

THE RIDERS MAGAZINE



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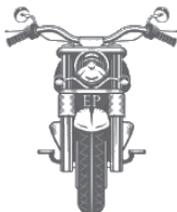
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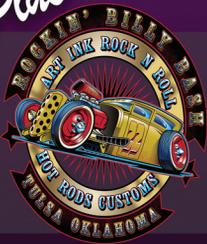
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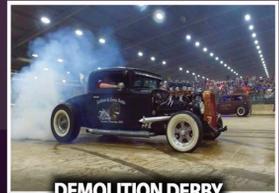
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WHAT IS OKLAHOMA BIKER

OKLAHOMA BIKER is the ONLY motorcycle lifestyle marketing company in Oklahoma that illustrates Oklahoma motorcycle runs, motorcycle rallies, and motorcycle events through 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 magazine publications, event promotions, websites, and social media.

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



PUBLISHER

Vickey Warren

EDITOR

Amy Addams

STAFF WRITER

Ronnie Page

CREATIVE DIRECTOR

Emmet Pedrick

SALES

Jim (Radar) Koelle

Summer Jones-Wait

Christopher “Stretch” Campbell

PHOTOGRAPHY

Larry “AKA Stoner” Sultz

Summer Jones-Wait

Cover Photo: Jennifer Gladney

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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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The Ride

Editorial by: Vickey

This is my current opinion on whatever I happen to have an opinion on. You can always comment back on our website. Only rule, NO politics! Thanks for reading and enjoy the Mag.

Well folks it's been over a year since I took over this Magazine, and it's been a learning experience to say the least. We have 7 issues under our belt, and have plans for many more. This is issue number 8 on my watch. When I took on this job, I decided we needed to address what our readers might want to see, and what they needed. I decided on a history article ✓, a tech tips article ✓, a safety article ✓, a veteran article ✓, a religious article ✓, and a reader's pictures section ✓. And since this is a "Biker" magazine, I wanted a "Bike" on each front cover. My team has accomplished all of these with some degree of success. My only disappointment is; not enough reader feedback to publish a "readers feedback" page. We have a good following on Facebook, Twitter, Instagram, and our website, however little printable feedback. Our snail mail address is also printed in every magazine, and we have a feedback link on our website. We would love to get and print feedback, pictures, and will even consider stories and/or articles of interest (even a complaint if you have one).

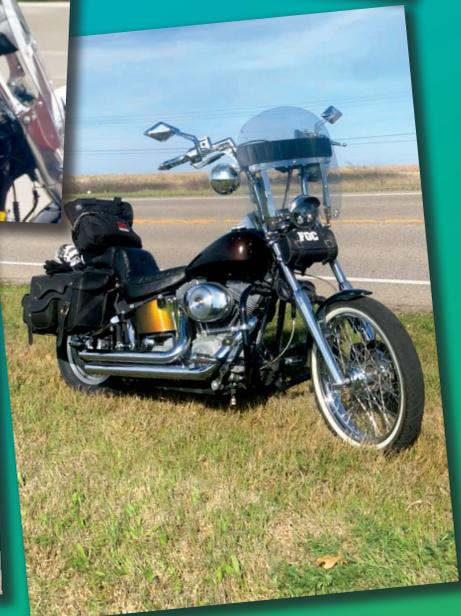
Vickey



READER PICS

The ongoing section dedicated to photos submitted by **YOU:**
The Readers and Fans!!!

Upload your photos for possible publication in a future issue at
our website: www.oklahomabiker.us or our Facebook page.





Motorcycle History

A TRUE OKLAHOMA LEGEND

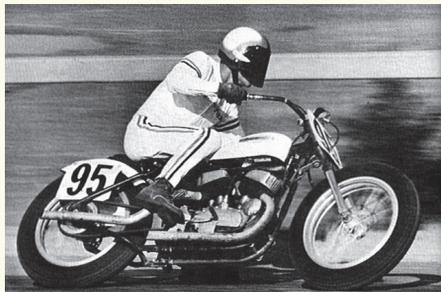


Fred Nix was born in Lawton, Okla., on July 23, 1941. In his teens, Nix began competing in local scrambles races. Nix became serious about flat track after a trip to Santa Fe Speedway. In the 1960s,

Santa Fe Speedway had weekly races. Nix did well on his first trip there and with sponsorship from C.J. Harley-Davidson in Elgin, Ill., Nix launched his pro career. Nix won the Santa Fe Speedway Series several years in a row and then cracked the top 10 twice at AMA nationals in 1965. In May 1969, with factory support from Harley-Davidson, Nix earned his first national podium on the Elkhorn, Wisc., half mile. In September, he won his first AMA National at the Sacramento Mile. In 1967, Nix scored seven podium finishes, including wins on the half-miles in

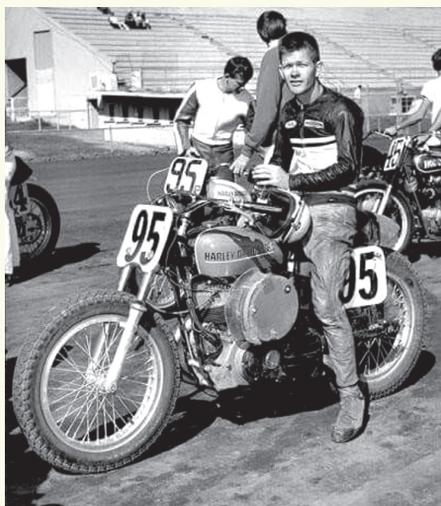


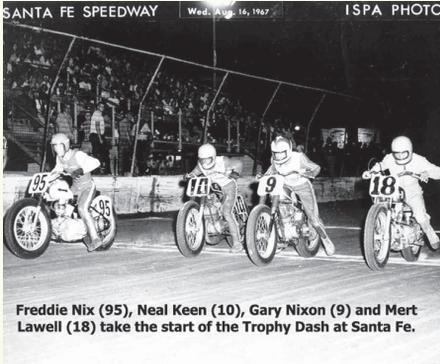
Columbus, Ohio, and on his home circuit in Oklahoma City. He finished the 1967 season third behind future Hall of Famers Gary Nixon and George Roeder. The 1968 season was Nix's most successful—and most frustrating. He won all four mile races, as well as the Oklahoma City Half-Mile and Santa Fe Speedway Short Track. However, Nix's main rival, Nixon, had been more consistent. The two Oklahoma natives were neck-and-neck for the 1968 title going into the final round at Ascot Park in Gardena, Cali. During the race, Nix got a poor start and Nixon a good one. Nix worked hard to catch up to his rival and by mid-race the two ran wheel-to-wheel. But on that night, Nixon wasn't to be denied. He finished fourth. Nix was seventh. Nix came back ready to make another bid at the title in 1969. He finished poorly at Daytona but then won the mile race in Nazareth, Pa., and got his first road race victory at Loudon, N.H.



Nix never had the chance to build on that momentum. On July 18, 1969, he died in an automobile crash in Bakersfield, Cali., just a few days shy of his 29th birthday. Fred Nix was inducted into the AMA Motorcycle Hall of Fame in 1999.

The original bike Fred Nix rode and his personal leather jacket can be seen at a Motorcycle Shop in





Norton, BSA, “Birmingham Small Arms”) and HD’s K Models and early Sportsters had the shifter on the RH side? Well it was because they were all designed for flat track racing. Just look at the pictures, LH shifter would be kind of hard to shift when leaning into a curve.

Lawton, Okla. called the “Chrome Link” located at 2010 NW Floyd Ave, Lawton, OK 73507.

Just a little History,

Here is a bit of trivia for you: ever wonder why older Limey’s (Triumph,

Ronnie




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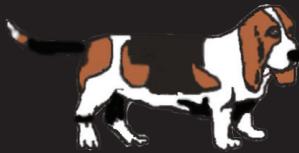
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TECH TIPS

BETWEEN SERVICE MAINTENANCE FOR YOUR MOTORCYCLE

If you value safety there are some things you should check yourself on a between services. Routine maintenance is important but pre-ride inspections and regular safety checks should be done between service intervals. If you don't have an owner's manual with specs on your motorcycle you need to get one. If you can't find your owner's manual, or if it is lacking specifications, you may want to purchase a service manual for reference. OEM manuals can be very expensive, but there are generic manuals available at most motorcycle shops and bookstores that will have the information you may need.

You should always perform the manufacturer's recommended regular services, but the following are things the operator should do between services.

Things you should inspect before every ride:

Tires and Tire pressure: Make sure both the tires are

in good condition. Look for uneven tread wear or damage. You should have a good tire gauge and check that the tires are inflated to specifications. Because your tires may not be the same brand or model as the ones that were originally installed on the motorcycle check the max pressure inscribed on the sidewall of the tire. Remember that the tire pressure should be checked and adjusted when the tires are at ambient air temperature. Tire pressures will rise 10% or more when they reach operating temperature. Use a good hand-held air gauge. And check the tire pressure regularly. Tires will lose air over time; as much as 5 psi per week.

Oil level: Check the oil as per manual (as some bikes are checked on the jiffy stand, and some must be level).

Brakes: Make sure the brakes are functioning properly.

Lights: All lights should be checked; high and low beam, turn signals, running lights

and brake light (check both front and rear brake lever activation).

Chain or Belt: Check the tension of the belt or chain. Look for damage on belts and make sure chains are well lubricated.

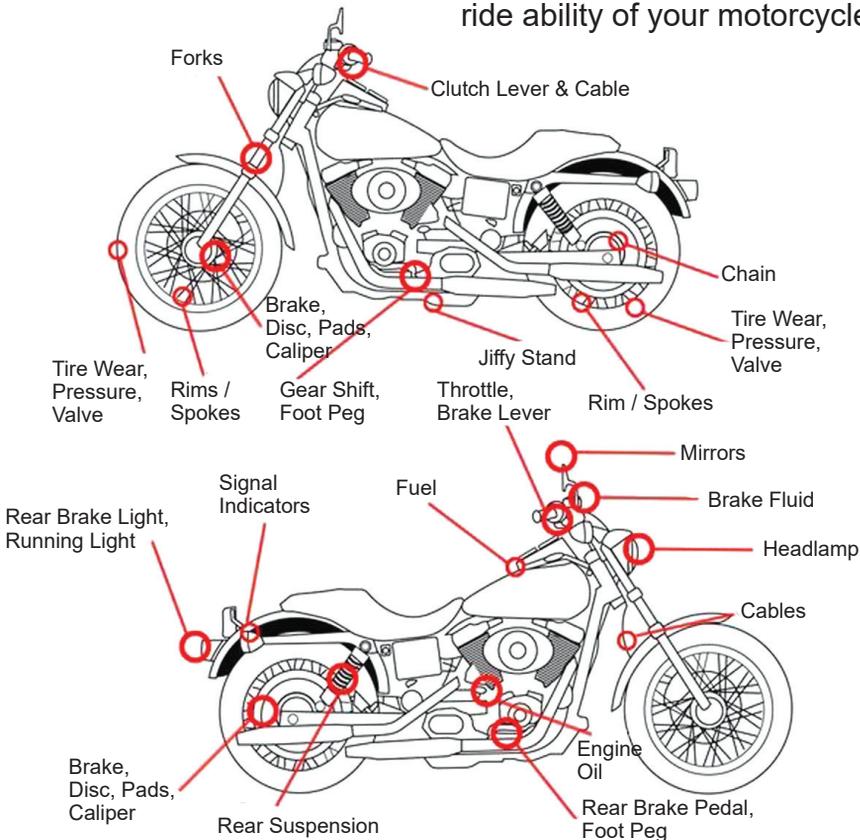
Things to check periodically on your motorcycle:

Battery: Make sure battery connections are tight and free of corrosion. Also check the electrolyte level on conventional batteries.

Brakes: Look for fluid leaks and inspect brake pads or shoes for wear.

Controls: Levers and switches should operate smoothly. Check cables for signs of wear or breakage.

These are suggestions for the operator to perform between regular service intervals. Be sure to keep up with the regular scheduled maintenance as these procedures are designed to avoid catastrophic failures and prolong the dependability and ride ability of your motorcycle.



MOTORCYCLE TECH GADGETS

There's no escaping the influence of technology on our lives. We've got smart homes where we talk to our lights and refrigerators, facial and fingerprint recognition for our smartphones, and self-driving cars are just around the corner. I'm not sure we'll see self-riding motorcycles any time soon, however, technology is changing motorcycling — in many ways — for the better. Here are some areas where technology is impacting how we ride and relate to our bikes.

COMMUNICATION



With advances in Bluetooth and wireless technology, bike-to-bike and rider-to-passenger communication technology is getting better, making it much easier to communicate with each other while riding. Often referred to as motorcycle intercoms, the fact is new technologies offer much more than just

intercom communications. These gadgets attach to your helmet, include speakers with high-quality audio, and communicate to your smartphone, GPS, and in some cases, to satellite radio providers. Many of these use voice commands so you can keep your hands where they should be — on your handlebars. Some helmet manufacturers offer integrated systems, saving you from installing the system yourself. Check out systems from SENA, Cardo, and Shark.

Verdict: Useful

LIGHTING

Of all the motorcycle rider training tips I've heard over the years, the one I always remember is "ride with a strategy to see and be seen." It's no secret but is incredibly important to be alert and visible at all times. Improvements in LED lighting technology are helping make riders safer by making them more visible. High-powered auxiliary lighting improves conspicuity during the day and nearly brings daylight to the road in front of you at night. For the rear of your bike, pulsing or flashing LED brake lights to alert

anyone behind you when you are slowing or stopping. For those looking to add a little bling to their motorcycles, you can mount LED light strips to your wheels, spokes, or just about anywhere else — it's easy to make your bike glow like a Christmas tree.

Verdict: Mostly useful. I think the wheel lighting is questionably gimmicky.

SECURITY

One of the coolest implementations of technology for motorcycles is in motion-sensing alarm disc locks. So instead of merely locking your bike, when the new systems detect movement, they sound an ear-piercing alarm. Some systems have smartphone apps that will alert you when the alarm sounds.

Verdict: Useful

HELMET HEADS-UP DISPLAY



Innovative technology firms are developing technologies that will display relevant data — such as the operation status of your bike, music, and audio prompts from your smartphone or GPS, and even your action camera — directly onto the face shield of your helmet. Some companies are integrating augmented-reality-enhanced navigation and safety information.

Verdict: Today I think this is a gimmick, but as the technology matures, motorcycle heads-up displays could be more useful.

GPS TRACKING



I think most of us will agree that GPS and GPS-enabled smartphones have virtually eliminated the need for maps. This is sad. I still love pouring over maps when planning journeys, but I'll admit, turn-by-turn navigation has made

finding any place, anywhere so easy.

However, a GPS tracking device installed on your motorcycle will help pinpoint the exact location of your bike. So finding a stolen motorcycle can be much easier. For those extended road trips, some GPS trackers will not only track you in real time and allow friends and loved ones to know exactly where you are but will record the route for posterity.

These trackers use any or a combination of several technologies including Bluetooth, cellular networks, or satellites. Plus, many require annual subscriptions or service contracts. Also, usefulness depends on the technology and location and availability of networks. Check out products from Spot, Trackimo, and Spy Tec.

Verdict: Useful

ACTION CAMERAS

As technology allows for smaller and less-expensive cameras, more and more riders are documenting their rides and adventures. More innovative systems not only allow cameras to be mounted to helmets, but they can be attached almost anywhere on

your bike, making for some crazy and cool perspectives.

Technology advances not only make these cameras tiny, most are now waterproof, eliminating the need for bulky and clumsy housings. Plus, the cameras are pushing the resolution to 4K and now respond to voice control to start and stop recording and access advanced features like slow motion, time lapse, and more. Apps that control these cameras now make it easier to post to social media sites such as Facebook and Instagram.

Verdict: Gimmick and useful. The footage can be boring unless you spend the time editing the footage and improving the audio and soundtrack.

THE FUTURE

Other technology advances in motorcycles include electric bikes, gyroscopic motorcycles, and suspension and stability control systems. Even riding gear is getting more high-tech with advanced fibers and armor systems, and jackets, pants, and boots are getting lighter, more efficient, and, depending on the season, cooler or warmer. How much technology do you want for your ride? There are a lot of

things to consider. It's probably best to focus on those things that are most useful, like safety and security, and then look at the gadgets and gimmicks that might just bring more fun than usefulness.

Allan Karl
<http://www.worldrider.com>

Allan is a committed adventurer who documented his three-year solo journey around-the-world on a motorcycle in the bestselling book, ***FORKS: A Quest for Culture, Cuisine, and Connection.***



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- Mar 25 – Tulsa ABATE meeting @ 7pm, 1109 E 6th St, Tulsa
- Apr 10 – OK ABATE meeting @12 noon Foreman's H-D, Stillwater
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- **May 29 - Open ride to Viet Nam Wall of Honor in Enid in celebration of Memorial Day**

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WHAT IS THE CONFEDERATION OF CLUBS?



I suspect that many Oklahoma motorcyclists have gotten their perception of the Confederation of Clubs (CoC) from shows like “Sons of Malarkey”, or mis-information news, not from actual experience. I have over 15 years of rubbing elbows with, or supporting the COC, so I am offering you a little inside view of the Confederation.

The Oklahoma Confederation of Clubs provides communication and education among all motorcyclists and the major motorcycle clubs in Oklahoma. The Confederation of Clubs defends motorcyclists’ Constitutional rights and lifestyle. The CoC’s mission is to defend biker rights and lifestyles through education and the political process. There are CoC organizations in most states, with some states having more than one CoC. Oklahoma has one CoC.

While the CoC defends all motorcyclists, not all bikers can be part of the CoC, which is comprised of individual motorcycle clubs. The member clubs have input into which clubs can

be part of the organization. If two member clubs have a disagreement, they bring their complaints to the CoC. The CoC listens to both sides of the disagreement, and decides an equitable resolution to which both clubs abide. Have you noticed that there have not been any major conflicts between OK biker clubs?

The CoC holds bi-monthly meetings, in different cities throughout the state. On a Sunday drive, if you see many motorcycle riders streaming past, they may be either going to or coming from a CoC meeting. So what goes on in these “super secret” meetings? I will tell you, but you have to promise to keep it just between you and me. The first thing you see are more back slapping and handshakes than at a “Can I be honest with you?” political convention. The difference is the bikers are sincere. CoC meetings are not little back room meetings. There may be 200 or more bikers at a CoC meeting. Every meeting begins with a prayer and salute to the American flag. Then you may hear a talk from a state or federal office

holder, or a person running for office. They will answer biker questions, concerns and complaints and may talk about dangers to, or how to reenforce biker rights. There might be an attorney discussing pending court cases or violations of rights, and their impact on all bikers. There is food and drink, as many bikers ride more than 100 miles to attend the meetings. Towards the end of the meeting, clubs announce their events. Many of these events raise funds – funds often used to help the non-biking community. After the meeting, there will be another round of back slapping, handshakes, war stories, and the concerned “ride safe, my friend” partings. There you have it, another secret, planning on overthrowing the government meeting is in the can.

Biker clubs are not street gangs, contrary to what fake news and law enforcement often call them. Sure, there are 1%’er clubs in the CoC. These clubs are more aggressive towards other clubs, but they respect other riders. I liken them to a rattlesnake sunning on a rock. Get too close and the snake rattles to warn you to stay away. Get closer, or continue to antagonize them and they coil into their striking

stance and the rattling turns into an angry buzz. Fail to heed the warning at your own risk. To be sure, bikers get into trouble, but then again police and priests do too. Bikers just seem more willing to fight for their rights, their respect, and their space. CoC members are just like other motorcyclists; they are fathers, brothers, sons, and uncles who hold ordinary jobs. They just are a little more passionate about the biker lifestyle than most motorcyclists. They get bent, folded and stapled in an accident, like any other biker. They love their country with many having fought for it. In my 15 years of CoC association, I have never seen a CoC member kneel or turn their back during the pledge and salute to the flag.

To fight for the rights of motorcyclists, most CoCs enlist the aid of Motorcycle Rights Organizations (MROs). Oklahoma has two MROs, ABATE of Oklahoma and Sooner State ABATE. You can learn about MROs at <https://abateok.clubexpress.com/>, and <https://www.soonerstateabate.com/> For more information on the Oklahoma CoC, go to <http://www.okcoc.com/>.

Your reporter from the frozen north.... Radar

BIKER SLANG by Some Idiot

(We are including a page of this in each issue just for kicks, some BS, some funny, some info)

Every subculture has its own lingo. Bikers are no exception. Are you on the fringe of a motorcycle society? Have you heard a biker speaking and would like to understand what they were talking about? Would you like to gain insight into the biker mindset? Do you just like words? Here you'll find an introductory dictionary of commonly used road-motorcycle terminology and biker slang, compiled with the average "citizen" in mind.

Biker Slang Numbers:

- 1-Kicker: Starts on the first kick. A well-tuned motorcycle.
- 1-piece (One-Piece): "1-piece" outfit of protective clothing, covering the rider from neck to ankles.
- 2-into-1: Two exhaust pipes mated into one pipe, i.e. two header pipes into one muffler pipe.
- 2-Piece (Two-Piece): "2-piece" outfit of protective clothing, consisting of a jacket and pants, often constructed to allow the two pieces to be zipped together at the waist.
- 2-Second Rule: Same as with a car. A tool used to estimate the minimum safe following distance between moving vehicles. Cars following a motorcycle should allow four seconds as motorcycles can stop much more quickly than cars can.
- 2-Stroke: An engine in which the piston assembly/assemblies run two strokes per cycle.
- 4-Stroke: An engine in which the piston assembly/assemblies run four strokes per cycle.
- 6-Bends/6-Bend Handlebars: Handlebars that have six bends. Popular in '70s Chopper culture.
- 6-bend Handlebars
- 13- the 13th letter of the alphabet (M). Stands for motorcycle.
- "Any Number" Over/Under: This refers to the length of front forks as compared to the stock length. Ex: "ten over" means 10 inches longer than in stock configuration, "two under" means two inches shorter.

BIKER @ CONFESSION BOX SAYS NOTHING AT FIRST

A Harley pulls up to a Catholic Church & an old drunken tattooed biker staggers through the doorway & sits down in a confession box & says nothing.

The bewildered priest coughs to attract his attention, but still the old biker says nothing. The priest then knocks loudly on the wall in a final attempt to get him to speak & start his confession.

Finally, the drunken biker replies: "No use knockin' bro, there's no paper in this one either."



<https://oklahomabiker.us>

Check out our new website, leave us some feedback about the magazine, website, or anything. Upload pics and even a story or article if you're so inclined. We would love to hear from you!

OKLAHOMA BIKER CALENDAR

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

* EVENTS SUBJECT TO CHANGE OR CANCELLATION

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Bike Nite

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Saturday, March 20

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Wednesday, March 3

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Saturday, March 20

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Saturday, March 6

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**Smoking at The Hound
1st Annual BBQ Contest**
2:00 PM
The Spotted Hound Saloon
10141 Hwy 54
Weatherford, OK

Saturday, March 27
Bigfoot Stomp
Elks Lodge
109 Willis Rd
Tahlequah, OK

Saturday, March 27
**5th Annual Ruben Rivers
Medal of Honor Ride**
10:30 AM
Bethany, OK

Saturday, March 27
1st Annual Bike & BBQ
10:30 AM
Watonga, OK

Saturday, April 17
Red Knight MC Dice Run
10:00 AM - 4:00 PM
Diamondback Harley Davidson
301 SE Interstate Dr
Lawton, OK

Saturday, April 17
**Oklahoma Grudge Fest
Motorcycle Racing**
Thunder Valler Raceway
Noble, OK

Thursday, April 22 -
Sunday, April 25
**CMA Presents
Thunder & Lightning in
the Wichitas**
Lawton-Medicine Park, OK

Saturday, April 24
**Route 66 Charity Car Truck
and Bike Show**
1:00 PM - 5:00 PM
Archery Traditions of Oklahoma
328 Elm Ave
Yukon, OK

Friday, April 30 -
Sunday, May 2
**Darryl Starbird's
Custom Rod & Car Show**
2021 River Spirit Expo at Expo
Square Fairgrounds
Tulsa, OK

Sunday, May 2
**Jeff Williams
Tulsa Motorcycle Swap Meet**
8:00 AM to 2:00 PM
Admiral Twin Drive-In
7355 East Easton Street
Tulsa, OK
(816) 228-5811
Email: jwswap@yahoo.com
www.jwswapmeet.com

Friday May 7 - Saturday, May 8
The Steel Horse Rally
Fort Smith, AR

Friday May 7 - Saturday, May 8
Annual Taco Run
Small Mountain Street Tacos
Medicine Park, OK

Friday May 7 - Sunday, May 9
**Oklahoma State
Motorcycle Rally**
K-River Campgrounds
415209 R 1842 Rd
Moyers, OK 74557

Sunday, May 16
**Jeff Williams Wichita Kansas
Motorcycle Swap Meet**

Star Lite Drive In Theater
3900 S. Hydraulic Ave
Wichita, KS 67216
(816) 228-5811
Email: jwswap@yahoo.com
www.jwswapmeet.com

Saturday, June 5 -
Sunday, June 6th

Guthrie Swap Meet

Logan County Fairgrounds /
Educational Building
1201 S. Division St
Guthrie, OK.
Sat 9am-4pm | Sun 9am-3pm
<https://guthrieswapmeet.com/>

Saturday, June 12
**Support Our Troops
Annual Poker Run**

9:30 AM - 10:30 AM Sign In
Military History Center
112 N Main
Broken Arrow, OK

Sunday, June 13
**Jeff Williams Wichita Kansas
Motorcycle Swap Meet**

Star Lite Drive In Theater
3900 S. Hydraulic Ave
Wichita, KS 67216
(816) 228-5811
Email: jwswap@yahoo.com
www.jwswapmeet.com

Thursday, June 17 -
Saturday, June 19

RAD Ladies Rally

Wes Watkins Arena Oklahoma
State University
207 Wes Watkins Center
Stillwater, OK
Annie Weinschen
(918) 850-1630
Email: info@radladiesrally.org
www.radladiesriderally.org/

Thursday, June 24 -
Sunday, June 27

**Lace Grace & Gears
Motorcycle Rally &
All Womens Motorcycle Parade**

Rogers, AR State University
Contact: [Teresa.Hurst@](mailto:Teresa.Hurst@pigtrailHD.com)
pigtrailHD.com

Sunday, July 11

**Jeff Williams Tulsa
Motorcycle Swap Meet**

8:00 AM to 2:00 PM
Admiral Twin Drive-In
7355 East Easton Street
Tulsa, OK
(816) 228-5811

Email: jwswap@yahoo.com
www.jwswapmeet.com

Sunday, July 18

**Jeff Williams Wichita Kansas
Motorcycle Swap Meet**

Star Lite Drive In Theater
3900 S. Hydraulic Ave
Wichita, KS 67216
(816) 228-5811

Email: jwswap@yahoo.com
www.jwswapmeet.com

Sunday, August 29
**Jeff Williams Tulsa
Motorcycle Swap Meet**

8:00 AM to 2:00 PM
Admiral Twin Drive-In
7355 East Easton Street
Tulsa, OK
(816) 228-5811
Email: jwswap@yahoo.com
www.jwswapmeet.com

Saturday, September 18 -
Sunday, September 19
Guthrie Swap Meet

Logan County Fairgrounds /
Educational Building
1201 S. Division St
Guthrie, OK.
Sat 9am-4pm | Sun 9am-3pm
<https://guthrieswapmeet.com/>

Wednesday, September 22 -
Saturday, September 25
Blues, Bikes, & BBQ

Fayetteville, AR
<https://bikesbluesandbbq.org/>

Thursday, October 21 -
Saturday, October 23
Norman Swap Meet

Cleveland County Fairgrounds
615 East Robinson
Norman, OK
(405) 651-7927
www.normanswapmeet.com/



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The Ride to Remember

Everyone is invited to join us on the Ride to Remember. This ride to all motorcyclists to ride to Viet Nam Wall of Honor in Enid. In-person registration begins at 9AM on April 10th. Packet pickup and in-person registration will begin at 9:00. Staging and breakfast will begin at 9:00 AM and the event will begin at noon. Event stops will be available on the day of the ride and will be provided in your event packet. Packet Pickup/Registration is at Papa's Leather Barn, 6623 NW 23rd St, Bethany, OK 73008. If you have any questions, please contact ABATE of Oklahoma at: PO Box 23616, Oklahoma City, OK 73123, call us at 833-652-2283, or e-mail us at shawnaofabateok@gmail.com.

S.M.I.L.E. (State Motorcyclists Improving Legislative Effectiveness)

ABATE of Oklahoma is all set to host the John Pierce Memorial S.M.I.L.E. March 12-14, at the Wyndham Garden Hotel, 600 McElroy Rd, Stillwater. All are welcome to attend this great event to share in brotherhood and to learn a little bit more about bikers rights. Ron Braaksma, from ABATE Iowa, and Lane Triplett, from ABATE of Idaho, will share great information. If you're interested, please go to <http://www.ABATEofOklahoma.org> for more information.

We will also be unveiling our raffle for the JP Memorial MRF travel fund. The prizes include a really nice Pit Boss wood pellet grill and smoker, a chest style freezer with meat, and at least one other prize. The funds that this raises will be used to send ABATE of Oklahoma members who are also MRF members, to Bikers Inside the Beltway to lobby for your motorcycle rights to our Federal representatives.

Fighting for Your Rights

ABATE of Oklahoma is fighting hard for all Oklahoma bikers' rights. Our Biker Day at the Capitol is scheduled for March 3. You are welcome to meet us on the 2nd floor Rotunda @ 8:30AM-12NOON. The Capitol is located at 2600 N Lincoln Blvd., OKC. Please park in the south side parking lot and use the proper sparing spaces. This is our chance to meet our legislators and discuss the bills, our rights, and needs. The more bikers that show up to this event, the more influence we have with the legislators. This year, the event may be cancelled due to restrictions at the Capital. Please call us at 833-652-2283 to get the latest status.

HB 1043 - we are already experiencing some early success in repealing a restriction on handle bar height requirements. Lyndse Webber, our new Legislative Coordinator for ABATE of Oklahoma, has been working very well with Representative Luttrell on HB 1043 to remove any restriction on handle bar height. As our friends in Kansas said when they fixed theirs; "as long as it fits under the overpass!" It has already made it out of committee and is headed to the House floor for a vote. This is your chance to remove one more excuse for law enforcement to stop us.

SB 845 - makes it illegal to profile motorcyclist. We have some great ideas that we learned from the other states at Meeting Of The Minds that will assist us in this fight, if we are not successful this year. We need your support to get this passed.

HB 1847 - amended Jagers Law, which is the right-of-way violation law. Most motorcycle collisions are caused by other vehicles violating our right-of-way IE: "I never saw the motorcycle". We would like to see more teeth put into this law, so motorists that kill bikers have real penalties. As it is now, abusing an animal has stiffer penalties than killing a biker.

SB 855 - creates the Motorcycle Safety Task Force to study methods of improving motorcycle safety.

SB 60 Bobbi White Act - requires the use of hands-free devices in school zones. Bills that affect the telecommunication industry face strong opposition, so we need a large coalition of bikers to support this bill.

Your ABATE of Oklahoma remains vigilant as we watch for any bills that would negatively impact your motorcyclist rights or safety. If you have any questions or suggestions, please contact ABATE of Oklahoma at: PO Box 23616, Oklahoma City, OK 73123, call us at 833-652-2283, or e-mail us at shawnaofabateok@gmail.com.

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\$25 Weekend

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VETERANS' RESOURCES

thank you

for your service, protection and support

Here are a few valuable resources for veterans. We hope you use, or will use them after all, you earned them. Some services have a small membership fee to join, but provide services at not cost to veterans.

American Legion - The American Legion has strong political influence in the legislation process from local districts to Capitol Hill. The Legion is a strong advocate for veterans and stands behind the issues most important to the nation's veterans.

You are eligible for membership, if you have served federal active duty in the United States Armed Forces, and have been honorably discharged, or are still serving. There are numerous posts in Oklahoma. To find a post near you, or to learn more about the American Legion, go to <http://www.members.legion.org>.

Disabled American Veterans (DAV) - DAV provides support for veterans of all generations and their families. The organization provides rides to veterans attending medical appointments and assists veterans with benefit claims. In 2019, DAV helped veterans receive more than \$21 billion in earned benefits. DAV's services are offered at no cost to all generations of veterans, their families and survivors. DAV connects veterans with meaningful employment, hosting job fairs and providing employment resources. DAV ensures our nation keeps the promises made to our vets.

You can join the DAV if you served in the armed forces during a period of war or under conditions simulating war; AND were wounded, disabled to any degree, or left with long-term illness as a result of military service; AND have not been dishonorably discharged. For help with a veteran claim, or for

more information, go to <https://www.dav.org>.

Veterans Administration (VA)

- I wanted to remind all veterans, to use their VA benefits. Vets have told me that they have not applied for benefits, either because they were never in combat, or that other vets were more in need of the VA's services – they didn't earn the right. When you joined the service, you agreed to defend your country at a cost, up to and including your life. In turn, the government agreed to provide you with excellent medical care for the rest of your life. You paid your part, now let the government pay their part. For more information, or to find the VA center near you, go to <https://www.va.gov>.

Veterans of Foreign Wars (VFW)

- Educates separating service members about their well earned VA benefits, including emotional suffering programs and services. The VFW helps cover rent, utilities or groceries for a military family struggling with the hardships of war, and deliver morale-boosting "welcome home" celebrations for service members who have returned from combat. They are a strong supporter of POW/MIA advocacy programs.

To qualify to join the VFW, you must be a U.S. citizen or U.S. National, AND served in the Armed Forces ; AND received a discharge of Honorable or General (Under Honorable Conditions) or be currently serving; AND served in a war, campaign, or expedition on foreign soil or in hostile waters. To locate a VFW post in the state, go to <https://www.vfw.org>.

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. Tommy Too Tall (405.413.3767) – Vietnam Vets Legacy Vets.





Winter Riding

Yes, some riders actually STILL ride in the winter – while some don't – either way, please use good judgement and be honest with yourself. Know your limits and respect each other's decisions.

Then, don't just grab a leather jacket and head out the door. Comfortable, warm, dry and alert riders are the ones ready to handle what the elements, environment and anything else the road throws at them.

FIRST THE RIDER:

Layers are your BEST FRIEND!

You need to be able to move, turn and operate the controls on your bike.

THREE layers are the best to handle what you will encounter.

Base Layer

Look for something comfortable and fitting. It will need to be moisture wicking and light weight.

Insulation Layer

Flannel or fleece works terrific as an insulation layer. The objective is to stay WARM and comfortable without being BULKY.

Outer Layer

Key words: Windproof and Waterproof. This is the tip of your protection efforts. Don't go easy with this layer. Make it work for you. Flaps and fasteners are a major focus point in this area for success.

NEXT IS THE BIKE:

You need to "winterize" your bike either way, if you choose to park it or ride it. Things are different in the colder weather for the bike as well as you.

There are obvious ways to winterize it for storage. Most of all, check your owner's manual to do this properly.

But there are things to consider in colder weather if you chose to ride as well.

Handguards, heated grips, windscreen, TIRES! Make sure your air pressure is kept up with all the changing temperatures. And that the tread isn't too worn out. Cold tires offer less grip. You will need all the traction you can get in colder weather and rougher roads.

A lot of the safety related things we talk about as riders seem to be taken for granted. Don't automatically think that everyone you choose to ride with knows the tricks of the trade or the ins and outs of safe riding. Share your knowledge. Just the little things that make the big difference

and may make all of your rides just a little safer.

Safer rides equal ride's that are much more fun!

Lisa "Sprout" Brogdon
International Safety Officer
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FACE SHIELD (and/or windshield)

Saves face! Any rider who has been hit in the face by stones, insects or debris can tell you the benefits.

GLOVES

Keep hands comfortable, functional and protected. Come in infinite variety for all seasons.

JACKET & PANTS

Long sleeves and trousers resist abrasion and protect against sunburn, windburn, dehydration or hypothermia. Light colors or reflectives increase a rider's visibility.

BOOTS

Provide protection against foot and ankle injuries and give you a good grip on footpegs or road surfaces.

THE MORE YOU KNOW, THE BETTER IT GETS.

BOTTOM LINE

Proper riding gear protects in the event of an accident and minimized injuries while allowing you to enjoy the sport in comfort.

HEAD

Considered precious by knowledgeable riders and never exposed by the pros. When fully in view, allows immediate identification of untrained person not using his. Hand out rider education info on site!

EYES, EARS, & FACE

Known to experienced riders as "bug and garbage collectors." Common "bare-face" symptoms include windblast-deafening and deformed, narrow-slit watery eyes.

HANDS

Au naturale (not for long). Known to seize into curled position when exposed to cold; not genetically evolved to withstand abrasion.

BARE LIMBS

A phenomenon seen only on riders deemed impervious to any unavoidable accident or inclement weather. Subject to ridicule in riding circles.

FLIP FLOPS

Terminology for what sandals, toes, and feet do upon contact with road surfaces, shift lever, brake pedal, footpegs, or windblasts.

BOTTOM LINE

Fool's gear identifies an untrained rider. Learn how to avoid embarrassment, ridicule, and injury while gaining skills and knowledge by contacting the Rider Course nearest you.



“Do You See Me?”

“So do your customers!”

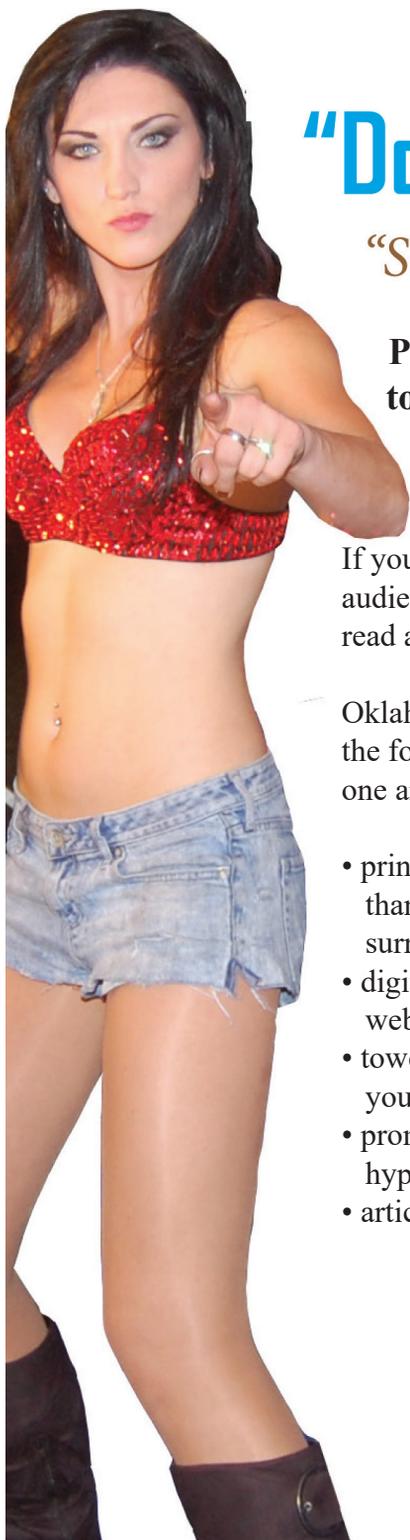
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<https://oklahomabiker.us>



H-D'S COMING SOON? I SERIOUSLY DOUBT IT!



Harley's 975cc café racer?

Harley-Davidson is working to diversify its offerings. H-D plans to have a spread of models like most of its rivals, spanning motorcycling from electric bikes to 145-hp adventure tourers. And here are two more ideas of machines that may expand Harley's appeal—a café racer and a flat tracker, both powered by the new liquid-



cooled, DOHC Revolution Max engine.

The Revolution Max is the centerpiece of Harley's new Pan America adventure bike as well as the Bronx streetfighter, both of which were revealed in late 2019. They were the starting point of the "More Roads to Harley-Davidson" strategy announced in 2018, but the same plan also explained that the Revolution Max engine is due to appear in a few other models.

Although the Pan American is still on, rumor is the Bronx has been canceled. My thoughts are the others (for U.S.) are just concepts we may or may never see. But it doesn't hurt to dream!



A flat tracker that may use the 975cc Revolution Max engine

The 2018 More Roads to Harley-Davidson plan calls for 16 new liquid-cooled V-twin middleweights across three ranges—two Pan America adventure bikes, nine streetfighter/standard models, and five custom designs—with capacities ranging from 750cc to 1,250cc. The smaller 750cc models will surely be based on the existing Revolution X-powered Street 750, but the 975cc and 1,250cc bikes using the Revolution Max engine are completely new. In the U.S. I doubt we will see any of this for a while, if ever. However I think H-D has dipped off into the market across the pond, and they may see some bikes that are not available in North America.

Harley is also planning to launch a small-displacement model in partnership with Chinese company Qianjiang.

Harley plans to launch at least one small-displacement

parallel-twin bike this year, the 338cc machine being made in alliance with Chinese firm Qianjiang, with Harley-specific styling and a different 338cc twin-cylinder engine.



EDT600R dirt track-style middleweight may be Harley's next electric model.

Many new designs will be aimed at increasing Harley's presence in developing markets like India. The other big push is going to be electric bikes. The most intriguing is a new middleweight electric bike with dirt tracker looks. It looks set to take the technology developed for the impressive but expensive LiveWire and bring it to a larger audience at a more affordable price.

Things are certainly changing at H-D. - Ronnie



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Though your beginning was insignificant, yet your latter end would increase abundantly. Job 8:7

The God we serve is progressive! He is always stretching us, changing us, moving us out of comfort zone so that we might reach the next level in our lives! We are either progressing forward or moving backwards - remaining neutral is for a short period of time.

Many years ago, I owned a Panhead- it came with a click top tranny, which means it had a neutral between every gear- I'm not kidding! On top of that I was running jockey shift so every time you shifted it with your hand you had to try and find the next gear without hitting neutral in between. Needless to say it was quite a fiasco!

Soon I purchased a ratchet top

which allowed me to push the clutch in and shift into the next gear without fail.

Many a year has passed since the days of that old Panhead and the motorcycle I ride today far surpasses that Panhead.

We may start out insignificant, a life riddled with problems, seemingly ending up in neutral and going nowhere- but don't sell yourself short..... Christ has a huge reputation of taking on lost causes and transforming us into Mighty men and women of God !

So allow Him today to shift your life into more than you ever thought possible- lift up your head and be counted as a Child of God- for the very best is yet to come in your life.

CMA Preacher Dennis



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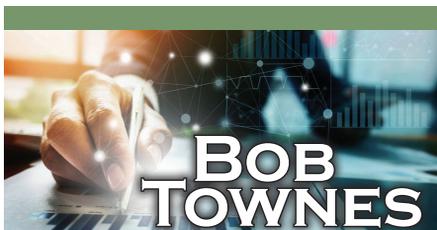
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