

THE RIDERS MAGAZINE



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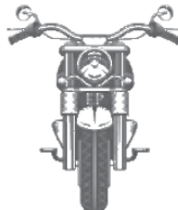
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WHAT IS OKLAHOMA BIKER

OKLAHOMA BIKER is the ONLY motorcycle lifestyle marketing company in Oklahoma that illustrates Oklahoma motorcycle runs, motorcycle rallies, and motorcycle events through videos, pictures and written observations.

OKLAHOMA BIKER spotlights motorcycle runs, motorcycle rallies, motorcycle events, and biker friendly businesses — but mostly Oklahoma BIKERS.

OKLAHOMA BIKER began as a print magazine in 2004 to realistically portray the biker lifestyle to the citizenry of Oklahoma. Our mission is “to communicate what it means to be an Oklahoma biker and to illustrate the brotherhood existing between Oklahoma bikers.”

Today OKLAHOMA BIKER is the foremost provider of entertainment news and information to the Oklahoma biker community. This is accomplished through video productions, magazine publications, event promotions, websites, social media, and specialty printing.

OKLAHOMA BIKER is the place to look for biker friendly businesses, stories, events, and merchandise pertaining to Oklahoma and Arkansas bikers.

OKLAHOMA BIKER also specializes in providing digital marketing and print solutions to businesses seeking bikers and motorcycle enthusiasts as customers.



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The Oklahoma Confederation of Clubs promotes communication and education to and between all motorcycle enthusiasts. Our strength is a Confederation of Clubs coming together to defend our Constitutional Rights and further our motorcycle lifestyle through education and the political process.

Meetings are held on the first Sunday of every other month at 1:00 pm starting in January. The meetings that fall on a holiday or holiday weekend may be rescheduled.

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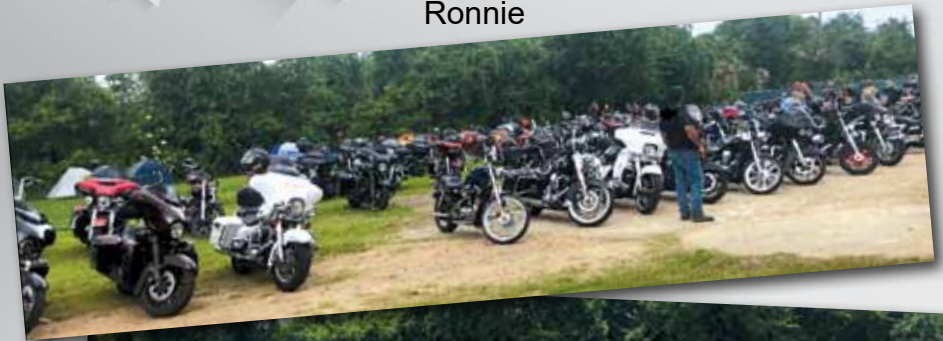
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MEMORIAL DAY

Have you ever heard the expression, “if I told ya I would have to kill ya”? Well that’s almost fitting for Memorial Day this year.

So to be safe, I ain’t telling where I was nor who I was with. I will say this it was one hell of a good time! And to kinda coin ol’ Hank, “we cooked more than 1 pig in the ground, and we had more than just beer on ice” It was 1 heck of a party! No incidents of any kind, and a good time was had by all! Bikers, Booze and a Boucherie, now that’s Memorial Day!

“Roast no pig before it’s time”
Ronnie





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20 is a Terrible Number

800-273-8255 is a Good Number

An average of 20 military Veterans commit suicide every day. There's nothing average about an American Vet, or the loss of one. These tragic losses especially affect Oklahoma because one of the highest percentages of Vets comes from Oklahoma. Less than half of 1 percent (.005%) of Americans wear the uniform, but more Vets are committing suicide than other groups.

Veterans who are in crisis or having thoughts of suicide, and those who know a Veteran in crisis, please call the Veterans Crisis Line 24 hours a day for confidential crisis intervention and support. **Call 800-273-8255 and press 1 or Call 911.** You might want to put the number in your cell phone. The VA offers resources for both Veterans and their families.

Suicide Is Preventable – Suicide is a national health crisis that affects all Americans, whether or not they have served in the military. Everyone has a role to play in preventing suicide.

Learn some of the most common signs of suicide:

- Hopelessness; feeling like there's no way out
- Engaging in risky activities without thinking
- Rage, anger, or talking about seeking revenge
- Withdrawing from family and friends
- Talking about being a burden to others
- Talking about wanting to die or unbearable pain
- Anxiety, sleeplessness, or mood swings
- Feeling like there is no reason to live
- Increasing use or misusing alcohol or drugs

The following signs require immediate attention:

- Thinking about hurting or killing themselves
- Looking for ways to kill themselves
- Talking about death, dying, or suicide
- Selling or giving away all their property
- Self-destructive behavior such as heavy drug misuse, carelessly handling weapons, etc.

What to do:

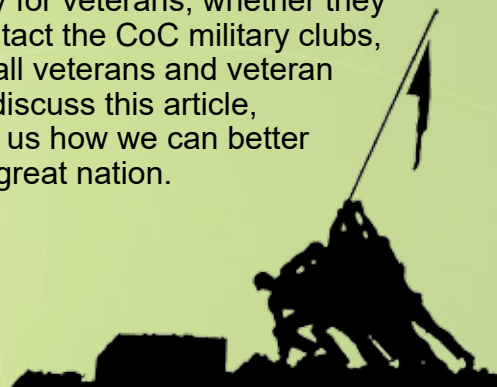
- Do not leave the person alone
- Remove any firearms, alcohol, drugs, or sharp objects that could be used in a suicide attempt
- Call the National Suicide Prevention Lifeline at 1-800-273-TALK (8255) or 911
- Take the person to an emergency room, or seek help from a medical/mental health professional

The VA recently launched the **S.A.V.E.** online suicide prevention training video to those who work with, live with, or care for service members. S.A.V.E., which stands for “Signs,” “Ask,” “Validate,” and “Encourage and Expedite” offers simple steps that anyone can take when talking with Veterans who are at risk for suicide. Go to <https://www.sprc.org> and search for S.A.V.E. This site also provides tribal suicide support.

Another good resource is <https://maketheconnection.net/>. Hear from Veterans and family members who have coped with similar challenges. Supporting a Veteran is an important role that can be a tough mission.

A number of veteran motorcycle clubs are members of the Oklahoma Confederation of Clubs (CoC). These veteran clubs assist and provide comradery for veterans, whether they ride or not. If you want to contact the CoC military clubs, call me. This column serves all veterans and veteran clubs. Please contact me to discuss this article, suggest future articles, or tell us how we can better serve those who served this great nation.

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Seemingly Irrelevant Decisions (SID)

Some decisions that may seem irrelevant at the time.

It's not always what we can SEE.... we have learned that recently! It may not be a flat tire or a lack of skill or a problem in traffic, it MAY be something that we bring into the situation.

Many of the ordinary decisions we make every day before swinging a leg over the bike seem to have nothing to do with riding safety. Yet, they could often prove to be the one small step that impairs our judgment and leads us toward a crash. Impairment doesn't always come in the form of drugs or alcohol.

Have you ever done any of the following which led you into a risky situation? One that resulted in a lapse in judgment on the bike? You can learn to recognize these by exploring your previous patterns and then making the appropriate corrections.

Not grounding yourself before riding – skipping your pre-ride ritual

Valentino Rossi talks to his motorcycle as if it's alive before each race. You are getting ready to engage in a dangerous sport. Get your mind focused on the task at hand. Develop a mantra, "Where am I? What am I doing?"

Being over-tired from working long hours & then riding – not assessing your state of mind



Going along with riding buddies to a tavern stop to listen to a band on the bike – letting peer pressure over-ride your gut instinct

Skipping breakfast, forgetting to pack snacks – lack of self-care on the road

That seemingly irrelevant decision could prove to become more than just annoying. We need all of our mental capacity to fully function on the bike. If we're hungry or worse, too much of our mental state is focused NOT on keeping ourselves safe on the road. Take snacks, take breaks, try to be at your best physical state on the bike.

Running that yellow light – riding in a hurry

Not looking both ways at intersections for cars running red light – forgetting motorcyclists are often invisible to car drivers

Showing that fast car next to you that you can out race them -- gunning the light as soon as it turns green

Deciding NOT to be first off the line at a green light could be the SID that saves you from impact of that car that runs a yellow/red light. Wait a few seconds, taking your time off the line could be the one smart decision that changes/saves your life.

Looking at that left-hand turner's eyes rather than their tires – not knowing where to focus

Deciding what's the priority for your focus is of paramount importance. Are you looking at the driver's eyes or the direction/movement of their tires? Why? Are you worrying about that pine cone in the road or the Corvette that's crossing the yellow line into your lane? Deciding where to focus our eyes and how we scan for priorities can improve our ability to see collision traps quicker.

Not knowing your escape route – not riding with a mental strategy

All of these are just the tip of the iceberg of what we could lapse into without keeping our focus on safety. You may be a seasoned rider with many miles under your belt, but a relapse is just around the corner if you fail to stay sharp.

Staying in a heightened sense of alert is difficult and exhausting, especially during trying times. Sure, we ride to forget our troubles and put them behind us.

However, with all that's going on ... it's difficult to focus on riding while our minds are somewhere else. I encourage you to narrow down your seemingly irrelevant decisions during this time and always!

**Ride Safe,
Oklahoma Bikers**



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BIKERS & DUCKS IN HEAVEN

THREE BIKERS DIE IN AN ACCIDENT & ARRIVE AT THE PEARLY GATES OF HEAVEN. ST. PETER GREETES THEM & TELLS THEM "WHATEVER YOU DO, DON'T STEP ON A DUCK!" WELL, THE BIKERS THOUGHT THAT SOUNDED VERY ODD, BUT WHEN THEY ENTER HEAVEN, THEY LOOK AROUND & THERE ARE DUCKS EVERYWHERE!

THE 1ST BIKER WAS TALKING TO THE 2ND AND, NOT PAYING ATTENTION, STEPPED ON A DUCK. ST. PETER APPEARS AT HIS SIDE WITH A PAIR OF HANDCUFFS & A VERY UGLY WOMAN. "NOW THAT YOU HAVE STEPPED ON A DUCK, YOU SHALL BE CHAINED TO THIS HIDEOUS LOOKING WOMAN FOR THE REST OF YOUR DAYS HERE." A FEW WEEKS LATER, THE 2ND BIKER SUFFERS THE SAME FATE. NOW THE 3RD BIKER IS DETERMINED TO NOT STEP ON A DUCK. YEARS GO BY & HE'S YET TO STEP ON A DUCK. ALL OF SUDDEN ST. PETER APPEARS WITH THE MOST BEAUTIFUL WOMAN HE'D EVER LAID EYES ON & HANDCUFFS THEM TOGETHER & WALKS AWAY WITHOUT SAYING A WORD.

THE BIKER ASKS THE BEAUTIFUL LADY "WHATEVER HAVE I DONE TO DESERVE THIS?" "I DON'T KNOW ABOUT YOU, BUT I STEPPED ON A DUCK" SAYS THE WOMAN.



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OKLAHOMA BIKER CALENDAR

CHECK WITH VENDOR FOR EXACT DATES, TIMES,
LOCATIONS, ETC...

* EVENTS SUBJECT TO CHANGE OR CANCELLATION

Saturday, July 4

**Family Freedom Motorcycle
Rally - Route 66 Biker Rally**

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26101 Milfay Rd

Depew, OK

Saturday, July 11, 2pm - 8pm

**American Veterans MC
(Claremore Chapter)**

**Annual Block Party &
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Claremore, OK

Thursday, July 9 -

Sunday, July 12

BikeStock Oklahoma 2020

Route 66 Biker Rally

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Sunday, July 12

Jeff Williams

Tulsa Motorcycle Swap Meet

Admiral Twin

7355 E Easton St

Tulsa, OK

Saturday, July 11

Bikes, Blues and Boom

Poker Run

Wyandotte, OK

Thursday, August 20 -

Sunday, August 23

Route 66 Biker Rally 2020

Oklahoma After Sturgis Party

Route 66 Biker Rally

FEATURED EVENT!

FEATURED EVENT!

26101 Milfay Rd

Depew, OK

Sunday, August 30
Jeff Williams Tulsa
Motorcycle Swap Meet
Admiral Twin
7355 E Easton St
Tulsa, OK

Friday, September 18 -
Sunday, September 20
ABATE Oklahoma
Freedom Fighters State Rally
Route 66 Biker Rally
26101 Milfay Rd
Depew, OK

Saturday, September 19
Patchwork Pup's Yearly Party
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Saturday, September 19
Rug Rats Run
OKC, OK

Saturday, September 19 -
Sunday, September 20
Guthrie Fall Motorcycle
Swap Meet
Guthrie, OK

Wednesday, September 23 -
Saturday, September 26
Bikes, Blues, and BBQ
Fayetteville, AR

Thursday, October 1 -
Sunday, October 4
Route 66 Fall Biker Rally 2020
Route 66 Biker Rally
FEATURED EVENT!
FEATURED EVENT!
26101 Milfay Rd
Depew, OK

Thursday, October 15 -
Sunday, October 18
Sparks Halloween Biker Bash
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Thursday, October 22 -
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Motorcycle History (or Mystery)



There are only a couple of facts concerning the origin of this motorcycle, where it was found and where it is today. Everything else is just speculation. A mystery many have tried to solve through the years. Some speculation traces it all the way back to a manufacturing plant in Germany. Which brings up more questions than it answers.

1916 Traub. Rarest of the rare! Discovered in 1967, concealed in a brick wall of a residence in Chicago. Its maker is unknown. All of its parts--excluding the seat, carburetor, and magneto appear to be hand-built. None of the parts are interchangeable with the

components of any other early machines known. The bike is in perfect operating order and performs flawlessly to speeds in excess of 80 mph. Although the bike's origin is still a mystery, efforts to uncover the Traub's true story continues to this day!

We begin this mystery in a dusty, forgotten space behind a wall. In 1967, a plumber was called to a repair job at a house in a Chicago suburb. Here, in this untouched space sat a mysterious motorcycle. It had been walled up and left there since 1916, and here is where the fascinating plot thickens. This is thought to be the rarest model in all of motorcycle history. It's called

the Traub motorcycle, and it is the only one in existence. Sure, there are plenty of classic bikes and one-offs out there, but what makes the Traub the rarest motorcycle is its brilliant engineering, and it's the sole one of its kind. Its construction was well ahead of its time, and it still runs today.

When the Traub motorcycle was first discovered in 1967, the former owners of the home were tracked down. The previous owner revealed that their son had stolen the motorcycle in 1916, presumably from the Traub's original owner and creator. As the story goes, the father was so enraged at his son's act of thievery, that he forced him to enlist in the Army. Given that this was in the throes of the First World War, the son was then sent to fight and tragically did not return.

One could venture to guess that perhaps the son, knowing he was about to be sent overseas into battle, hid the stolen motorcycle so that he may return to it. The hiding place must have been secret, and when the son was killed in action, the secret died with him. And so the bike remained, untouched for half a century.

The identity of the Traub's

creator has been frustrating historians for years. While the name of the man who could have been the bike's creator has likely been found, it is impossible to say whether it is a definitive answer. It's time to get into the nitty-gritty of my research, and it all starts with a man by the name of Traub.

Gottlieb Richard Traub was born in America but was of German descent. Correspondence from a "Richard Traub" to the editor of *Motorcycle Illustrated* was printed July 1907. The letter's author lists his address at North Paulina St., Chicago, and talks about his homemade four-horsepower motorcycle.

Interestingly, the specs he lists in the correspondence are similar to the motorcycle by the same name that was discovered within the wall. However no further historical research could further connect Gottlieb Richard Traub with the makings of motorcycles.

According to the 1910 census, the 27-year-old Gottlieb Richard Traub lived at 1520 North Paulina St., Chicago, and was a toolmaker at a factory. Later, on his WWI draft registration card in 1917-1918, he stated that he was a self-employed experimental

machinist. Experimental machinist, you say? At a motorcycle shop, perhaps?

Notice the sign appears to be photo shopped.



This photo shows the “Richard Traub Motorcycle Shop.” The date and location of this picture are unknown (believe me, I tried), but census records state that our mysterious Gottlieb Richard Traub worked out of an attached garage on his property. One could venture to guess that this is his shop and it might be the one located at the back of his residence on North Paulina Street. North Paulina Street is also not far from where the bike was found walled up in 1967.

The 78 ci V-twin engine of the 1916 motorcycle yields a capacity of 1,278cc. This was absolutely huge compared to

other motorcycles at the time. For example, the 1919 Indian Scout was 500-745cc, and the 1919 584cc Harley-Davidson Model W three years later.

The Traub could also easily reach 85 mph, which is also years ahead of its time. Pair this with the fact that the homemade Traub motorcycle was all built by hand, and you might begin to realize how awesome of a bike this truly is.

The Traub is located in Dale Walksler’s collection in the Wheels Through Time

Museum in North Carolina, where it remains today. Amazingly, the 100+-year-old Traub still runs perfectly, and Walksler even takes it out on an occasional joy ride.

If Gottlieb Richard Traub truly was the creator of the mystery motorcycle, it’s apparent that he put a lot of time and effort into the prototype. It makes you wonder if the Traub was stolen, why wasn’t it reported? There are no records or police reports that indicate Traub tried to locate the missing motorcycle, which deepens the mystery. Gottlieb Richard Traub died in 1952. Sadly, the engineering genius

and explanation behind the motorcycle that bore his name possibly died with him.

The Traub also had some amazing engineering in it, the likes of which are still not seen today. The engine was hand-built to such precise specifications that when the current owner rebuilt it, he only had to make one gasket for it. That's because there are no other gaskets in the entire engine. The design tolerances are that precise. Additionally, the bike used an unusual twin rear drum brake, actuated by a cam system. Brake shoes clamped not only the inside of



the drum but also the outside, providing even more braking power. A modern disc brake is obviously more effective, but this would have been an amazingly powerful brake over 100 years ago.

This tid bit of History
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4th Annual Crawfish Boil Scooters South 40 Broken Arrow

Actually, you don't have to go to Louisiana to have a Crawfish Boil!

Scooters South 40 Bar & Grill had one Saturday May 30. And it was great! For those that know don't me, I hang out in Louisiana a lot, and thus go to many crawfish boils. But this was my first here in Oklahoma, and it was great, if you missed it too bad for you, just more to eat for those of us that went. There were lots of bikes and many people, and a good time was had by all. I even saw a few guys I knew, and had not seen in years, it seems after the lock down (so to speak) everyone wants to get out and mingle. And mingle we did, add some good food and cold drinks, it don't get much better than that! This was the 4th annual Crawfish boil for Scooters, and I can't wait for the 5th next year.

Boil on, Ronnie





TECH TIPS

How to Care for Your Motorcycle's Belt Drive

Belts are low maintenance, but that doesn't mean zero maintenance.

A properly cared for drive belt can last a hundred thousand miles, and maintaining it just means checking its condition and tension about as often as you change the oil and filter.

How To Inspect A Motorcycle Belt Drive For Damage And Wear

To inspect the belt, rotate the rear wheel and check the inside and outside surfaces, looking for cracks, missing teeth, tears, or holes. A few nicks in teeth or minor fraying along the edges is normal and nothing to worry about, but major damage means it's time for a replacement. Next, take a look at the pulleys. If they're chromed, you want to ensure that the material isn't flaking off since that serves as a hard, durable coating. Otherwise, you're just looking for uneven teeth, chipping, or other signs of wear.

How To Check And Adjust Motorcycle Belt Tension

Next up is your belt tension. Some manufacturers want the bike on the jiffy stand or with a rider on board when you check the tension, so make sure to reference your owner's manual for the exact procedure and deflection specification. The Harley we worked with can be on the jiffy stand or held vertically, and it's supposed to have a specified deflection¹ under 10 pounds of pressure. To apply exactly 10 pounds you're going to need a very well calibrated finger or a special tool like a belt gauge. Yup, you need a special tool, but it's inexpensive and has a universal fit, and that's a small price to pay to only have to check your belt every 5,000 miles.

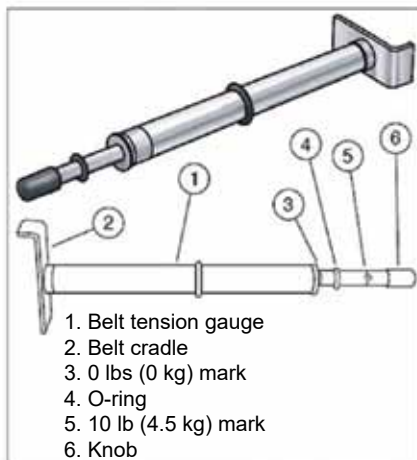
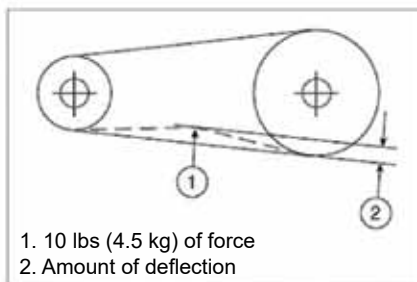
To check the deflection with the tool, slide the O-ring to the 10-pound line, put the tool perpendicular to the belt midway between the front and rear pulley, and note the measurement with zero

pressure on the belt. Harley does you the favor of putting a window and 1/8th-inch graduation marks on the belt guard, but the tool may have a ruler scribed on it as well. Once you've got your starting reference point, press on the bottom of the tool until the O-ring just touches the base and measure the deflection. It's a good idea to rotate the wheel and check the belt in several locations and then average the figure.

If the tension is out of spec, loosen the axle and reposition the wheel to get the tension right. Some bikes will have a bolt with a locknut, while others will have a snail shell adjuster plate. Whichever style your bike has, make small adjustments—equal on both sides to maintain rear-wheel alignment—and recheck the tension until it's spot-on. Then tighten the axle, check the

tension one final time, and you're good to go for another several thousand miles.

¹ See Specifications for specific model.



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Patchwork Pup

The ride to Patchwork Pup in Claremore, the destination could be more enjoyable than the actual ride. I have used Patchwork Pup a long time, but last week was the first time I visited them. Boy, was I surprised!



When you enter, you might think that you just walked into a large herd of cattle, there is so much leather: jackets, vests (with & without gun pockets), pants, chaps, overalls, gloves, and caps. Patchwork Pup is a lot more than just an embroidery and sewing shop. They are one of the largest



and most complete motorcycle apparel and clothing accessory shops in Oklahoma. You can get custom license plates or license plate billets, flags and motorcycle flag holders, t-shirts, patches, back patches, pins, vest chains – the list goes on, seemingly longer than the road to Woodward.



While biker, military and Masonic clientele make up the bulk of her customers, Glenda, owner, has had some unexpected product requests. They have made patches for the court service dogs, handkerchiefs with special sayings for wedding party gifts, embroidered naked ladies on memory patches,

Mother's Day and Father's Day t-shirts with family photos, graduation sashes, and mouse pads. Patchwork Pups are developing a line of rhinestone patches and bandanas. They are already making reflective patches and back patches. Think of it, a little extra safety while flying your colors – nice idea.



A large selection of products is not the main reason to buy from Patchwork Pup. If it were, we all would be buying from the big box stores, or Amazon. What buyers want and need are good products, fair prices, great and personal customer service. That sounds like the definition of Patchwork Pup. They know and respect bike



protocols regarding patches and vest handling.

In more than 15 years of being active in the Oklahoma biker community, I have never heard a bad word about Glenda, or Patchwork Pup. About three years ago, I had a problem with a custom back patch I had ordered. Patchwork Pup used wrong colors in the patch. Colors that were too close to a 1%er club's colors. I called Glenda. She immediately re-made the patches using the correct colors, and mailed



them to me, at no costs. That's service I can live with.

Glenda reminds all readers that they are welcome to attend Patchwork Pup's Yearly Party, on September 19th. This free party is a way of thanking customers for making them successful. The party starts

at 8am and lasts until the last band goes home. There will be free food, drinks, live music, kids activities, and a car & bike show. You owe it to yourself to visit Patchwork Pup. You will find ideas for gifts, club patches and identification, and nice to have and must have accessories.



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- Oct 18-20 - Freedom Fighter Rally
- S.M.I.L.E. (check website/Facebook for date)

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Jesus Never Gives Up on You



Uncle Ezekiel was a mighty man of God and a Prophet to the Nation of Judah. He lived and ministered in the darkest days of the nation, a seventy-year period in which Judah had been in Babylonian captivity. They had rebelled against God and paid the price for it. Their homeland Jerusalem had been destroyed. All they had or ever would have was long gone. They were finished and they knew it! All hope was gone but the Lord had other plans.

Uncle Zeek had a vision of dead man's bones spread all over the valley floor. As he walked the valley, he was asked by the Lord if these bones could live, Uncle Zeek answered, "Lord, only You know these things." Then God told Ezekiel to prophesize or speak to the bones and as Ezekiel spoke the Word of the Lord, the bones began to rattle and come together.

Muscles began to form on them and they were covered with flesh. Suddenly life came into them and they stood up on their feet - an Exceeding Great Army! You see It's not over until Christ Jesus says it's over! You may think you're finished, your hopes and dreams crushed, shattered beyond repair.

Many of us have felt the pain of defeat and the shame of sin but Jesus came and gave clarity to our very confused minds. He filled us with His Holy Spirit and brought us back to life again. Then He turned our lives into something greater than we ever thought possible. He restored our health. He healed our wounds. He took out the awful old parts of us and put in new things, so we actually like ourselves and so do others. He made us happy and filled us with His Peace. He has truly restored us and made us new. Changed us from the inside out. Never to be the same again.

So join us today and be part of this Great Army that only God raises up! He has handpicked you - He's calling your name isn't He?

Are your bones rattling?

Is there a shaking within as He calls you to come unto Him?

Today is your day of Salvation Bro, don't put it off, tomorrow may be too late.

Choose Jesus and choose Life, you'll sure be glad you did!

CMA Preacher Dennis

Guthrie Swap Meet

Well today was the day, The Guthrie Swap Meet. I have been to so many swap meets in my time, it is not even funny. The Denver Swap Meet was always my favorite, but who in their right mind wants to go to Denver in January? Add that to the fact that most everything has been shut down for COVID for the last few months. And here we have the perfect storm (or swap meet as it was). Guthrie, OK, yep you heard me right. It opened up at 9 am, officially, but folks were crowding the door before 8:30. By 10:00 it was standing room only inside. Never seen anything fill up so quick before. Folk's it's just a swap meet, but no it was not. It was the end of a drought. A drought or lack of biker events! Everyone wanted to do something, and/or go somewhere. And here we were! I was truly impressed; this was by far the best swap meet I have ever been to. Not because of the parts (although there was plenty of parts), it was the camaraderie that had been lost during the stay at home orders. It was lost, but now it was found! Everyone was just happy to be out and around other bikers, if for no other reason but to catch up on the gossip. We have been waiting for a while, but today it was here! And everyone had a good time! Thank you "Andy Barrett" you pulled it off!

Swap on, Ronnie







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we want to show these kids and their families that there is always someone that can relate and empathize with them and is ready to step up and be there for them! We are always looking for new members and expanding chapters to support the cause of "Making a Difference One Child at a Time"!! Check us out at WWW.RU4C.ORG!



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