Otherwise, simply compare your gauge to several others; using a large tire for the test.



JOKES OF THE MONTH (Groan now or forever hold your peace)

The Pope decides to take a cross-country tour across America, beginning in California and ending in New York.

Somewhere in the Mid-West, the Popemobile breaks down, and while it's repaired, the Pope continued his journey with a limousine rental.

After a few hours, the limousine driver rolled down the glass partition, and spoke: "I know I'm not supposed to talk to you, your holiness, or highness - I'm not even sure what to call you?"

"It's okay, my son, say what you want to say."

"Well, when they told me who I'd be driving, I was really thrilled. It's such an honor, and if there is anything I can do to make it a better trip, I'll do my best to make sure it happens."

The Pope thought for a while, then replied, "You know, before I became Pope, I really enjoyed driving. I would drive for hours. But now, no one will allow me to drive anywhere. Would you mind if we switched places and I can drive?"

The limousine driver agreed and the two switched places.

After a while, the Pope became relaxed, turned the radio on, hung his arm out the window, and just enjoyed cruising. However, not aware of his increasing speed, he was soon pulled over by a motorcycle cop.

The cop walked up to the limousine, saw who was driving, said, "Excuse me, your holiness, for a moment", then returned to his bike and got on the radio.

"Chief, I think I have a problem. I believe I pulled over someone pretty important, and I'm not sure how to deal with it."

The Chief responded: "Don't tell me you pulled over a state representative again, Johnson?"

"No, I think this person is more important."

"Not our Governor?!"

"No, I believe more important than the Governor."

"Johnson, tell me you didn't pull over a Presidential Motorcade."

"No, they may be even more important than the President."

"What? Really? Who's more important than the President?"

"Heck if I know, but the Pope's driving."



DATES TO REMEMBER

REGION A EWMA RALLIES

EWMA NC WOS District Rally

Location and Date to be determined

9th Annual Wingers and Waves Cruise

February 2, 2024

EWMA Florida District Gathering of Friends

March 14th, 2024

Tennessee District EWMA Spring Fling

April 25th, 2024

2024 EWMA Rendezvous

August 24th, 2024

Chapter K next gathering

FEBRUARY 6TH

MONTHLY DINNER RIDE



NO PHOTOS AVAILABLE



**WHEN THE ROAD CAPTAIN
TAKES THE WRONG TURN**



I may have taken a wrong turn now and then, but not this bad!

**I GOOGLED MY
SYMPTOMS...
... TURNS OUT I
JUST NEEDED TO
GO RIDE,**



THE TRAINED RIDER DIFFERENCE

In AMA's American Motorcyclist magazine, Allstate Insurance Company commented, "Riders who have gone through a motorcycle safety training course are involved in fewer crashes than those who haven't had training, and they're not as likely to be seriously injured when they do crash because they have better collision avoidance skills."

Train up a child in the way he should go, even when he is old he will not depart from it. (Proverbs 22:6)

Are you a safe rider? Don't answer too quickly—here are some self-evaluation comments and questions that can help you decide.

WHAT'S YOUR EXPERIENCE LEVEL?

Would you consider yourself to be a novice, intermediate, advanced, or maybe even an expert rider? Some could have more than 30 years of "one year's worth of experience". In other words, they've been riding for a long time, but haven't shown any real improvement in their riding behavior, techniques, or skills; and they continue making the same mistakes, but don't even know what they're doing wrong.

Do you see some who are skilled in their work? They will serve before kings; they will not serve before officials of low rank. (Proverbs 22:29)

WHAT'S YOUR LEVEL OF KNOWLEDGE?

How much do you really know about motorcycle riding? It might be less than you think... Ask yourself a few questions to estimate your level of understanding. The following concepts are some of the most crucial skills that should be practiced by riders every time they ride.

- Do you understand visual directional control? How skilled are you at using your head and eyes to guide your motorcycle—rather than just steering with your hands?
- Do you know how to achieve emergency braking? If you don't practice it regularly, you don't have it. And if you haven't learned good braking strategies, you don't have much to practice.
- Do you understand counter-steering? If you believe that you steer the bike by leaning, and not by precise "opposite" inputs into the grips, you need instruction and practice in this lifesaving technique as well.
- Do you have a plan for each corner you encounter? Smooth, fluid cornering is much more than just point-and-shoot. It can be broken down into smaller skill components, and it's where most accidents happen.
- Do you know how to swerve quickly? Or is your strategy to hold on tight, and hope for the best?

Are you aware that you can alter your CCoG? You can change your Combined Center of Gravity for better ground clearance in the curves and have more options for getting out of a potentially serious situation.

The list could go on and on, but even if it's all familiar to you, you should still be taking some kind of formal rider training regularly. Regardless of how good we may be (or think we are), there's always something we can learn that will help us become safer riders. According to recorded statistics, simply acknowledging that truth makes you a safer rider. However, if you feel there's nothing more you can add to your riding skills, then perhaps this would be a good time to part ways with your bike and riding gear, while there's still something of value to sell, and before you hurt yourself, or someone else.

For by the grace given me I say to every one of you: Do not think of yourself more highly than you ought, but rather think of yourself with sober judgment, in accordance with the faith God has distributed to each of you. (Romans 12:3)

If you're uncertain about your ability in these areas or others or any others, the solution is to set aside time to practice and improve. A training course is the best way to do it, but you can also practice riding techniques on your own. Spend an hour or two, at least once a month, in an empty parking lot working on turns and emergency braking skills. You can also work on your skills while riding, and before you head out, ask yourself, "What am I going to practice today?" Pick one skill at a time such as front brake use, keeping your eyes up, or looking through turns, etc., and then focus on improving that technique. Purpose to practice different skills regularly...

Therefore, everyone who hears these words of mine and puts them into practice is like a wise man who built his house on the rock. (Matthew 7:24)

Excellent rider courses are available almost everywhere:

- For training in more basic riding skills, BikeSafe NC has courses all over North Carolina— you don't need to be a NC resident to attend, and they're free!
- The Motorcycle Safety Foundation (MSF) has excellent schools locally at Harley Davidson of Greenville, and D2 Powersports in Spartanburg, and their training offers instruction in first-time riding skills through intermediate techniques. If these locations aren't convenient for you, MSF can be found all over the US.
- If you want training at a more advanced level, I teach the Advanced Safety Course, Rider Training Series LLC (<https://www.facebook.com/advanced.safety.course>) in Greenville, SC, and the 2024 dates are March 23rd, July 20th, and September 21st.
- your low-speed turns and emergency braking skills. You can also work on your skills while riding, and before you head out, ask yourself, "What am I going to practice today?" Pick one skill at a time such as front brake use, keeping your eyes up, or looking through turns, etc., and then focus on improving that technique. Purpose to practice different skills regularly...

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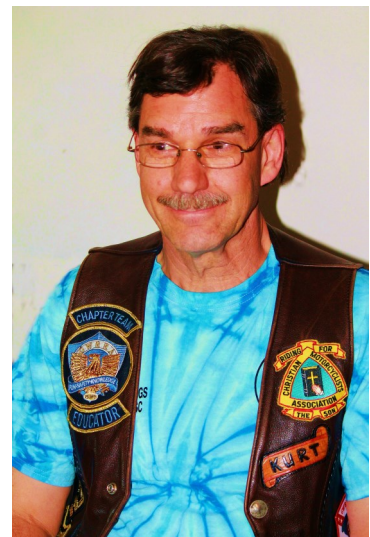
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- Still not advanced enough for you?! Join me (and so many others!) at racetracks to learn more about what you and your motorcycle can actually accomplish! My first scheduled Track Day weekend is March 9-10 at Roebing Road Raceway, near Savannah, GA.

Therefore, since we are surrounded by such a great cloud of witnesses, let us throw off everything that hinders and the sin that so easily entangles. And let us run with perseverance the race marked out for us. (Hebrews 12:1)

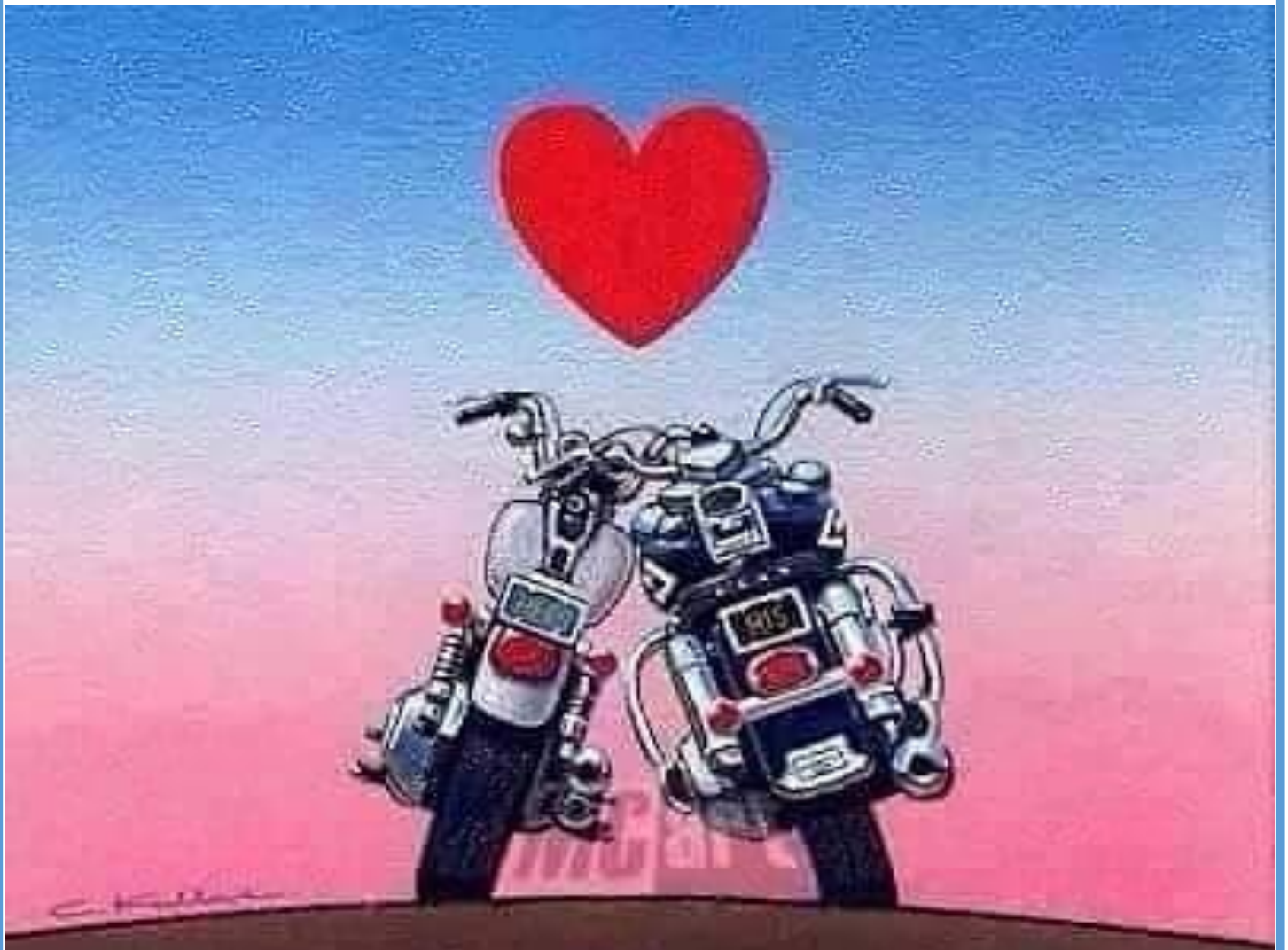
If you'd like any further details about anything mentioned here, please see my contact information below, and I can either answer your questions, or put you in touch with someone who can.

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God bless you with His Most Amazing Grace,
Kurt Repsher
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[YOUR RIDE PLAN](#)



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Happy Valentine's Day

