

THE RIDERS MAGAZINE



OKLAHOMA BIKER

Jan • Feb 2020

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ABATE of Tulsa Annual Toy Run



The date was Dec 8th, 2019, the day of Tulsa ABATE's annual Toys for Tots Run. The weather was predicted to be nice (for this time of year), and it was not too bad, cool and overcast. First stop was the Free Breakfast (a tribute to John Pierce) at the Crystal Skull, 1005 S. Sheridan. After a couple of Bloody Mary's and some good breakfast, myself and a couple of friends rode on over to the Fairgrounds to line up for the Toy Run. After drinking what seemed like a gallon of the CMA's free coffee, and visiting with several friends,



we finally got underway. I rode towards the rear, something I had never done before. I had before always ridden up front in the VIP section. It was a good turnout, not the biggest I have rode in, but very formidable none the less. After having ridden in the front so many times, noting it was well organized and disciplined, we rode 2 abreast, and tried to stay in the formation we started for the whole run. Did not always work that way, but we tried. This year, riding towards the rear of the formation, well let's say it was not as organized that far back and leave it at that. The route was a bit unusual compared to the past, because of construction, but a very nice ride none the less. We ended up down by Guthrie Green and placed our toys in the trailers.



I personally bring a football to every toy run, not a cheap one, a good official football. My reasoning, the best Christmas I can remember as a child, I got a football. The standing joke I use, is "I never got toys for Christmas, so I don't give toys; a football is not a toy". After dropping off my football, I mingled visited with friends before getting a drink at one

of the local watering holes and heading home. All in all, a very successful event, and a good time was had by all who attended. And hopefully, a smile will be brought to the face of some child who otherwise might not have gotten a present for Christmas.

Best Wishes,
Oklahoma Biker

Photos By: Randy Heller





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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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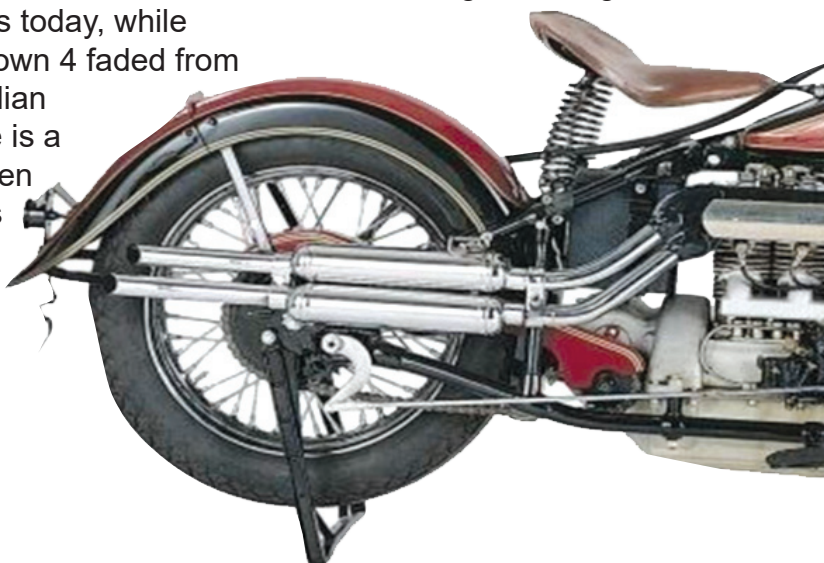
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The History of Biking: The '36-'37 Indian Upside Down 4

I sincerely doubt many that read this Rag have much knowledge of the “upside down” 4, well that’s about to change. Was this the bike that killed Indian? Some enthusiasts say that when Indian brought out its still-controversial “upside-down” 4-cylinder design in 1936, the Springfield, Massachusetts, firm started down the slippery slope to failure. 1936 was the same year Harley-Davidson introduced its iconic Knucklehead, a stylish motorcycle with a look that still resonates today, while the upside-down 4 faded from view. The Indian pictured here is a 1936 with open valve springs and a single updraft

carburetor. In ‘37, a larger heat shield was installed as well as valve covers and dual carbs. The ‘37 model boasted 35 hp and 90mph, at a cost of about \$2,000. The origin of such a beast you might ask? The Henderson Ace! Henderson went under in 1931, and was subsequently absorbed by Indian. Henderson had used the 4 in a flathead and intake over exhaust configuration with success. And Indian used the Henderson design with some success before 1936. In 1936, some genius engineer



decided to invert the valve configuration, with the exhaust over intake idea. Which put the exhaust manifold directly under the fuel tank (some say it would literally boil the gas in the tank) and the carburetors below the cylinders. I actually understand his concept, just not the application. By moving the exhaust valves, chamber, and manifold to the head, this got the hot exhaust gas out of the engine much quicker and more efficiently, creating a cooler engine. This is a concept that virtually every internal combustion engine made today uses. However, moving the intake valves,

manifold, and carburetor to the engine block created an up-draft fuel system - not very efficient (not to mention the heat generated to the fuel tank and rider by this configuration). One other fact to mention about this motorcycle is the leaf spring suspension. Look closely at the picture and you will not see the ever so common coil spring usually seen at the upper end of the "girder" front end. Instead you see a flat leaf spring extending forward to cushion the ride. This idea (although it worked well) was just too ugly to look at. With a combination of innovative ideas and silly applications, Indian created a failure. Although today in restored pristine condition is virtually priceless!



This History Lesson
Brought to you by,
Oklahoma Biker
Magazine LLC

In The Beginning

By Ronnie Page

Well I set out to write an op-ed about ABATE's here in Oklahoma, and the evolution of where it is today. You know how and where it started, and where it is today. I contacted the major players, ABATE of Tulsa, ABATE of Oklahoma, and Sooner State ABATE. I got very little response. So I set out on a mission to find the answers I was looking for. And I believed that I had found them through a couple of interviews with members

that founded ABATE originally. I then penned a rough draft and forwarded a copy of it to all the ABATE's and to my sources. My sources said it was basically correct and good reading, purely unbiased, no finger pointing, kind of a Joe Friday "nothing but the facts". However one ABATE officer replied, that they thought I did not have my facts straight and please not print it until they could get with some "old timers" and check my



facts. I was pretty sure my sources were the “old timers” of ABATE, but I said OK, let me know what you find. In the meantime a man named “Joe Cervantez” sat down and had a long conversation with me, and he had paperwork to back everything he said. Basically, everything in my op-ed was correct, however, I learned much more, very much more about the history and origin of ABATE here in Oklahoma. At this point, my op-ed seemed trivial compared to all the rich history that paved the way to where we are. So it seems it may take all year to tell this story to completion at a couple of pages per issue. But what the heck, all I got is time and I can’t think of a better way to use it. So let’s get started: it all began like an ordinary day (I just love saying that) when the Oklahoma State Legislature passed a mandatory helmet law in 1975 (the exact date eludes me), the day after a young man named Joe Cervantez rode from Tulsa to Oklahoma City to burn a helmet on the Capital Steps.

He met up with a group of bikers from Ohio camping at a rest area that rode with him on to the Capital. A news crew was at the Capital that day to film a story about the impeachment of Secretary of State, John Rogers. The film crew got more than they bargained for, they got to film Joe put a helmet on the steps, pour gasoline over it and set it ablaze. This really PO’d the legislators, but as I have always heard, there is no such thing as bad publicity! Now this story like most have- a few twist and turns, A fellow named Jay Clark, a mechanic at Sam’s Motorcycle shop on Admiral in Tulsa, pitched in with Joe to form “Citizens Against Motorcycle Helmet Laws” and overturn the helmet law. Shortly after they started, Jay and his wife had a motorcycle accident, Jay was wearing a helmet and his wife was not. Jay’s wife was seriously injured because of no helmet, subsequently Jay dropped out, and Joe had to head things up on his own. Every biker/motorcyclist in



the state of Oklahoma owes a little thanks to Joe and his efforts. He basically single-handedly defeated the helmet law in Oklahoma. It took about a year- it seems the Feds had told the Oklahoma Legislature that if they did not pass a helmet law, federal highway funds would be withheld, which was the driving force that caused Oklahoma to pass a helmet law to start with. Joe, in a meeting with then Governor David Boren, explained how Louisiana had not bowed to the Feds and got their highway funds anyway. Oklahoma

had been duped. Boren, who knew the Louisiana Governor, and after confirming this, got on board. When it finally got to a vote in the Senate, it was even money tied; Gene Stipes from McAlester cast the tie-breaking vote to repeal the existing helmet law. And Governor Boren, true to his word, signed the repeal! Now, with no helmet law there was no need for "Citizens Against Motorcycle Helmet Laws" in Oklahoma. Enter ABATE, this is where it all began! Next issue we will begin to connect the dots.

The Actual Signing of the Helmet Law Repeal

Jim Inhofe, who was also onboard, was unable to attend.



Pictured (Left to Right): Paul Brounton, Robert Hopkins, Mike Casteel (Deceased), David Boren (Seated), Frank Keating, Joe Cervantez, Jerry Smith (Deceased), Terry Harris (Deceased)



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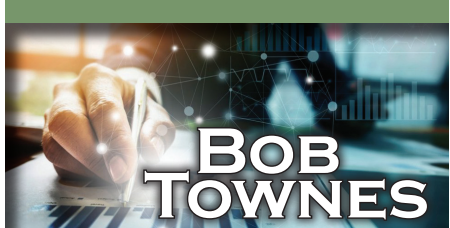
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Saturday, January 11

Rolling Thunder OK

Polar Express Run

216 S Broadway

Coweta, OK

Saturday, February 22

23rd Annual Oklahoma

Motorcycle Show

500 Land Rush St

OKC, OK

Saturday, February 22 -

Sunday, February 23

Motorcycle Show &

Swap Meet

State Fair Park

3001 General Pershing Blvd

OKC, OK

Thursday, March 19

Route 66 Spring Fling Rally

Route 66 Biker Rally

26101 Milfay Rd

Depew, OK

Thursday, March 19

Sparks America

St. Patty's Day Rally

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Thursday, March 19

Norman Swap Meet

Spring 2020

Cleveland County Fairgrounds

RV Park

615 Robinson St

Norman, OK

Friday, March 20

The Chill (Bike Show)

Cessna Activity Center

2744 George Washington Blvd

Wichita, KS

Thursday, April 30 -

Sunday, May 3

BikeStock Oklahoma 2020

Route 66 Biker Rally

www.route66bikerrally.com

route66bikerrally@yahoo.com

Friday, May 1

Steel Horse Rally 2020

Fort Smith, AR

Sunday, May 3

Motorcycle Swap Meet

Admiral Twin

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Saturday, June 6 -
Sunday, June 7

**Guthrie Spring 2020
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info@guthrieswapmeet.com

Thursday, June 11
**Oklahoma Bike Week 2020
Route 66 Rally for Veterans
Route 66 Bike Rally**
26101 Milfay Rd
Depew, OK

Monday, June 15 -
Sunday, June 21
Sparks America Bike Week
Sparks America Campgrounds
Sparks, OK
918-866-2543
www.sparksamericacampgrounds.com
tcb@sparksamericacampgrounds.com

Thursday, June 18 -
Saturday, June 20
RAD Ladies Ride Rally 2020
Wes Watkins Center
N Washington St &
W Hall of Fame Ave
Stillwater, OK

Saturday, June 20
OKC Mile
1 Remington Pl
OKC, OK
[www.americanflattrack.com/
events/default/view/okc-mile-2020](http://www.americanflattrack.com/events/default/view/okc-mile-2020)

Sunday, July 12
Jeff Williams

Tulsa Motorcycle Swap Meet
Admiral Twin
7355 E Easton St
Tulsa, OK

Thursday, August 20
**Route 66 Biker Rally 2020
Oklahoma After Sturgis Party
Route 66 Biker Rally**
26101 Milfay Rd
Depew, OK

Friday, September 18
**ABATE Oklahoma
Freedom Fighters State Rally
Route 66 Biker Rally**
26101 Milfay Rd
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**When you want to know
where to go - go to
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Winter Safety Tips

For some riders, winter riding is simply not an option. But it doesn't have to be that way. With a little common sense, and some minor changes in your riding style, you can carry on riding safely through all but the worst of the winter weather. Riding anytime of the year demands caution, however winter in particular can be treacherous. Almost half of motorcyclists say that riding on icy, winter roads is one of the worst aspects of motorcycling.

Good Practices

- Signal earlier.
- Check your lights and tire pressure.
- Increase the braking distance to account for wet roads.
- Don't assume that the drivers

around you have seen you.

- Avoid wearing dark clothing, particularly in the evening and early morning.
- Be wary of riding in strong winds.

Check the weather

Don't over estimate your abilities. If it is snowing, or if you know it's going to snow, do not venture out on your bike. Tempting as it is to think you have the experience and response times to keep safe, accidents do happen. Even if the weather looks mild, ice patches could have formed overnight or black ice formed in the morning, which can radically reduce grip. Even though your tires may heat up over time, cold tires on a

cold surface provides less traction than hot tires and a hot surface.

Check your braking distances

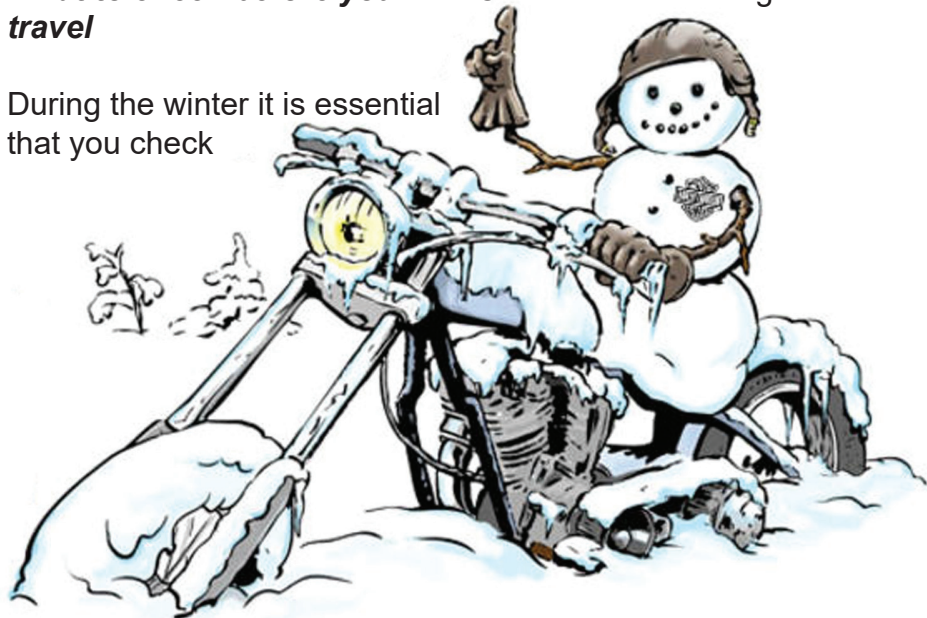
With winter conditions, increasing braking distances decreases the chance of a biker being involved in an accident. There are a number of factors that can affect braking distances be it vehicle weight, speed, braking force and thinking time. But, all of these factors are exacerbated during winter. During winter driving, these braking distances can increase up to 10 times.

What to check before you travel

During the winter it is essential that you check

your tires, controls, lights, oil, chassis and stands: all should be inspected before you ride. In addition, make sure that the bike roles freely without resistance, which is a good indication that the brake pads haven't stuck to the discs from corrosion. Not only will there be much less grip on wet and icy roads, you will also be challenged by the wind and the rain as you ride along. So use your lane, and give yourself space to adapt, adjust, and slow down. And if you have a long ride ahead, plan to stop and warm up along the way.

This Winter Riding Tips
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ABATE of Tulsa Toy Run





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OUR MISSION

The **Patriot Guard Riders** is a 100% Volunteer, Federally registered 501(c)(3) non-profit organization which ensures dignity and respect at memorial services honoring Fallen Military Heroes, First Responders and Honorably Discharged Veterans.

OUR VISION

The **Patriot Guard Riders** is a diverse amalgamation of riders from across the nation. We have one thing in common besides motorcycles. We have an unwavering respect for those who risk their very lives for America's Freedom and Security including Fallen Military Heroes, First Responders and Honorably Discharged Veterans. If you

share this respect, please join us.

We don't care what you ride or if you ride, what your political views are, or whether you're a hawk or a dove. It is not a requirement that you be a Veteran. It doesn't matter where you're from or what your income is; you don't even have to ride. The only prerequisite is **Respect**.

Our main mission is to attend the funeral services of fallen American Heroes as invited guests of the family. Each mission we undertake has two basic objectives:

1. Show our sincere respect for our Fallen Heroes, their families, and their communities.
2. Shield the mourning family and their friends from

interruptions created by any protester or group of protesters.

We accomplish the latter through strictly legal and non-violent means.

To those of you who are currently serving and fighting for the freedoms of others, at home and abroad, please know that we are backing you. We honor and support you with every mission we carry out, and we are praying for a safe return home for all.

**STANDING
FOR THOSE
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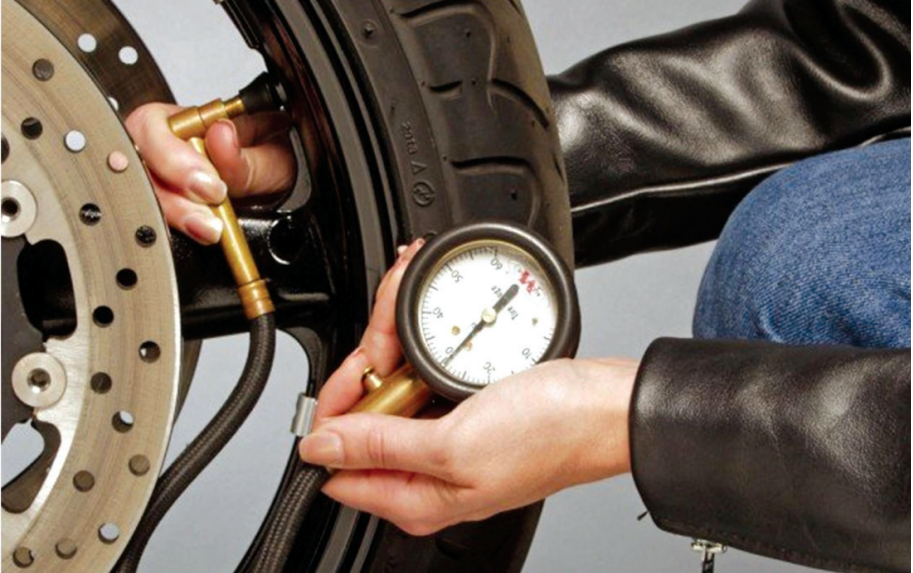
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TECH TIPS

How To Properly Check Your Motorcycle's Tire Pressure

It's easy, but there's still a right way to do it.



OK, I know, checking a motorcycle's tire pressure is super easy. All you do is take out your handy tire gauge and apply it correctly to the wheel's valve stem. Well, yes... and no. Tire manufacturers recommend that you check your bike's air pressure when the rubber is cold – meaning at ambient temperature. If you've ridden your bike in the last few hours or have parked it in the sun, where the tires can

absorb heat, the pressure will read artificially high. Yes, we know that racers often check tire pressure immediately after they leave the track, but they're actually using the pressure rise they're getting out of their tire as a barometer for estimating the tire's temperature and whether they're leaving potential traction on the table. Street riders have different needs. First, the air pressure helps the tire carcass maintain

the proper profile, making for predictable handling in the varied environments encountered out in the real world. Second, proper air pressure helps keep the tires from overheating and cooking the life out of the rubber compounds. (A quick FYI, race bikes typically run lower tire pressures than street tires.) Third, your bike will get better gas mileage and longer tire life with proper inflation. Finally, both over- and under-inflated tires are more prone to failure than those using the correct air pressure. So, before you ride your bike, check the tires' pressure with an accurate gauge. Also, if you need to move your bike to get the valve stem to an easier place to use

the gauge, take advantage of the movement to examine the tire's tread.

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STURGIS (Just Not Bike Week)

By Ronnie Page

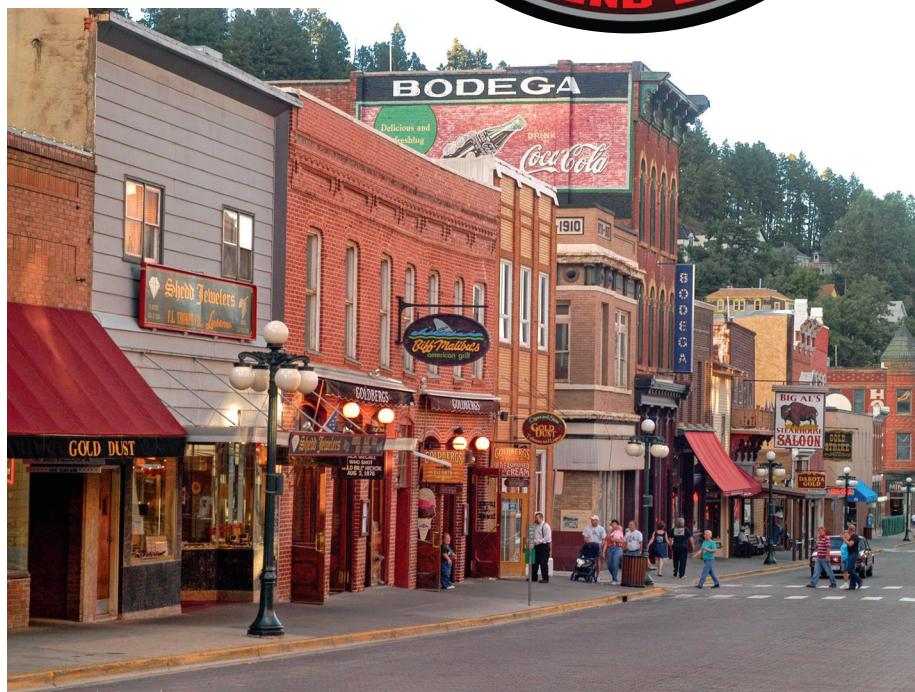
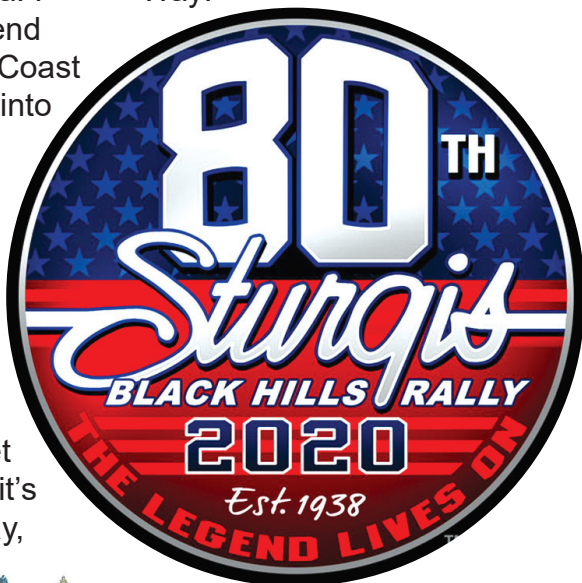


Everyone who rides a motorcycle and considers themselves a biker should go to Sturgis Bike Week at least once, just to see it. But after that, it's pretty much the same every year. My self and a select number of close friends got the idea a few years ago, to make the Sturgis trip at Labor Day, rather than Bike Week. Best idea we ever had! See the sites, ride the rides, without the crowds. Like my favorite, the Black Hills Central Railroad 1880 Train, which travels from Hill City to Keystone and back (a two-hour trip). There are so many things to see in Deadwood, you could spend an entire day, and not see it all. There is always Mt. Rushmore (very cool but always the same), and Crazy Horse (also cool, but different every time), but the train is my favorite (heck, "Gunsmoke" was even filmed on this train

a coupla times). Of course, like the age-old biker saying, "It's not the destination, it's the journey." I have a couple of ways to get there, but I always stay at KOA's, after all I am an old hard core biker (mostly just OLD). I like to go up I-44 to Joplin, catch I-49 to KC, catch I-29 on up to Sioux Falls, SD, catch I-90 across SD to Sturgis. I usually stop on the way up in North Sioux City, SD for the night. That route up lets me catch all the sites going across SD, like Wall Drug just to name one. Once there, I ride the roads without the cops watching my every move. I can enjoy myself, the restaurants and bars are not full, and prices are back to normal too. Actually, I make this trip for about half the cost of a Bike Rally trip. And have more fun too. After about a 3-day stay, the trip home is a little different. I cut down through NE, and

usually stay the night at Grand Island, NE before returning back to the hacienda. Oh, I almost forgot to mention the food, it was great as usual, but here is a story for ya: I was traveling with a friend from down south (Gulf Coast south), and we walked into a restaurant in SD for lunch on the way up. As we walked in, I saw Indian Tacos on the special, and ordered it before we even sat down. My friend asked me what an Indian Taco was, I replied, "get one, if you don't like it, it's on me." Needless to say,

I did not pay for his lunch. However he did get the recipe from the waitress before we left. Anyway, one week start to finish, The Sturgis Trip My Way!



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We can trust Him to take care of us like an old friend. He really wants us to live a life of adventure. God has been given a bad rap - He's not boring or mundane, neither is He mean or vengeful. He is Full of life and a rewarder! He really wants the very best for you. That's why He says to seek Him diligently.

He knows this world will eat you up and spit you out so He wants you to be His Partner in Faith. He's the senior partner and we are the junior partners.

We do our part (the possible) and we trust Him to do His part (the impossible). He wants us to succeed, so have Faith today and believe God to do His part, "He is true to His word." Live your life believing and receiving the impossible. That's God's way of living a life of adventure!

He is able to do exceedingly, abundantly above all we ask or think, according to the power that works with in us. Did you get that? He is already working in us as believers on the Exceedingly, Abundant Life of Adventure He has for us.

So put your faith to work and start believing God for His very best!

Ride Safe out there
CMA Preacher Dennis



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