

THE RIDERS MAGAZINE



FREE

OKLAHOMA BIKER

Sep-Oct 2020



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Endorsed by the Oklahoma Confederation of Clubs
as the Official Motorcycle Magazine of Oklahoma.

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AT 918-688-4995



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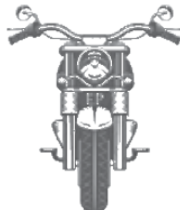
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WHAT IS OKLAHOMA BIKER

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

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

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

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

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

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



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

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

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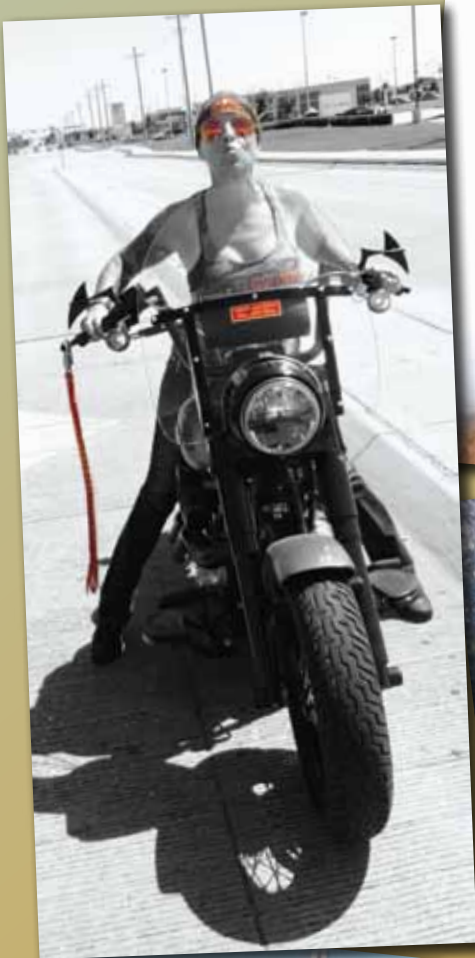
WHEELS4WARRIORSVI@COMBATVETS10-3.COM

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.





Dead End Spring Rally

The Beatles 1970 song, "Long and Winding Road" rolled around in my head as I turned off of Kansas Hwy 166 onto gravel road 27 and a short distance down the road onto Gallop Road. It wasn't bad for a gravel road, a little dusty, but the surface wasn't like driving on ball bearings. As you approached Dead End Rally grounds, you were greeted with an oasis of green grass, trees, a swimming hole, bikes, babes and tents. Did I mention the babes?

I knew I must have arrived at Steve Rinck's Dead End Spring Rally because the day was hotter than hell. Actually, it really wasn't that bad and there was plenty of shade trees that helped make the day pleasant. Normally, when I talk to Steve, he is on a farm tractor. Today, he was on a good looking, 1957 military issue, 500cc Triumph.

The first image that greets your eyes as you enter the rally grounds is the line of motorcycles waiting for the Best of Show contest, old and new, stripped down and

built out, factory modified and unique, they were all there waiting to be voted on by the rally attendees.

There were plenty of games to occupy you, either as a participant or spectator. Winners received t-shirts. Events included: male and female barrel keg throw, barrel roll, Slow race, cherry bite, Hot dog bite, barrel racing, keyhole race. The female barrel keg throw generated special attention when one of the contestants took off her t-shirt so she could get an "uninhibited" throw.

There were food and T-shirt vendors to satisfy your thirst and appetite and need for bling, but the two attractions that garnered the most audience attention were the titty licking and build-your-own-bikini contests. If I have to describe the titty licking contest to you, you are too young to be reading this article. The build-your-own-bikini contests requires contestants to build and wear a bikini they built only from discarded items found around the rally grounds.

An example were the beer bottle caps that were used to cover one lady's..... use your imagination to figure how she used them. A lot of bush leaves were used in strategic locations. You had to be there to appreciate the creativity displayed in this popular contest.

I have been attending motorcycle events for over 50 years. The spring Dead End Rally, was the friendliest motorcycle event I can remember. Vendors and attendees were laid back and very friendly. I saw absolutely no drama or conflicts. Patch holders and independents treated everyone as fellow bikers. It was a fun event!

The next Dead End Rally will be October 1 (Thursday) through October -4 (Sunday). Thursday is vendor setup with a pulled pork and beans potluck vendor appreciation dinner held that night. Friday, October 2nd entertainment will be Martin & Dead Guys. Saturday's entertainment will be provided by the Straightaway band. There are hot showers and ice is available. It costs \$25 for a fun filled weekend pass. For information call Steve Rinck (620) 485-4545 or e-mail Steve at rincksteve@yahoo.com.





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TECH TIPS

Why Synthetic Oil is Better For Your Motorcycle



Let us start with some history about synthetic oils. Synthetic oil has been in development since 1877. Synthetic oils are built with individual molecules. Such as wear additives, heat reducing, prevention of oxidation, etc. These molecules build the groundwork for synthetic oil. Most synthetic lubricants being used in aircraft engines. Specifically, aviation turbine engines. These turbine engines needed the best of oils to stay operating efficiently. You did not want engine trouble in midflight. Turbine engines help pave the path for automotive synthetic oil. In the 1960s there was a young pilot by the name of Al Amatuzio a Lieutenant Colonel and Squadron commander with the Minnesota Air National Guard took note at how well synthetic oils worked in jet engines. Amatuzio thought

if synthetics work this well in jets how well would they work in personal automobiles. With this, Amatuzio began research and development of synthetic lubricants and how they perform in vehicles. He spent time studying chemistry and learned about additives. In 1966, Amatuzio formulated his first synthetic motor oil and tested it in a 1966 Ford Station Wagon. Over the next 6, years Al kept improving and developing his synthetic oil. By 1972, Al had the first API qualified synthetic motor oil known today as Amsoil.

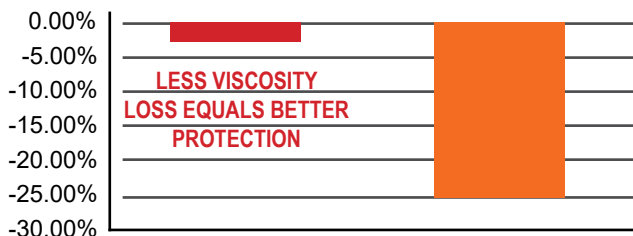
So, what are the synthetic lubricants you see today? Synthetic lubricants are chemically engineered to form a pure lubricant. This means all contaminants or molecules that do not serve a designed purpose are removed. The uniform molecules are

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Viscosity Breakdown

% viscosity loss in the CEC L45-KRL, ASTM D445 test



AMSOIL Synthetic V-Twin
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^{BB}Based on testing of AMSOIL 20W-50 Synthetic V-Twin Motorcycle Oil purchased on 3/19/19 and Harley-Davidson Screamin' Eagle SYN3 purchased on 3/19/19 in the CEC L45-KRL ASTM D445 test. *All trademarked names and images are the property of their respective owners and may be registered marks in some countries. No affiliation or endorsement claim, express or implied, by their use.

added to structure important properties that provide better friction reduction, optimum fuel efficiency, maximum film strengths and protects against extreme temperatures all while giving you the best performance. What does this mean for your motorcycle?

This means on those hot summer days whether you are riding in a parade, just slow moving in rally traffic, or running hard down the highway. Our motorcycle oil will run longer harder and will perform better in all different riding conditions. Take Amsoil 20w50 V-Twin for example; it delivers superior protection. It is also formulated with naturally heat resistant

synthetic molecules that resist oxidation in extreme heat. These additive systems also help keep your engine clean and running efficiently in the toughest riding conditions. Synthetic motorcycle oil gives you better wear protection all while keeping your motorcycle running cooler and shifting smoother to improve your riding experience. So, the next time you are looking to change the oil in your motorcycle ask what synthetic is best for your ride.



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In 2019, 66 motorcyclists were killed in Oklahoma. 1,271 distracted drivers were involved in causing a serious injury or fatality to a motorcyclist or another vehicle driver. How many drivers did you see today who were texting while driving or otherwise distracted?

ABATE of Oklahoma's Share the Road program was developed to make *drivers* more aware of the presence of motorcycles and how to more safely share the road with us. The Share the Road program is a free 30-45 minute presentation provided to schools, organizations, businesses. In 2019, we provided crucial safety information to over 8,000 school students in Oklahoma and our volunteers traveled over 15,000 miles. For more information about ABATE of Oklahoma's Share the Road program, please call (833) 657-4273 or check us out at abateofoklahoma.org.

Be part of the solution, not part of the problem!

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Must be 21 to enter - Open to the Public

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BIKE GAMES - PEOPLE GAMES - TATTOO CONTEST

Cornhole Tournament



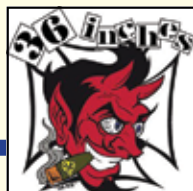
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RABBI & PRIEST IN ACCIDENT

A Rabbi & a Priest are riding their motorcycles one day and, by a freak accident, have a head-on collision with each other. Both bikes are totaled, but they are both OK.

The rabbi sees the priest's collar & says, "So you're a priest. I'm a rabbi. Our bikes are totaled yet we are safe & not hurt. This must be a sign from God!" Pointing to the sky, he continues, "God must have meant that we should meet & share our lives in peace & friendship for the rest of our days on earth." The priest replies, "I agree with you completely. This must surely be a sign from God!"

The rabbi is looking at his bike & exclaims, "Look at this! Here's another miracle! My motorcycle is completely demolished, but this bottle of Mogen David wine did not break. Surely, God wants us to drink this wine & to celebrate our good fortune."

The priest nods in agreement.

The rabbi hands the bottle to the priest who drinks half the bottle & hands the bottle back to the rabbi. The rabbi takes the bottle & immediately put the cap back on, then hands it back to the priest.

The priest, baffled, asks, "Aren't you having any, Rabbi?" The rabbi replies, "Nah... I think I'll wait for the police."



<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!



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TATTOO



Pre-Ride Safety Meeting



Am I ready?? Where do I start?
How does this work? Who do I ask? How can I stay safe?
How do we bring new riders into the group rides?

While riding alone is sometimes the goal, one of the **best** experiences you can have on a motorcycle is to ride in a group of close friends.

A pre-ride safety meeting is *important* for all the participants to **feel safe and have fun!** This meeting lets the group know where you are going and if there will be any stops along the way, along with informing riders of safety procedures. Getting to your destination safely is your primary goal. Having FUN along the way is the added bonus!

Many things should be discussed. Some briefly and some with some added time and focus depending on the group that is riding that day.

The Lead and the Sweep (Trail) rider in the group should be the most experienced riders. There should be a maximum of 7-10 riders in a whole group unless it is on a road with less traffic or the whole group is experienced in riding together.

Having too many riders can become dangerous as the group will then have limited flexibility to move and navigate on the road.

Every group will have riders with a variety of riding experience. The primary goal is to keep each rider comfortable and safe. The Ride Captain should take each rider's skills and comfort level into consideration when placing the riders in the group. Novice riders should be placed behind the lead rider.

The lead rider is responsible for setting the pace and can keep an eye on anything that could become a problem during the ride, for example: speed, traffic, weather, and road conditions. They should keep an eye out and be skilled in communicating with the rest of the group. The sweep rider is in charge of keeping tabs on the group and watching for wanderers, mechanical problems or anything that would put the group in danger.

Riders with more group experience should be placed closer to the back of the group.

Trikes and other 3-wheelers should always ride at the very back of the group due to their width and difference of handling.

Basic hand signals should be quickly discussed. Not so much as to overload someone new to the group, but to help the communication process become more predictable and consistent.

These basic parts of a pre-ride meeting will help promote the comfort of riding together as a

group and make the ride more enjoyable.

It's easy to think a pre-ride safety meeting isn't necessary and may be repetitive. But you never know when helping a rider to focus on the task at hand will be the most important moment of the day.

DON'T SKIP IT!! SAFETY MATTERS!!

Lisa "Sprout" Brogdon
International Safety Officer
Women in the Wind



The Hideout

The Replacement for Bikes, Blues, & BBQ

It didn't hit me at first, when I heard that the famous event, Bikes, Blues and BBQ was cancelled this year. Later, I began to have cold sweats and the shakes. How was I going to survive? Forget Covid-19! How was I going to survive without tasty, tangy BBQ, washed down with plenty of cold beer and cool music?

Fear not my friends, the fix is in! The Hideout is a popular motorcycle charity event where bikers can enjoy dry-rub pit BBQ, cool music, camping and a friendly atmosphere. The Hideout is located at 19941 N. Hwy 23, Ozark, AR and will take place September 23-27, 2020. If that location sounds familiar, it is right across the road from last year's event, and is located on USA Today's ranked #1 scenic route- Highway 23, also known as the legendary PIG-Trail.

Last years Hideout event was an excellent preview of this years event. One of the main reasons for attending was and is the music. Otis Watkins Band out of Oklahoma City supplied music to sooth your soul. Otis Watkins Band, Tracy Bailey Band and Blues City Limits will be rocking at this years Hideout event.

Food is another tasty reason to attend. Buck Nekkid BBQ will be serving their famous Texas Style, dry-rubbed pit BBQ featuring their "Nekkid" meats. "Texas Style, dry-rubbed pit BBQ featuring 'Nekkid' meats" sounds dirty, doesn't it? More evidence that this is a biker event.

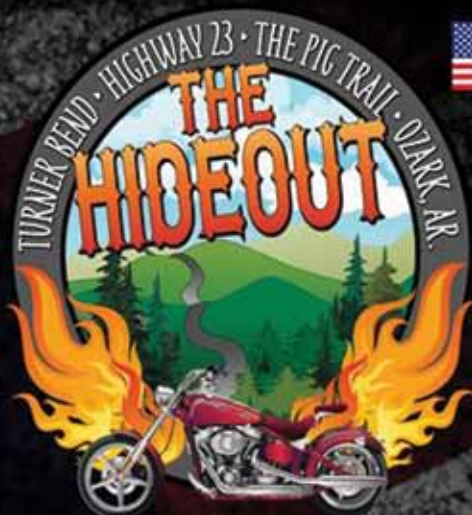
You can't just spend the entire weekend day eating, drinking and listening to

great music. The Hideout will be also be offering other entertainment options including RV/Tent Camping, Topless swimming, a bikini bike wash, vendors, raffles, giveaways and a motorcycle "FUN RUN" where you have a chance to win a 3 night stay and dinner for 4 in the mountains of New Mexico, courtesy of M Vacation Properties in Eagle Nest, NM. For the fun run, all you have to do is get a passport booklet stamped by visiting participating establishments and once your passport is filled, you drop it in the bucket and a winner is drawn. The great thing about the fun run is you have 4 days to complete it!

By attending The Hideout, you are helping fundraise for the local "Shop With A Cop" program for underprivileged children. A big THANK YOU to the hundreds of bikers who have attended The Hideout the past 2 years. Your support means everything.

More bikes are expected at this years Hideout event as bikers are looking for an alternative of the missing Bike, Blues and BBQ rally. You can get tickets for day passes, weekend passes, camping and the fun run by visiting www.TheHideOutPigTrail.com. For an updated schedule of events, please follow THE HIDEOUT at www.facebook.com/TheHideOutPigTrail and give their instagram a follow at [@thehideoutpigtrail](https://www.instagram.com/thehideoutpigtrail).

If you attend The Hideout, stop by and say "hi" to me. I'll be the old man with the BBQ sauce smeared smile on his face, tapping his foot in rhythm with the beat.



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19941 N. HWY 23, Ozark, AR
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SEPT 23-27 2020



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Benefitting Franklin County "Shop with a Cop"

OKLAHOMA BIKER CALENDAR

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

* EVENTS SUBJECT TO CHANGE OR CANCELLATION

Every Thursday
BIKE NIGHT
Roadhouse Bar & Grill
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FREE FOOD HAPPY HOUR

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General Lee's
4212 S 4th St (Hwy 81 South)
Chickasha, OK
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Live Music by CASHROH

Saturday, September 12
Love Run
Center of Family Love (Start)
Okarche, OK
First Out 9am • Last Out 11am

Saturday, September 12
Yayo's Run
411 South Broadway
Marlow, OK
KSU 11am

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

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

Saturday, September 19
Rug Rats Run
Benefitting the
Children's Hospital
OKC, OK

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

Sunday, September 12 **Bikers
for Christ**

5th Annual Blanket Run

1200 E Charles Page
Sand Springs, OK
Meet 10am • KSU 10:30am

Sunday, September 20

Iron Mountain Trail

5443 S 108th E Ave #100
Tulsa, OK
Meet 10am • KSU 10:30am

.....**CANCELLED**.....

Wednesday, September 23 -

Saturday, September 26

Bikes, Blues, and BBQ

Fayetteville, AR

.....**CANCELLED**.....

Wednesday, September 23 -

Sunday, September 27

RIDEOUT TO THE HIDEOUT

Benefitting Franklin County
"Shop with a Cop"
19941 N Hwy 23
Ozark, AR

Saturday, September 26

Poker Run

Hosted by VFW Post 4578 Aux
5223 S Division
Guthrie, OK
KSU 11am



Thursday, October 1 -

Sunday, October 4

Route 66 Fall Biker Rally 2020

Route 66 Biker Rally

FEATURED EVENT!

FEATURED EVENT!

26101 Milfay Rd
Depew, OK

Saturday, October 3

Rowdy Rascals &

DJ's Bait Shop HOGDAY

Ridin' for the Kids - Benefits
Shrine Hospital Transportaion
104 Brookdale
Apache, OK

Saturday, October 3

Seaba Station Swap Meet

OK-66

Warwick, OK

Saturday, October 3

Tuskahoma Jam 4

w/Lone Star Skynrd

(Lynyrd Skynyrd Tribute Band)

Chuck's Classic Cycles, Bar, & Grill
15632 SE Hwy 2
Tuskahoma, OK
Starts at Noon

Thursday, October 15 -

Sunday, October 18

Sparks Halloween Biker Bash

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Friday, October 30

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7pm - 11pm

Saturday, October 31

Halloween Bash/Costume Contest

Dew Drop Inn
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Lawton, OK

Thursday, November 12 -
Sunday, November 15

**Motorcycle Vagabond Rally 2
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Motorcycle History

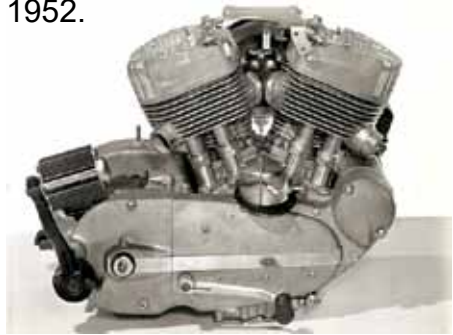
Harley-Davidson's Flathead (Side Valve)

I am sure everyone has heard of Harley's Flathead (side valve). Heck back in the day, every manufacturer that produced engines had a flathead. Before the advent of overhead valves, that was the thing. Simple, reliable, and inexpensive but performance, now that's another story. It's hard to imagine Harley



produced its 45 flathead in the three-wheeled Servi-Car until production ceased in 1973. Really, talk about out dated! But early on, the flathead was the deal. The flathead engine saw service in Harley-Davidson motorcycles beginning with the Model W's flat-twin, produced from 1919 to 1923. In the domestic U.S. market, the 45-cubic-inch (740 cc) D model (1929 to 1931) and its technical descendant, the R model (1932 to 1936). The D and R models featured a total-loss oiling system and were succeeded in 1937 by the

W 45, which had recirculating oil lubrication. The WLA (W = return oil, L = performance, A = army) went on to serve in World War II as the U.S. and Canadian Army's WLC (C = Canada) primary two-wheeled mount and subsequently as a civilian middleweight through 1952.



In 1952, the K series flatheads was introduced with the same bore and stroke, selling in parallel with the W series (which was discontinued after 1952), designed to compete with British sporting motorcycles of the time. The K models featured a 750cc unit construction engine and transmission case, right side foot shift and left side foot brake. From 1954 to 1956, the KH received an increase in stroke to 4-9/16" to bring displacement to 888cc (54 cubic inches). The K series was replaced by the overhead valve Sportster series in the retail market in 1957 (key

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Motorcycle Vagabond Rally 2

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Location: Chuck's Classic Cycles, Bar, & Grill

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Stickers will be available for \$5 donations

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If you'd like to sell your own products or present, please email - zeemototraveler@gmail.com

(Trucks and trailers bringing bikes are welcome too)



word “retail”). The American Motorcycle Association (AMA) class C rules of 1952 allowed sidevalves of 750cc to compete against 500cc overhead valve bikes. The 750cc KR factory racer was highly competitive in dirt track and road racing, and was produced in limited numbers until 1969, when the AMA changed the rules by increasing the Class C displacement limit to 750 cc. Without the displacement advantage, the KR flatheads were not competitive against 750 cc overhead valve bikes (the K series was truly done).



In 1930, the 74-cubic-inch (1,210 cc) VL flathead replaced the JD Big Twin, which had



featured intake-over-exhaust valve configuration. In 1937, that engine was redesigned to include a recirculating lubrication system, and designated the model U, and it went into the same frame and running gear configuration as the model E Knucklehead, which had



originated in 1936. The U continued to be produced in varying configurations as a 74 cubic inch U & UL (1937 to 1948), and 80 cubic inch UH



& ULH engine (1937 to 1941). By 1948, the first year of the aluminum-head Panhead, it had been thoroughly superseded and outsold in the



marketplace by the superior performance of the overhead valve model Big Twins. Truly the end of an era!

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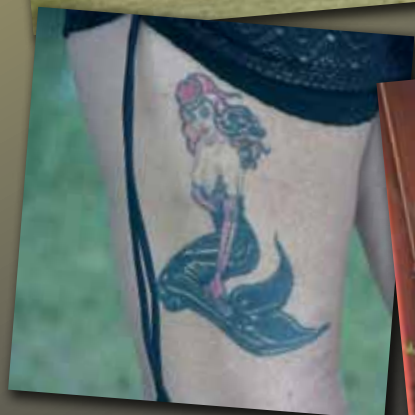
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VA Policy on Medical Marijuana



There are conflicting opinions if, or how marijuana use affects a Veteran's VA eligibility. We went directly to the Veteran's Health Administration (VHA) to get the most reliable answers possible. We are not offering legal, or medical advice. We neither encourage nor discourage marijuana use. We just want to end the confusion.

Governments Positions on Marijuana – Under federal law, cannabis is a controlled substance, like cocaine and heroin. The federal government places controlled substances in a schedule, according to its potential for abuse and medicinal value. Cannabis is classified as a Schedule I drug, which means that the federal government views cannabis as highly addictive, having no medical value. Doctors may

not “prescribe” cannabis for medical use under federal law, though they can “recommend” its use under the First Amendment.

Marijuana is legal under Oklahoma law Title 310, Chapter 681 for medical use by patients holding a state issued medical marijuana patient license. The license requires a physician's certification, but is easy and inexpensive to obtain. Veterans even get a license discount.

As of this printing, the federal government claims that marijuana is not a medicine. The Federal government has the constitutional authority to prohibit marijuana for all purposes. Federal law enforcement may prosecute medical marijuana patients,

even if users grow their own marijuana, or if they reside in a state where medical marijuana is legal.

The court does not say that medical marijuana laws of any state are unconstitutional; nor does it invalidate them in any way. Also, it does not say that federal officials must prosecute users. Decisions about prosecution are left to the discretion of the Federal government.

Veterans Administration's Position Directive 1315, dated:12/8/2017 – defines access to VHA clinical programs for Veterans

participating in a state-approved marijuana program.

VA providers and pharmacists must discuss marijuana use with any Veterans requesting information about marijuana, as to its clinical relevance to patient care.

VA providers should discuss how use of state-approved medical marijuana to treat medical or psychiatric symptoms or conditions may relate to the Veteran's participation in other clinical activities, (e.g., discuss how marijuana may impact other aspects such as how it may interact with other medications

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the Veteran is taking, or how it may impact other aspects of the overall care such as pain management, Post-Traumatic Stress Disorder (PTSD), or substance abuse treatment).

Providers need to make decisions to modify treatment plans based on marijuana use on a case-by-case basis. Such decisions need to be made in partnership with the Veteran and must be based on concerns regarding Veteran health and safety.

Providers cannot recommend, refer, complete forms, or register Veterans for participation in state-approved programs.

The VA provider or pharmacist will not provide marijuana nor will VA pay for marijuana from a non-VA entity.

Possession of marijuana, even for authorized medical reasons, by Veterans while on VA property is a violation of federal law and places them at risk for prosecution.

VA employees, including those who are Veterans receiving care through VA, are prohibited from using marijuana.

If a Veteran reports marijuana use and/or participation in

a state-approved marijuana program to a member of the clinical staff, that information is entered into the “non-VA/herbal/Over the Counter (OTC) medication section” of the Veteran’s medical record.

If a provider discusses marijuana with a Veteran, relevant information must be documented in progress notes, and considered in the development or modification of the treatment plan.

Notes – Some veterans groups advise veteran NOT to sign any “pain contracts” with your VA doctors. “Pain Contracts” are NOT VA forms, therefore the veteran should question their need. “Veterans Pain Care Act of 2008, (HR 6445)” requires the VA to treat veteran’s pain.

The VA Ethics Board recommends that veterans assert themselves in requesting discussion or information with VA doctors on the proper use of medical marijuana for pain or other conditions.

In Summary • The VA will not deny you medical services just because you possess a Medical Marijuana license or use marijuana.

- You can be arrested under Federal law if you bring marijuana or its derivatives onto a VA facility.

- The VA will record your use of marijuana, if you tell them, or they detect it on your lab tests.

- The VA encourages you to inform them if you are using medical marijuana so they can properly diagnose and treat you.

Some veteran motorcycle clubs are members of the Oklahoma Confederation of Clubs (CoC). These veteran clubs assist veterans and provide comradery, whether

they ride or not. 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 Vet- Legacy Vets.



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- Sep 24 – Tulsa ABATE meeting @ 7pm
- Oct 10 – OK ABATE meeting @ 9am, Stillwater
- Oct 18-20 – Freedom Fighter Rally
- Oct 29 – Tulsa ABATE meeting @ 7pm

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JOIN US SATURDAY, SEPTEMBER 12, 2020



**3PM - Meet at
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Biker Church
1600 E. 141st St.,
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KSU @ 3:30PM

**Take a ride through
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Byways**

5PM - Dinner

6PM - Biker Church Service

**Bikers for Christ "A One"
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BROTHER TO BROTHER



Our Road Captain

He is the King of Kings and the Lord of Lords! Christ Jesus is His Name and there is none like unto Him! He is always leading us from Faith to Faith from Victory to Victory. He sets us up to win in this game called life as we allow our Road Captain to take the lead and we follow Him through every curve, turn and detour that lies ahead.

We can be assured He will see us through to the other side. I wish I could say that you'll never be damaged, but that's just not the case. In this world we do get banged around a lot and we have a choice to get better or bitter.

If you get bitter, you will only slow the entire process down and bring unnecessary misery upon yourself. If you choose to get better, all of Heaven will

back you up and you will come shining through.

That's not say you won't be tested and tried. Jesus said on this Earth you will have many trials and sorrows, but take heart because Christ has overcome the World!

Christ has won the victory in every area of life so ride as close to Him as you can. Don't let too big of a gap get between you and Him. Do whatever you have to do to keep that gap closed between your Heavenly Road Captain and you. Leave no room for a cage or anything else to get between you. Don't get distracted on Life's Highway. Keep your eyes focused on Jesus and He will lead you safely to your Heavenly Home.

CMA Preacher Dennis

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Bikers for Christ Indian Tacos



Folks who know me, know I am a connoisseur of Indian fry bread. So when I heard about this event, nothing could stop me from going! I gathered up a couple of friends who were not busy, and we went, we saw, and we ate! When I got there, I immediately went to the kitchen found the cook, and asked what type of fry bread they would be using. The lady gave the funniest look, and said Indian fry bread. I laughed, and said I was sure of that, but virtually every tribe has a different recipe. She said that she did not know that, and guessed it was Cherokee fry bread. After inspecting the fried bread, I concluded she was probably correct. Regardless

of which recipe, I have never had any fry bread that I did not like, I just like some better! The bread was very good, as was the taco's. Also met some very fine people, hopefully, this will become an annual event, and catch on. They also raffled off a handmade quilt, I did not stay for the drawing, and my phone has not rang, so I guess I did not win it. All in all, a very nice relaxing afternoon, special thanks to the "Bikers for Christ" and "Glory Refuge Church" for putting this event on. Almost forgot to mention this event benefits the "Angel Tree Program".

Nothing Better;
Ronnie

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