

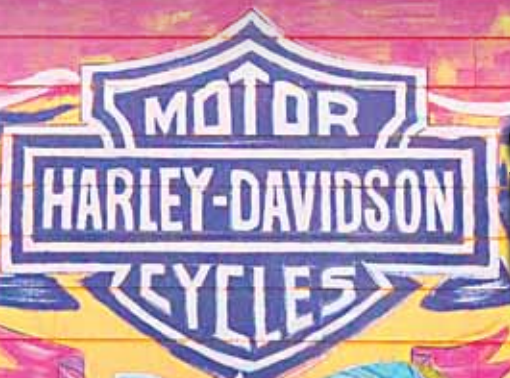
THE RIDERS MAGAZINE



FREE

OKLAHOMA BIKER

May • Jun 2020



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**VIRTUAL BIKE SHOW
RESULTS - PAGE 12**



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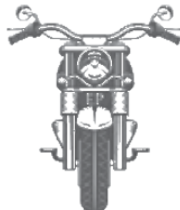
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Why Drivers May Fail to See Motorcycles in Plain Sight

The disproportionately high number of motorcycle-related traffic accidents may be linked to the way the human brain processes -- or fails to process -- information, according to new research published in Human Factors, "Allocating Attention to Detect Motorcycles: The Role of Inattentional Blindness." The study examines how the phenomenon of inattentional blindness, or a person's failure to notice an unexpected

object located in plain sight, might explain the prevalence of looked-but-failed-to-see (LBFTS) crashes, the most common type of collision involving motorcycles.

According to human factors/ergonomics researchers Kristen Pammer, Stephanie Sabadas, and Stephanie Lentern, LBFTS crashes are particularly troublesome because, despite clear conditions and the lack of other hazards or distractions, drivers will look in the direction of the oncoming motorcycle -- and in some cases appear to look directly at the motorcycle -- but still pull out into its path.

Pammer, a professor of psychology and associate dean of science at Australian National University, notes, "When we are driving, there is a huge amount of sensory information that our brain must deal with. We can't attend to everything, because this would consume enormous cognitive



**The driver
CANNOT SEE
any of these
bikes!**

resources and take too much time. So our brain has to decide what information is most important. The frequency of LBFTS crashes suggests to us a connection with how the brain filters out information.”

The researchers recruited 56 adults and asked them to examine a series of photographs depicting routine driving situations taken from the driver’s perspective. The respondents were to determine whether the image represented a safe or unsafe driving environment. In the final photograph, the researchers manipulated the image to include an unexpected object, either a motorcycle or a taxi, and asked participants if they noticed either object.

Although 48% of all participants reported that they didn’t notice any additional object, they were significantly less likely to detect the motorcycle (65%) than to notice the taxi (31%).

Further evidence that inattention blindness could be present was revealed in the results of a survey

administered before the experiment, the purpose of which was to gauge participants’ overall perception of each vehicle in the photos. Although they believed a motorcycle was just as likely to be on the road as a taxi, they thought they would be far less likely to notice the motorcycle.

Pammer and coauthors believe their study highlights the need to encourage drivers to be more motorcycle-aware. Training programs could be required for all novice drivers.

“Motorcycles appear to be very low on the priority list for the brain when it is filtering information,” Pammer adds. “By putting motorcyclists higher on the brain ‘radar’ of the driver, hopefully drivers will be more likely to see them. In the meantime, we need to be more vigilant, more active, and more conscious when driving.” Remember, “Look twice, save a life”!

This article was derived from various sources, and brought to you by:

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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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In the Beginning III



Original?

In the early 70's the director of the National Highway Traffic and Safety Administration, Joan Claybrook, decided that motorcycles should be banned from the highways because of the inherent danger of their use. Accordingly, she developed a "10 year" plan to remove them from the road. The following is an excerpt from a letter she sent to the AMA concerning Rider Education. "We believe that the training can and should be presented in such a way that it does not entice people to ride motorcycles who would not ride if the courses were not available. Motorcycle driver training will have little or no effect on total accidents, injuries, and deaths, if such courses substantially increase the number of novice riders. For these reasons we do not believe that motorcycle rider education courses should be required or part of the curriculum in high

schools." NHTSA, with the help of the American Medical Association and the Insurance Institute, began a very well planned lobbying effort to pass extremely restrictive regulations concerning motorcycles. Ms. Claybrook and her minions knew that banning motorcycles outright would not be very popular, but that increased regulations and the enforcement of them would cause potential riders to give up motorcycles as too much hassle. Soon the use of motorcycles would dwindle till they could be banned completely.

At about that same time Lou Kimzey and Keith Ball of Easyrider Magazine, a biker lifestyle monthly out of California began to publish lists of these laws and the news related to them in their magazine. EASYRIDERS magazine editor, Lou Kimzey, made a plea in issue #3, October 1971, for bikers to come





together to fight impending restrictions by joining a new national organization called the National Custom Cycle Organization, but because of a conflict with the acronym the name was changed in February 1972 to A Brotherhood Against Totalitarian Enactments (ABATE). EASYRIDERS began granting state charters around 1974, and Keith Ball was the original national coordinator (Keith was for many years the editor of EASYRIDERS.) The concept of ABATE began there. They saw the need for bikers to organize to fight against federal and state restrictions on motorcycling. After a couple of years, the folks at EASYRIDER realized that a national organization was next to impossible to form while publishing a new magazine and they gave the rights to the name to anyone in individual states who wanted to carry on at a state level. Some 35 years later, most states have a state motorcyclists' rights organizations (SMRO), either called ABATE or some

other name. ABATE is an acronym which originally stood for "A Brotherhood Against Totalitarian Enactments" and alternatively stands for "American Bikers Against Totalitarian Enactments", "A Brotherhood Aimed Towards Education", "American Bikers for Awareness, Training & Education", "American Bikers Aimed Towards Education", "American Bikers Advocating Training & Education" with other combinations also used. They defined Totalitarian Enactments as, laws established without the consent or consideration of the people. The Boston Tea Party was prompted by a totalitarian act perpetrated upon the colonists by King George. The Rally cry against King George, Taxation without representation, still serves as a shining example of the philosophical foundation of this organization. Unlike today, where we can enjoy our sport or lifestyle without major interference from law enforcement, then, it was a different matter. If you were





a “biker”, almost every ride carried the real potential of being stopped and having your license and registration checked. Seat height, mufflers, handlebar heights, motor numbers checked and recorded, rearview mirrors, license tag mounting, headlight on, number of foot pegs, and the MANDATORY helmet were regulations which were used to interrupt and delay otherwise peaceful rides. In 1973, a nationwide mandatory helmet law was proposed in Washington and defeated because it was viewed as a States right issue. The AMA was instrumental in that fight. NHTSA then convinced the feds to withhold federal highway funds from states that didn’t pass mandatory helmet laws. 47 states passed these laws and the fight for



freedom was on. In 1986, many ABATE organizations met at what became the “Meeting of the Minds” conference. This conference began the process of SMROs working together and eventually led to the founding of the Motorcycle Rider’s Foundation (MRF) which is considered a Motorcycle Rights Organization (MRO) based in Washington DC. This group of SMROs acted to make sure motorcycles are



part of transportation planning and ensure that motorcycles are allowed on all public roads. MRF is an organization set up in Washington DC to watch over motorcycle legislation and to take action when the federal government has an agenda that would not be motorcycle friendly. SMRO’s including ABATE work with the MRF and most have a state officer involved in the MRF. ABATE organization use the MRF to share state information, and get more information on a federal level as well as information from other states. Most SMRO and ABATE

groups work with other (MRO) groups besides the MRF, such as the American Motorcyclist Association. Many ABATE organizations have websites, and most often list the other groups they are involved with, work with, from national MRO groups, insurance programs, lawyers, and rider training or safety and education programs. ABATE was formed in response to keep motorcycle choppers, with extended front ends that were deemed



unsafe, on the road; but now SMROs deal with a large variety of motorcycling related issues. Motorcycle safety training, health insurance issues and road engineering with respect to motorcycles are all areas dealt with by ABATE organizations. Many states' rider training programs are either run by or administered



by ABATE organizations. Next issue, we will make attempt at sorting out the ABATE puzzle here in Oklahoma. Please feel free to add feedback to our website (<https://oklahomabiker.net>), or even upload your point of view.

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Ronnie

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Dec. 6, 2019 - Drag racers of American-made V-Twin motorcycles collectively rejoiced two months ago when news broke that beloved racing organization AHDRA was firing back up and heading to the racetrack.

Now AHDRA is announcing a complete schedule and class line-up, showing the tremendous sponsor response and sponsorship opportunities still available.

The season opens at the traditional nitro Harley headquarters of Rockingham Dragway (May 15-17), moves north to Numidia (May 30-31), to the midwest at Cordova (July 3-5), west to Sturgis (Aug. 10-11), north of the border to Quebec (Aug. 29-30), then heads south to Atlanta (Oct. 2-4), Orlando (Oct. 15-17) and Gainesville (Nov. 6-8).

November 6-8 World Finals at Gainesville Raceway, Gainesville, Florida, USA including a \$5000 All-Star race on Saturday night and the AHDRA banquet in Gainesville on November 9th

- Current Classes and Sponsors
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- Modified by Zippers Performance
- Street Pro 9.70 by Vreeland's Harley-Davidson
- 10.30
- 10.90
- 11.50 by Crete's Performance

- ET
- Trophy

But wait, there's more! "At our first race, the one in Rockingham, we will be giving away a 2020 Harley-Davidson Street Glide by a raffle," said AHDRA President Bill Rowe Jr.

Rowe also notes there are many sponsorship opportunities still available for performance companies to hop on the AHDRA bandwagon. This one's gonna be big! "Thank you everyone for the amazing outpouring of support," said Rowe. "I really didn't know what to expect when we got into this, but the response has been amazing. Stay tuned for more news to come." AHDRA is owned by Pulse Marketing, the Hellertown, Pennsylvania-based motorsports promotion company run by veteran drag racer Rowe and his family.



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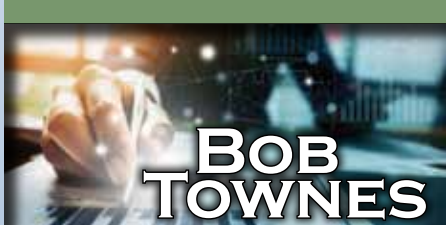
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The raffle tickets are on sale and will end November 19th when the winning ticket is drawn at the Catoosa Masonic Lodge. Tickets can be purchased at Patchwork Pup, any members of the Catoosa Masonic Lodge at any time, also at the monthly pancake breakfast on the first Saturday of the month, or from John Knifechief at any of his many appearances throughout the state. Tickets are \$20 each.

OKLAHOMA BIKER CALENDAR

* EVENTS SUBJECT TO CHANGE OR CANCELLATION

Thursday, April 30 -
Sunday, May 3
(Rescheduled July 9 - 12)
BikeStock Oklahoma 2020
Route 66 Biker Rally
www.route66bikerrally.com

Thursday, April 30 -
Sunday, May 3
Women Rockin' Women
IFRD 2020
Moyers, OK

Friday, May 1
Steel Horse Rally 2020
Fort Smith, AR

Saturday, May 2 -
Saturday, October 3
Seaba Station Swap Meets 2020
OK-66
Warwick, OK

Sunday, May 3
Motorcycle Swap Meet
Admiral Twin
7355 E Easton St
Tulsa, OK

Sunday, May 3
Cassoday Bike Run - May
207 Main St
Cassoday, KS

Friday, May 8 - Sunday, May 10
MOA Getaway - Eureka Springs
207 W Van Buren
Eureka Springs, AR

Saturday, May 9
5th Annual Fun Run
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are Returned to the Participants*
Carousel Lounge
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Tulsa, OK

Thursday, May 21
Talimena Rally
Cruisin' for St. Jude
Arkansas City, KS

Friday, June 5 -
Saturday, June 6
Copperhead Run
Motorcycle Rally 2020
Spavinaw, OK

Saturday, June 6 -
Sunday, June 7
**Guthrie Spring 2020
Motorcycle Swap Meet**
405-245-5159 - Andy
www.guthrieswapmeet.com
info@guthrieswapmeet.com

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

Saturday, June 13
**3rd Annual Diane Memorial
Poker Run**
Sapulpa, OK

Saturday, June 13
**5th Annual Wounded Veterans
of Oklahoma Homecoming
Celebration Poker Run**
Mannford, OK

Saturday, June 13
**Riding for the Vets
Poker Run & Bug Run**
Ardmore, OK

Sunday, June 14
**AMA West Hare Scrambles
East Meets West**
OKC, 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

Saturday, July 4
**Family Freedom Motorcycle
Rally - Route 66 Biker Rally**
26101 Milfay Rd
Depew, OK

Thursday, July 9 -
Sunday, July 12
**BikeStock Oklahoma 2020
Route 66 Biker Rally**
www.route66bikerrally.com

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

Sunday, August 30
Jeff Williams Tulsa
Motorcycle Swap Meet
Tulsa, OK

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

Saturday, September 19
Patchwork Pup's Yearly Party
19855 E Brookview Dr
Claremore, OK
918-978-7578
www.patchworkpup.com

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
Route 66 Fall Biker Rally 2020
Route 66 Biker Rally
26101 Milfay Rd
Depew, OK

Thursday, October 15 -
Sunday, October 18
Sparks Halloween Biker Bash
346719 E 990 Rd
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Thursday, October 22 -
Saturday, October 24
Norman Swap Meet - Fall 2020
Cleveland County Fairgrounds
RV Park
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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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LET'S TALK MEDICAL MARIJUANA

I don't know about you but this cold, rainy weather hurts my old bones. If you have ever had a wreck or been in an accident where you hurt your body then you know what I'm talking about. Marijuana is used as a medicine for many different things but be careful, not all strains are going to help your pain. I for example, suffer from back pain and when I lost my first disk in my back about twenty years ago, that's when I first started really trying to find medical marijuana. I hope that after reading this it will save you some time and money searching for the strain that fits your pain. I noticed real fast that my hard core Sativas made my back pain worse. Haze is know as the mother of all Sativas and gained a reputation for it's energizing effects, that helps you get things done, along with giving you a real head high that sometimes turns into paranoia. Most growers or dispensaries won't share this with you but this old hippie grower will tell you flat out. These type of strains seem to tighten the muscles in my back and not help the situation. The Indica strains are known for the couch lock effect and more of a pain killer so these are the

first strains you want to focus on for pain and tense muscles. Keep in mind that just because it is labeled Indica does not mean that it will knock you down and take away the pain. To find the strain that works, you need to do two things, first is research. It's not like in the old days. With marijuana being legal we can now openly study it more than ever before. Find strains high in CBD. Everyone knows that CBD is the best for pain. People that don't usually consume marijuana are turning to this newly discovered miracle. CBD is good but for me it works better with THC. Why, I don't know but that's how my body works. Strains high in CBD and low in THC are becoming a favorite for people in pain that don't want the strong high feeling. Next is to modify your search by looking at the terpenes. If you want a pain medicine for evening that helps ease the pain before bed then you want to look for strains with Myrcene. Myrcene is the most common terpene in marijuana, helping with inflammation, pain and insomnia. It has an earthly smell. Automatically I think of original Indicas like Afghan or Hindu Kush strains. A side note. Mangos have

large amounts of myrcene. For me personally, I like the piney smelling strains for the daytime. These strains have the terpene Alpha-pinene. I like this terpene because besides the smell changing your house into a pine forest, it helps me think and focus better. Are you ready for this? This terpene is reported as helping reduce memory loss related to THC and improve air flow and respiratory functions. WOW give me some of that. My favorite daytime strains with this are Strawberry Cough, and the piney smelling MK Ultra. AK 47 is also a good one. Ok, all of you chocolate lovers who are also having pain and

anxiety we have something for you. Linalool is a terpene known for its calming and relaxing effects also. When you taste chocolate or lavender in your flower get ready to sit back and relax. Linalool not only melts away anxiety and psychosis but studies also suggest it boosts the immune system. That is great with the virus going around. Will it help? I don't know but I'm going to grab me some Triple Chocolate chip flower and maybe a Dark Chocolate pre roll. Two of my favorite strains for mental and physical relaxation right now.

Until next time, God Bless You,
Grower Glenn

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Tulsa ABATE

"Defending Your Riding Rights"

May is "Motorcycle Safety Awareness" month

While May is the month to remind cage drivers that motorcycles are again out in force, it is also a good time to remind bikers to tune up their own safety:

-  Check your tire pressure, and treads for depth & damage
-  Check you brakes, cables and fluids (replace if too old)
-  Check for loose or missing bolts, especially control bolts
-  Check the operation of all lights including brake lights
-  Tuneup your engine, replace fluids & parts having limited lives
-  Tuneup your riding skills & muscle memories before hard riding



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TECH TIPS

Ignition Systems

When your motorcycle is not running at its peak condition and you have exhausted all of the basic requirements, remember that engines require ignition systems that carry higher voltages these days, and these parts can fail. When your motorcycle has many miles and years of use, the systems have to be recognized from an ohmmeter level, not just a visual inspection. I recently had a set of 4 cylinder coils that when the engine came up to operating temperature, the engine would lose power and stall the cylinder. When tested with the multimeter, the coils were out of specification until the coils cooled down to room temperature. If this symptom sounds familiar, I would

suggest that you use the specs from your service manual or equivalent. Measuring the resistance of the primary and secondary sides of the ignition coil requires a little skill and patience and an understanding of the ignition system on your motorcycle. If you take the coils into a shop and have the coils bench tested, this is a valid test; however, there are a couple of items that can be mistakenly overlooked. This only applies to the Capacitive Discharge System, also known as CDI ignition systems. These systems have been a standard on many models of bikes from the 90's to this very day. Many older bikes have used the point's style system with electronic coils, and these systems are just as susceptible



Single Fire Coil



Dual Fire Coil

to fail because of the age of the bikes that are being pulled out of sheds and garages. The same testing procedures apply to these coils, as they both have a primary and secondary wound coil, and these are very easily identified by the construction of the coil itself. The best way I can explain the coil is the wire or terminal that is located directly to the coil is the primary side of the coil and the bigger lead that attaches to the spark plug is called the secondary coil. Both of these leads have a specific resistance that is very important to the correct voltage at the spark plug to obtain the best burn for the combustion process. Ignition coils that are intermittent must be replaced because these also are being triggered by the pickup coil or crankshaft trigger, and coils have been known to throw

current back into the pickup coils and or CDI module. When you are dealing with a modern-day bike, they have really good ignition systems that are very reliable and maintenance free! Today's new systems are really good, and when your bike has fuel injection, there are many applications for aftermarket coils and high output ignition modules that can be adjusted and set to different levels, which is very cool and functional. So in summary, when your H-D or metric bike has an intermittent spark and the motorcycle is just not running correctly, taking a few minutes of your time to test the coil and spark plug wires is a great way to look into the ignition system and determine if you need a replacement or need look into another area in the electrical system.

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Where do you think the idea for a motorcycle came from? He put that idea into men, a couple of them acted on it and Harley Davidson was born. He truly wants to bless

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RIDLEY

(The Rise and Fall)



Oklahoma's own motorcycle, originated as an idea in Oklahoma City, OK around 1995, and started production in 1999. The Ridley Speedster, positioned itself as "America's Automatic Motorcycle". Starting out as a $\frac{3}{4}$ scale 600cc automatic motorcycle. With the use of a CVT drive, and a small v-twin engine, history was made. Although the vast majority of cars and light trucks sold in the U.S. use automatic transmissions, no two-wheeled vehicles larger than a scooter did, and so to capitalize on that market, Ridley Motorcycle Company was founded in 1997, which produced its first model, the Speedster, two

years later. Ridley's design was a focus on three unique features; low seat, light weight, and an automatic transmission. The "Speedster" was somewhat popular and successful, even to the point of evolving to a full size (sort of) bike in 2003. Ridley sustained annual growth of over 30% from 2000 to 2008, and sold nearly 4,000 units through 2009. The first full size would be called the "Auto-Glide" and all sequential automatic models would carry the tag Auto-Glide. In my opinion, even "Stevie Wonder" could have seen a problem with that moniker. Which eventually proved to be the downfall of

this Motorcycle. The CVT drive system used by Ridley, was not new just a different application of an existing and proven system (just look at any snowmobile). Ridley did improve on the system, which was very economical and dependable. Using that small of an engine on a full size bike, one especially with an automatic drive train was a bit under powering. But then again a proven engine design and very dependable. I mentioned "sort of" as to the full sizing of the Ridley, because even a full size Ridley had 15" wheels and sat several inches lower than a comparable full size bike. The one I purchased for my wife was a 2009 Auto-Glide Classic, it had a top speed (w/o passenger) of about 80 mph on level ground. My wife who normally rode an HD XL1200S Sport, was not impressed. She made 1 trip on it, and never rode it again. Held its value well, kept it for about a year, and sold it for about what I paid for it new. It had about 1500 miles on



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it. The only problems I seen with it, was underpowered, and a bit small, a great starter bike for a new rider, or a "chick" bike. The only real problem was underpowered, which I am sure Ridley would have addressed eventually. The down fall was the word "Glide" in its name. A very large, popular, and successful motor company had been using the term "Glide" for many its motorcycles since the 50's. So the term "Glide" was essentially trademarked and copyrighted (concerning Motorcycles) seven ways from Sunday. Although this was a new use of the term "Glide", well sort of (like Duo-Glide to Auto-Glide). But both are still motorcycles, somewhat in competition. Ridley's claim when confronted was HD did not make an automatic motorcycle, thus no connection or competition. This reminds me of an old ad, does anyone remember when the "Budweiser" slogan was "this Bud's for you"? A flower shop on the east coast started using the slogan for their flower delivery. When Anheuser-Busch sued the flower shop, their defense was flowers and beer was not in competition. You can look up and find out how that went, I will give you a hint, "Budweiser" is still the king! Apparently the boys at

Ridley did not know that little piece of history. The case between HD and Ridley went to court (really why not settle) it was presented over the course of 5 days. Then began the waiting game. Although the case drug on for over 2 years, no verdict was ever given, Ridley eventually made an undisclosed settlement, and filed for bankruptcy the next day. The one word "Glide" was the down fall of Ridley Motorcycles. Afterwards a company in Missouri called "Route 66 Ridley" purchased virtually all of the left over parts, name and design. Although they do still sell and service Ridley Motorcycles, I do not believe they have continued the production. The rise and fall of a fledgling company with new innovative ideas, brings me to an old saying "Only in America"!

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