

THE RIDERS MAGAZINE



Sep • Oct 2021

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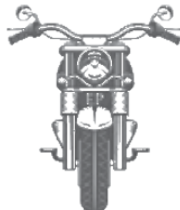
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www.okcoc.com

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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.



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Summer Wait (of KUSTOM PHOTO)
Location: Skydance Bridge, OKC, OK

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





Motorcycle History



The Nimbus

The Nimbus was a Danish motorcycle produced from 1919 to 1960 by Fisker and Nielsen of Copenhagen, Denmark, also manufacturers of “Nilfisk” brand vacuum cleaners. Two basic Motorcycle models were produced, both with a 750 cc four-cylinder engine.

“Stovepipe”

Stovepipe Nimbus with sidecar
The first Nimbus motorcycle had a four-cylinder inline engine of 746 cc (45.5 cu in) capacity, which drove the rear wheel through a shaft drive rather than the chain usually used at that time, and a power output of approximately 10 hp. Its top speed was around 85



km/h (53 mph) with a sidecar fitted. It had both front and rear wheel suspension, and soon acquired the nickname of “Stovepipe” due to the thick, round pipe between the saddle and handlebars which as well as forming part of the bike’s chassis was the fuel tank. Two more machines were constructed in 1919, but mass production did not begin until 1920.

Disappointed by poor sales, Fisker began entering the Stovepipe in all the races that he could, often with a sidecar attached, and built up a good reputation for the machine. The 'Stovepipe' was technically improved along the way, mainly in details, but also with the two main types of front forks, which distinguished the Type A from the Type B. However, production was discontinued in 1926 after 1,300 machines had been produced.

Type C

With his son Anders, Fisker started designing a new machine in 1932 and in 1934 they demonstrated a new Nimbus motorcycle, the Type C. It retained the shaft drive, a completely redesigned ohv and ohc engine of 18 (later 22) hp, and a frame made from 40mm X 8mm steel flat bar using riveted construction. The frame was

shaped to go around the fuel tank, much like the pressed steel frames on several other motorcycles of the period. Front suspension was by telescopic fork; although this was introduced a year before the BMW R12, the R12's fork had hydraulic damping upon introduction while the Nimbus's fork did not have hydraulic damping until 1939. Its distinctive humming exhaust note led to it being nicknamed "Bumblebee".

The first customer received his Type C in the summer of 1934 and thanks to an efficient dealer network, the Bumblebee soon became the best-selling motorcycle in Denmark. The Danish Post Office, Army and Police purchased substantial numbers of this model and in 1939 as war loomed, the Danish government spent 50 million DKK on motorizing the army and many Type Cs were included in this expenditure.



During the occupation by German forces from 1940 to 1945, it was difficult for Fisker & Nielsen to obtain the materials needed for motorcycle production and only about 600 machines were made during the period.

Shortly after World War II, a much improved ohv engine

was built and tested. Seeing, however, that the factory had no trouble selling every motorcycle built, it was decided not to make any major investments in new tooling. Instead more minor improvements were made to the existing models, usually making it possible to upgrade older models. The Danish Army bought around 20% of Fisker & Nielsen's total production, which no doubt influenced the decision not to introduce a new model; the military would be unlikely to want an enlarged spares inventory to support an additional model.



The Postal Service bought many Type C models, using them as late as 1972. The Danish police force was also a large customer but phased out their Nimbuses much earlier in the late 1950s and early 1960s when they became too slow to keep up with modern cars and motorcycles; the top speed of a stock solo bike was only 75 mph, and that for brief bursts only. Very few were exported.

In the 1950s some further prototypes were built, like a four-cylinder with a rotary valve and carbon seals as well as a two-cylinder model with sprung rear suspension, neither of which reached production. Several prototypes with sprung rear suspension and an Earles front fork also were built.

Many details of the “Bumblebee” were changed during its lifespan, major ones being a switch from hand to foot gear change, larger brakes (150mm to 180mm) and an improved front fork (the “High” fork). Still, the basic design was never updated and as interest in motorcycles declined in the late 1950s as a consequence of the availability of cheap cars such as the Volkswagen Beetle, production ceased in 1959, when the last contract from the army was delivered.

The Nimbus now has attained almost iconic status, not only in Denmark but also abroad where it's very individual character makes it a machine of unusual technical interest.

Of around 12,000 “Bumblebees” produced, today more than 4,000 are registered and running in Denmark alone, and likely a few hundreds are used outside Denmark,

mainly in Sweden, Germany and the US. Many other Type "C" examples exist, either in museums or otherwise not currently registered for road use.

Even today most spare parts are readily available as well as being relatively inexpensive. Thanks to the design's inherent reliability, using a Nimbus on a daily basis is still considered easy and economical. Nevertheless (with few exceptions), today most Nimbus owners rarely ride more than a few thousand miles a year. Also, as the Nimbus often came from the

factory with a sidecar attached, many of the ones on the road have recently been fitted with such.

Now that's one Odd Bike, Ronnie



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TECH TIPS

JUMP STARTING YOUR BIKE - IS IT AN OPTION

Well the short answer is “yes”. However jump starting for me is a last case scenario. Charging the battery is a much safer option. But if you’re in the middle of nowhere, and have a dead battery how do you charge the battery? Well one option (for some) is a cigarette lighter bike to bike charging cord (which can be purchased). However not all bikes have a cigarette lighter. Most bikes now days have a battery tender connector, and if you do it correctly, you can make a cord to charge a dead bike from another bike through the tender connections. A last resort (in my opinion) is jumper cables, not to jump the dead bike, but to charge the dead battery. Just connect both bikes together (both bikes off) by connecting positive (+) on dead bike to positive (+) on charged bike, negative (-) on charged bike to frame on dead bike. After connecting start bike and run for about 10 - 20 minutes to charge the dead bikes battery. Then shut off the running bike and remove the cables in reverse order, and then start bike. It’s really not

that hard, and much safer than jump starting.



However if you feel you must jumpstart your bike (at your own risk), here are the detailed instructions on how it’s done:

You can use a battery from an automobile or equivalent; however, there are several precautions to factor in:

The automobile must never be running. This will destroy the diodes in the voltage regulator/rectifier and this component is expensive.

Bigger jumper cables are more likely to arc against the frame or other electrical components and this will ruin paint and possibly start a fire.

Motorcycle batteries use less amperage than batteries such as auto, boat, lawn tractor, etc., so jumping will tend to over-stress the wiring harness and this can damage the harness. Jump a battery only long enough to start the bike. Cables must be attached using **ONLY** the parallel method. A simple rule is positive to positive and negative to negative. Knowing that most breakdowns happen when we are nowhere close to any tools or help from our buddies, we must pay serious attention so as not to damage the electrical system.

Start with both bikes off.



Clamp the positive (red) booster cable to the positive post (+) of the dead motorcycle battery.





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COVER PHOTO:
 Summer Wait (of KUSTOM PHOTO)
 Location: Skydance Bridge, OKC, OK

Clamp the positive (red) booster cable to the positive post (+) of the booster battery.

Clamp the negative (black) ground cable to the negative post (-) of the booster battery.



Clamp the negative (black) ground cable to a metal part of the dead motorcycle away from the battery. For a good ground, you need an unpainted,

uncoated, metal part of the bike that isn't rubber mounted - part of the frame, a chassis bolt, or foot peg mount.



Try to start the dead bike.

If it doesn't start and you're jumping from another bike (not a car), start the booster bike, let it run a few minutes, and turn it off. Again, try to start the dead bike. When you're done, remove the clamps in the reverse order:

Negative from the bike, negative from the booster battery; positive from the booster battery and positive from the bike battery. This is the correct (parallel) method and should not damage any components.

Keep'em Charged,
Ronnie



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IN MEMORIAM RITA TALBOTT

11-28-1946 - 8-15-2021

Bikers across our state lost a loyal friend, a follower of Jesus Christ, and a fierce fighter for motorcyclists' rights with the passing of CMA Fajita Rita Talbott in August. Anyone who rides a motorcycle in the state of Oklahoma was touched, either directly or indirectly, by Rita's commitment to our community. We are saddened by her loss but comforted in the knowledge that she is in the arms of her Savior whom she loved with all her heart. Rest In Peace, beloved sister.



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FOR RALLY INFORMATION

Get Real - ID, That Is



Real ID History

The U.S. Department of Homeland Security (DHS) will begin enforcing the Real ID law on May 3, 2023. Real ID was enacted in 2005 in response to the 9/11 terrorist attacks. The Real ID law requires people to show security-enhanced identification to pass through airport security, or to enter certain federal facilities, such as military bases. You will also be able to use passports or certain other federal documents as an alternative to a Real ID.

The deadline had previously been 2004, but it has been delayed multiple times. All states now offer the Real ID. While some states have been issuing Real ID cards for several years, Oklahoma and Oregon only began issuing them last summer.

Sometimes called the Star Card, because most states

are marking their Real ID cards with a gold or black star in the top right corner, it includes an encoded “machine readable zone,” like a passport’s, with a person’s scannable information. Many state driver’s licenses already have this feature. The photo must comply with federal facial recognition standards. The key thing that makes the card special is that the federal government requires you to provide certain identifying documentation to obtain one from your state. Real ID paperwork needs to be brought to DMV offices in person.

Initially Oklahoma was concerned that the federal government was collecting information and building a database on Real ID licence holders. The state passed a law prohibiting DMV from implementing the new federal requirements and now has to play catch-up to meet the deadline. The DHS website stresses, “Real ID is a national set of standards, not a national identification card,” and that each jurisdiction “maintains its own records, and controls who gets access to those records and under what circumstances.”

Real ID Basics

To get a Real ID, you need to present documents to the DMV proving your age and identity, Social Security number and address. That generally means bringing a birth certificate or passport, a Social Security card or tax form such as a W-2, and two proofs of address. If you've changed your name through marriage, you'll need a marriage certificate. Oklahoma used to require you to provide a Social Security card, but that requirement was dropped in 2021. For some people, getting the proper paperwork is a problem because their birth or marriage certificate isn't actually from the state and therefore not sufficient.

Although the Real ID is also a driver's license, the old-style driver's license is still lawful for driving and still available in Oklahoma. The Real ID identification card is not a drivers license. You need the Real ID drivers license to legally drive.

After May 3, 2023, a regular driver's license won't be sufficient to get you through airport security, or onto a military base. If you don't have a compliant ID by that date, you will have to show another acceptable form

of identification, such as a valid passport, U.S. military ID, permanent resident card, or DHS trusted traveler program card, such as Global Entry or Nexus. You will still need a passport to travel internationally.

Watch Out for REAL ID Scams

The government warning of a text and e-mail Real ID scams that is trying to prey on those who are unsure about the transition to the Real ID. If you recently received a text or e-mail message claiming to be from OK DMV and asking for updated mailing and contact information for Real ID requirements, it did not come from their department.

The text would look similar to this:

OK DMV: Action Required for Drivers Lic

The Real ID requirement will soon be mandatory for all domestic travel.

Update your mailing and contact information for expedited compliance with new ID regulations. Visit <http://www.okdmv.link/swmodxk>

Anyone who receives similar text or e-mail messages should

delete them right away. Do not open or respond to them. Notice that the web address is not a valid DMV address. <https://oklahoma.gov/dps.html> is the real DMV website.

Where to Get Your OK Real ID

The Oklahoma Department of Public Safety opened two mega-centers in the state to combat the needs of Oklahomans who need driver's licenses, REAL IDs, and other identification. The Oklahoma City mega-center will operate from July 26 until December 10 of this year. It is in the old state

health department building on 1000 NE 10th Street. The Tulsa mega-center is set to begin operating on August 16 until January 7 of next year. The mega-center is located at the Kensington Business Center at 7130 S. Lewis Avenue, Suite 190.

Both locations will be open from 6:30 a.m. to 10:00 p.m. Monday through Saturday. No appointment is necessary. Both locations are operating on a walk-in basis only. The two mega-centers will offer renewal and replacement services only. This includes renewals and replacements of: Class D and commercial driver licenses and REAL ID and non-REAL ID compliant identification cards. You can also receive a first-time REAL ID provided you already have a current Oklahoma license or valid Oklahoma ID.

Original issues, permits, out-of-state transfers, drive tests, or other reinstatements will not be offered at either megacenter location.

For complete information on the two mega-centers and the documents needed to obtain a REAL ID, visit the DPS website: <https://oklahoma.gov/dps.html>

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Kyle "Opie" Burnett

May 09, 1992 - June 27, 2021

WOW:

Not the normal way to begin a tribute for a fellow biker. On Saturday 7/03/2021, I got to witness love and respect for a man that I did not know. The place was Porum, Oklahoma and funeral was for Kyle "Opie" Burnett. The ceremony was to take place at the Porum Event Center and not a church! That was the first clue that this day was to be special.

We had the perfect riding weather for the trip down to Porum. Boogity, with the Copper Cross Ministries was bringing their motorcycle hearse for Opie's final ride. When we entered the parking lot at the event center, it was already full of motorcycles! This was my second clue as to the magnitude of this day.

It is always humbling to see the number of people paying their final respects. Seeing the large number of family members enter the area floor one by one and be seated up front was more than moving. We do not get see the impact we had on the people around us when we live. All those attending funerals do.



My third clue to alert me was seeing FOX 23 news in the auditorium. So, a small town motorcyclist has affected much more than his local community!

Following in the procession to the grave site, at least 1 mile of motorcycles (side by side) were ahead of me. My estimation was 200 bikes but heard 150 were in attendance. Regardless, that feeling of being a part of something much larger than your self is always good. This did not prepare me for what I saw at the gravesite. Opie's grey shiny casket was already there with a blanket of flowers and his black full face helmet was on one end. WOW, his helmet made the statement of the final ride.

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TAPED MESSAGE

A motorcycle patrolman was rushed to hospital with an inflamed appendix. The doctors operated on him and when he came round he was relieved when they told him all had gone to plan and he was going to be fine.

But the patrolman kept feeling something pulling at the hairs on his chest. He was worried that something may be wrong but he was still too weak from the surgery to do anything. Eventually, he managed to pull his hospital gown down enough to check what was causing the discomfort. When he looked down at his chest he saw three wide strips of ultra-adhesive tape stuck firmly to him. Written on it in large black letters was the message:

"Get well soon... from the nurse you gave the ticket to last week. I'll be round to remove the tape later."



<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

Every Thursday
6:00PM - 9:00PM

Bike Night

**Sponsored by Tulsa
Downed Bikers Association**

Jamesville Y Bar
Hwy 72 & Taft Rd
Haskell, OK

Every Thursday
Bike Night

Rock Away Tavern
7802 S Sooner Rd
Guthrie, OK

Every Thursday
6:00PM - 9:00PM

Old School Bike Night
Corner Pocket Bar & Grill
Parking Lot
900 SE 89th St
OKC, OK

3rd Thursday Every Month
6:00PM - 9:00PM

Bike Night

Scooters
E Hwy 51 & S Oneta Rd
Broken Arrow

Every Friday Night
Bike Night

Margarita Island
8139 NW 10th St
OKC, OK

Every Saturday 6:30PM

Bike Nite

Road House
6716 Main St
OKC, OK
Free Food 8 PM

2nd Saturday Every Month

ABATE of Oklahoma Biker Breakfast

Foreman HD Roadhouse
3512 S Boomer Rd
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Friday, September 3

Labor Day Weekend Celebration

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Friday, September 3 -
Monday, September 6

Route 66 Biker Rally 2021

Legacy Run

26101 Milfay Rd
Depew, OK
Contact Skoop (918) 282-0160

Sunday, September 5
9:30AM

8th Annual Ride for Recovery

Lakeside Venue at
Shawnee Twin Lakes

Friday, September 10 -
Saturday, September 11
L.S.P.D.

Sparks America Campgrounds
346719 E 990 Rd
Sparks, OK
(405) 651-792

Saturday, September 11
9/11 Memorial Poker Run

CVMA
Registration Starts 9:30AM at
Rt 66 HD
Tulsa, OK

Saturday, September 11
**Priesthood CP Chapter's
1st Annual VA Clothing Run**
1614 N Lynn Riggs Blvd
Claremore, OK

Saturday, September 11
Hot Springs Biker Fest
Hot Springs Convention Center
Hot Springs, AR

Saturday, September 11
Arbuckle Rally
Thunder HD
KSU 10:00AM

Saturday, September 11
**7th Annual Ride for
Desiree Truman**
Council House Square
Okmulgee, OK
Register 9:00AM / KSU 10:00AM

Saturday, September 11
10:00AM
**Bikers for Christ Tulsa
5th Annual Blanket Run**
1200 E Charles Page
Sand Springs, OK

Thursday, September 16 -
Saturday, September 18
**2021 Oklahoma GWRRA
District Rally**
Muskogee Civic Center
Muskogee, OK

Friday, September 17 -
Sunday, September 19
**ABATE Oklahoma
Freedom Fighters State Rally**
Depew Rally Grounds
Depew, OK

Saturday, September 18
Car, Bike, Truck Show & Party
Patchwork Pup
19855 E Brookview Dr
Claremore, OK

Saturday, September 18
(3rd Thursday in September Annually)
Butterfield Biker Bash
North Central Ave
Wilburton, OK
butterfieldbikerbash@gmail.com
Facebook: <https://fb.me/e/1el2QgirV> p

Saturday, September 18
Love Run
Council House Square
Okmulgee, OK
Register 9:00AM - 11:00AM

Saturday, September 18
Riding With Savage
JL's
Pryor, OK
Register 10:00AM
KSU 11:00AM

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/>

Sunday, September 19
Witchita H.O.G. Campout
K-River Campground
Moyers, OK
www.kriver.com

Wednesday, September 22 -
Saturday, September 25
Blues, Bikes, & BBQ
Fayetteville, AR
<https://bikesbluesandbbq.org/>

Saturday, September 25
Alva Moose Rider's Toy Run
Fayetteville, AR
916 Noble St
Alva, OK
Register 9:30AM / KSU 11:00AM
Last Bike in 4:30PM

Thursday, September 30 -
Sunday, October 3
**Route 66 Fall Biker Rally &
Halloween Party**
26101 Milfay Rd
Depew, OK

Thursday, September 30 -
Sunday, October 3
Stubborn American Party
K-River Campground
Moyers, OK
www.kriver.com

Friday, October 1
Chuck's Birthday Weekend
Begins 11:00AM
Chuck's Classic Bar & Grill
Tuskahoma, OK

Friday, October 1 -
Sunday, October 3
**Broken Chains JC Presents
Freed Indeed Rally**
32402 E 702 RD
Wagoner, OK

Thursday, October 14 -
Sunday, October 17
Sparks Halloween Biker Bash
Sparks America Campgrounds
346719 E 990 Rd
Sparks, OK
(405) 651-792

Saturday, October 16
Bikers & Bras
Breast Cancer Poker Run
9:00AM - 4:30PM
Diamondback HD
301 SE Interstate Dr
Lawton, OK

Thursday, October 21 -
Saturday, October 23
Norman Swap Meet
Cleveland County Fairgrounds
615 East Robinson
Norman, OK
(405) 651-7927
www.normanswapmeet.com/

Saturday, October 23
Haunting Halloween Event
K-River Campground
Moyers, OK
www.kriver.com

Saturday, November 6
**Sparks America
Kids Haunted Hay Ride**
Sparks America Campgrounds
346719 E 990 Rd
Sparks, OK
(405) 651-792

Thursday, November 11
**Veteran's Day /
Southern Cut Knuckleheads**
K-River Campground
Moyers, OK
www.kriver.com

Thursday, November 25
Thanksgiving Get-Together
K-River Campground
Moyers, OK
www.kriver.com

Saturday, December 4
**3rd Annual Ugly Sweater
Contest**
K-River Campground
Moyers, OK
www.kriver.com

Saturday, December 18
**3rd Annual Christmas Toy
Giveaway**
K-River Campground
Moyers, OK
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Saturday, December 25
Christmas Celebration
K-River Campground
Moyers, OK
www.kriver.com

Friday, December 31
New Years Eve Celebration
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Let's talk safety



This is a tough subject. Because I have been involved in road rage. Thankfully, it didn't accelerate to these extents and was ended prior to any issues or confrontations. And, I've tried to learn from my mistakes and NOT let these things happen again.

After all, we ride motorcycles to enjoy life. We ride to enjoy nature. We ride to have fun. We ride to hang out with our friends. We ride because we LOVE it.

But, according to AAA, nearly **80%** of drivers have expressed significant anger or aggression behind the wheel at least once in the past

year. Even more alarming, approximately 8 million people took that aggression to a more extreme reaction, by getting out of their car to confront another driver for example, or purposely ramming the vehicle in front of them.

Now, before you stop reading thinking that these things only happen to someone else. Think about the last time you were cut off in traffic, the last time you experienced frustration on the bike.

These things can happen on a motorcycle. Our emotions rise to the top and we explode in inappropriate ways.

Road rage is one of the leading cause of wrecks in the U.S.

Some of the statistics:

- * 66% of all traffic fatalities are caused by aggressive driving
- * 49% of road rage incidents are caused by a distracted driver
- * 37% of the aggressive driving situations involve a firearm
- * More than 12,000 preventable injuries have occurred due to road rage

People (drivers/riders) getting stressed out by other aspects in their lives and having anxiety in our daily life, these can easily add to the stress and cause them to behave inappropriately.

Many behaviors are classified as aggressive road rage:

- * Speeding
- * Running red lights or stop signs
- * Tailgating
- * Passing where prohibited
- * Erratic lane changes
- * Yelling and/or honking at others

Please do like I did. Please take the time to self-assess and rework your goals as a rider. I like to say I want to Live for the NEXT curve! Why waste my time and energy in a negative way on something or someone that got in the way of having fun and enjoying my ride?

What can we do??

- * Avoid eye contact
- * Do not retaliate
- * Do not make any gestures to the other driver
- * Slow down and increase your distance
- * Take a few deep breaths and concentrate on the ride ahead

Any way you look at it, road rage and motorcycling does NOT MIX well.

And before you (or I) point our fingers at others.....remember that self-assessment is a HUGE key to success in our everyday riding and LOVE of it!

Remember to ride SAFE and have FUN!!

Lisa "Sprout" Brogdon

RIDERS UNITED 4 CHILDREN

Riders United 4 Children, "RU4C", is a riding club dedicated to helping children. We are members of the Confederation of Clubs and have chapters in Oklahoma, Arkansas, and Texas. We raise monies to support children and their families, and to spread awareness of child abuse and neglect, but to also aide families needing help. We are there no matter the circumstances. We are a 501(c) (3) organization.

The children and families in our communities should not feel afraid in the world in which they live, nor should they feel afraid to call us in their time of need. We are here to not only try and prevent child abuse but to help children and families put their tragedies behind them and to move on to living a better life. We stand ready to help support children and families of our community with a united group of bikers and their families who care about our community's future. We are from all walks of life: business owners, medical professionals, department store employees, mover and mechanics. We have one common goal and that is "Protecting the future of our children!"

Here at RU4C we start them young! This is 4 year old Zoey aka Tater and she loved helping Diesel put his tools away and "work" on his bike. He even gave her her own set of wrenches! It's all about the kids and the smiles we put on their faces! #ridersunited4children or #onechildatatime

Wagoner County's Car/Bike wash was a huge success! The kids all helped and had a blast playing in the water!

Thank you,
Twitch | Secretary-Wagoner County





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Take a Ride to Fun MILITARY MUSEUMS



Oklahoma has a long history of supporting our military. We have many unique military attractions which you might want to include in a ride. We suggest that you contact the exhibit to verify hours and limitations. Military flavored visits include:

USS Batfish Submarine (see image above) at Muskogee War Memorial Park, 3500 Batfish Rd, Muskogee, 74403. This is one of only three WWII submarine exhibits in America. To add to your enjoyment, there are some pretty good twisty roads in the area. Due to damage from the 2019 floods, the submarine exhibit is temporarily closed. Call 918-682-6294 for the latest status.

Stafford Air & Space Museum is located along Route 66 at I-40 and Exit 84 in Weatherford. It is open seven days a week, 361 days a year. If you are riding from eastern Oklahoma, it is a long, long ride, but well worth it. It is one of the finest air and space exhibits in the Central United States. See a replica of the Wright Brothers' plane; various military jets; Warhog, the first plane specifically designed for ground support; a replica of the Apollo 11 Lunar Lander. There is even an inert "Little Boy" atomic bomb similar to the one dropped on Hiroshima. There are only five of these bombs existing in the world. This museum is well worth the ride, plan on spending 3-4 hours here.



US Artillery Museum in Fort Sill is the place to visit if you love big bangs. It houses uniforms and artillery from the Revolutionary War to the present day M777 howitzer which was introduced in the War in Afghanistan. The second of every month there are cannon firing demonstrations including a brief introduction of Civil War artillery ammo and gun crew procedures. This is another one of those military museums which has a lot of good riding in the area, including the town of Medicine Park. Medicine Park was the state's first resort town. Visit the town and you will see why it is a great place to ride.



American Pigeon Museum and Library in OKC: You might be thinking that a ride to this museum is for the birds, and you would be right. Who would have thought that there would be a museum for pigeons, and it would be located at 2300 N.E. 63rd, Oklahoma City, in Oklahoma? Actually pigeons served very important services, especially in WWI and WWII. Pigeons carried messages back from the front lines. In 1981, Project Sea Hunt, used three pigeons a small observation bubble on the underside of a helicopter. The birds faced 120 degrees from each other so that they covered the entire 360 degrees under the aircraft. The pigeons were trained to recognize objects floating in the water and communicate with the helicopter pilots by pecking a key that would help guide the pilots to the targets. The pigeons were 93 percent accurate at locating objects floating at sea and their false positive rates were extremely low. Human flight crews were accurate 38 percent of the time. For information call (405) 478-5155.



45th Infantry Thunderbird Museum is located at 2145 NE 36th St, Oklahoma City. The 45th's origins go back to the 1890s when it was established as a militia in the Indian Territory. In 1923 it was re-organized into the Oklahoma National Guard. The 45th

served in major battles during WWII and the Korean War. The museum covers military history from the Revolutionary War to Desert Storm. Some pieces are one of the few remaining articles know to exist. From derringers, to a Gatling gun to tanks, and military aircraft, if a weapon was



used to defend our country it is probably here. There is much to see, inside and outside. Plan on spending 3-4 hours. Motorcycle events are welcome to start or end their events at the 45th Infantry Thunderbird Museum. Call (405) 424-5313 for updated information.

Vietnam Memorial Wall (see image below) is located at the Woodring Wall of Honor and Veterans Park, one mile south of Highway 412 and 66th Street at the Woodring Airport in Enid, Oklahoma. This wall traveled across the country, educating Americans while honoring those who served and died fighting the Vietnam War. The replica is more than 380 feet long and 8 feet high at its tallest point, made of anodized aluminum. The Wall is accessible free of charge from 7:00 a.m. to 9:00 p.m. every day of the year. When you visit, I hope you will notice the seven benches; they represent the seven chapters of the Vietnam Vet Legacy Vets MC. For additional information contact them at: info@woodringwallofhonor.com



A number of veteran motorcycle clubs are members of the Oklahoma Confederation of Clubs (CoC). These veteran clubs assist and provide camaraderie 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.

Reacting to Events in Afghanistan

Veterans from all conflicts are reacting to the events in Afghanistan. You may feel more distress about experiences you had during your service. It's normal to feel this way. Talk with your friends and families, reach out to battle buddies, connect with a peer-to-peer network, or sign up for mental health services.

The Veterans Crisis Line is always available at 1-800-273-8255, then PRESS 1.

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MRF

Accomplishments



- The Motorcycle Riders Foundation has provided a strong, unyielding lobbying effort on behalf of motorcyclists in Washington D.C. since 1987
- Ensuring the responsible use of renewable fuels, especially regarding the labeling, dispensing and availability of higher blend ethanol fuels such as E15.
- Led the effort to repeal federal blackmail laws trying to force states to pass mandatory helmet laws for all riders
- Stopped federal legislation that would have classified any group of three or more riders wearing similar clothing as a 'gang'
- Stopped unfair insurance provisions targeting motorcyclists
- Helped to overturn road bans attempting to stop motorcyclists from using roads we pay taxes to maintain
- Overturned the 'superbike' ban attempting to stop the sale of high-performing motorcycles
- Stopped governmental agencies from using taxpayer dollars to lobby against motorcycling
- Continuing to ensure that motorcycles are accounted for in autonomous (self-driving) vehicle designs
- Working to stop motorcycle profiling and bogus check points by law enforcement agencies
- Supporting voluntary rider education efforts to decrease motorcycle accidents, and helping rider education programs to obtain government grants
- Protected the motorcycle industry from onerous and restrictive federal regulations that would have severely damaged the motorcycle aftermarket, and along with it, all riders' ability to modify their bikes the way they want to.
- Continuing to work to stop distracted driving
- Stopped unfair EPA regulations that, if endorsed, would have forced riders to use only 'Approved OEM' parts on their bikes
- For more than 30 years, the MRF has led a network of strong motorcyclists' rights organizations protecting rider's rights. The MRF has made sure that we can ride the kind of bikes we want to ride, with the people we want to ride with, wearing what we want to wear, on the roads we want to ride, and make the changes to our bikes that we want to make.

If you're not already a member of the MRF, **why not?**
<https://mrf.org/join-the-mrf/>

Motorcycle Riders Foundation Membership Application

Mail to: MRF Office – PO Box 250 – Highland, IL 62249

- | | |
|---|--|
| <input type="checkbox"/> Annual Individual Membership \$35 | <input type="checkbox"/> 3-Year Individual Membership \$95 |
| <input type="checkbox"/> Annual Joint Membership \$60 | <input type="checkbox"/> 3-Year Joint Membership \$140 |
| <input type="checkbox"/> Annual Sustaining Membership \$100 | <input type="checkbox"/> Freedom Fighter Donation \$_____ |

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And let us not neglect our meeting together as some people do, but encourage one another especially now that the day of His return is drawing near.
Heb.10:25

I don't believe it's ever been more important for believers to gather to gather and worship than it is today! For many, this thing called "church" is not the place they want to be and some have good reason. If you have been wronged in a church setting and it has caused you to separate from Christ, then come home to Christ Jesus today.

Maybe the church just left a bad taste in your mouth - whatever the case - on behalf of the church, I apologize for the wrongs that have been done to you and I ask you to forgive us for our rudeness, thoughtless deeds, or stupidity. I really pray that you choose to forgive. I would hate for you to miss out on the miracles that take place at His House!

We've come to His House to be filled with the Holy Spirit, receive healing inside and out as His Presence washes it all away.

We listen to the word our Pastor brings and somehow it seems to be just for us. We develop friendships and people pray for you when life gets tough. God has designed the church to be a place of refreshment that you may experience the things of God as you are faithful to attend His House.

Good things take place at church that will never happen anywhere else. God's plan for your life will be revealed at His House- He has a chair with your name on it and He will help you find it.

I know there is always an excuse to ditch church, but today I pray that your heart is softened, and you find the home God has waiting for you.

You are always welcome at Brother to Brother. Ride your motorcycle and come to church - you will be welcome with open arms. Don't let pride keep you from checking it out. It just might be exactly what you've been looking for.

We'll be waiting for you!
Preacher



BIKER SLANG BY SOME IDIOT

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

Aa

A's & 8s/Aces & 8s:

Deadman's Hand. Legendary poker hand drawn by Wild Bill Hickok just before he was murdered.

ABATE: The ABATE acronym is understood to have several meanings.

(Originally "A Brotherhood Against Totalitarian Enactments")

ABATE is a social club and lobbying organization that seeks to preserve and regain legal rights on behalf of the motorcycling community.

ABS: Anti-lock braking system, same as on a car.

ATF: Bureau of Alcohol, Tobacco, Firearms and Explosives. Strange combination, no?

ATGATT: All The Gear All The Time. Refers to the wearing of all safety gear (helmets, jacket, etc.) at all times while riding.

AMA: American Motorcyclist Association.

Aftermarket: Parts and accessories that are not OEM (Original Equipment Manufacturer) made.

Air-Cooled: Engines cooled by airflow rather than through liquid cooling that is typical of cars; a bit of a misnomer as all engines are also oil-cooled, including air cooled engines

Airheads: A term used to refer to older, air-cooled BMW motorcycles.

Analog Gauges: Mechanical/non-digital gauges.

Anti-Dive System: A component of some front-end suspension system designed to reduce front fork compression (dive) when under hard breaking.

Ape Hangers: High handlebars that rise above the rider's shoulders, The rider assumes a posture reminiscent of an ape hanging from a branch.

Apex: The highest point. The apex of a curve is the tightest portion of said curve.

Associate: A person associated with a motorcycle

club. Used more by people outside of the biker community than by the motorcycle clubs themselves.

Bb

BATF: Bureau of Alcohol, Tobacco, Firearms, and Explosives.

BMW: Bavarian Motor Works (Bayerische Motoren Werke AG), a manufacturer of automobiles and motorcycles. The BMWs of the '60s and '70s have a cult following that continues to this day.

BSA: Birmingham Small Arms. A British manufacturer of motorcycles, now out of business.

Backbone: The top tube of a motorcycle frame where the tank is typically mounted.

Back Warmer: The friend on the back of your motorcycle.

Backyard: An area that you ride frequently.

Baffle: A sound deadening wall inside a muffler.

Bagger: A motorcycle equipped with saddlebags, usually referring to a large motorcycle with hard-side bags and full touring gear.

Bandana: A square of cloth used for just about everything.

Bar Hopper: A motorcycle used to ride from bar to bar. Flashy or custom bike not suited to long-distance riding.

Bark-o-lounger: A large, comfortable motorcycle. Honda Gold Wing

Basket Case: 1) A motorcycle in a state of dis-assembly, i.e. a bike with its parts in baskets. 2) A person that's a mess psychologically.

Bead: The edge of a tire that touches the wheel.

Beehive: A beehive style tail light.

Beemer: A nickname for a BMW.

Belt Drive: A system that uses a belt to transfer power rather than a chain or shaft.

Bible: Don't leave home without it.

Big Dog: An American motorcycle manufacturer; closed down in April 2011.

Big Five: The five major motorcycle manufacturers: Harley Davidson, Honda,

Kawasaki, Suzuki, and Yamaha.

Big Twin: A large V-Twin engine, especially the larger Harley Davidson engines.

Biker: A motorcycle rider.

Biker Friendly: A business that appreciates the patronage of bikers.

Billet: Refers to a piece of metal that's been machined into shape rather than cast.

Blip the Throttle: A quick twist of the throttle.

Block: The largest part of the engine in which the cylinder/ cylinders are bored.

Blockhead: A Harley Davidson engine produced between 1984 and 2000.

Bobber: A Bob, Bobbed, or Bobbing). A motorcycle customized by bobbing

(shortening) the fenders. Among the earliest of custom motorcycles. Enjoying a resurgence in popularity today.

Boneyard: A salvage yard.

Bore: The internal diameter of a cylinder.

Bottom End: 1) The bottom part of the engine. 2) The lower end of the RPM range.

Bottom Out: When a suspension system has no more room to travel.

Boxer: The nickname for the two-cylinder, horizontally opposed engine most-associated with older BMWs.

Braided Hoses: hose covered in braided metal.

Brain Bucket: A helmet.

Bro/Brother: A close friend.

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Bronson Rock: An improvised tool. Not a term used in spoken conversations, but you'll occasionally read it in forums.

Broomsticks: Straight handlebars.

Buckhorns: A style of handlebars that pull back toward the rider, actually resembling a bull's horns. When someone speaks about buckhorns, it's usually in the context of wanting to replace them with something more stylish.

Buddy Pegs: Footpegs for a passenger.

Buffeting: Quick-cycling wind turbulence, especially bothersome when following large vehicles.

Burnout: Spinning the rear wheel while preventing the motorcycle from moving forward (accomplished by

applying the front brake or setting the front tire against an immovable object such as a high curb).

Burning Rubber: Applying enough throttle from a stop that the rear tire loses traction and spins freely, leaving melted/burned rubber on the road surface.

Busa: A nickname for a Hayabusa (Suzuki GSX1300R).

**Watch this space for more
Biker Slang**



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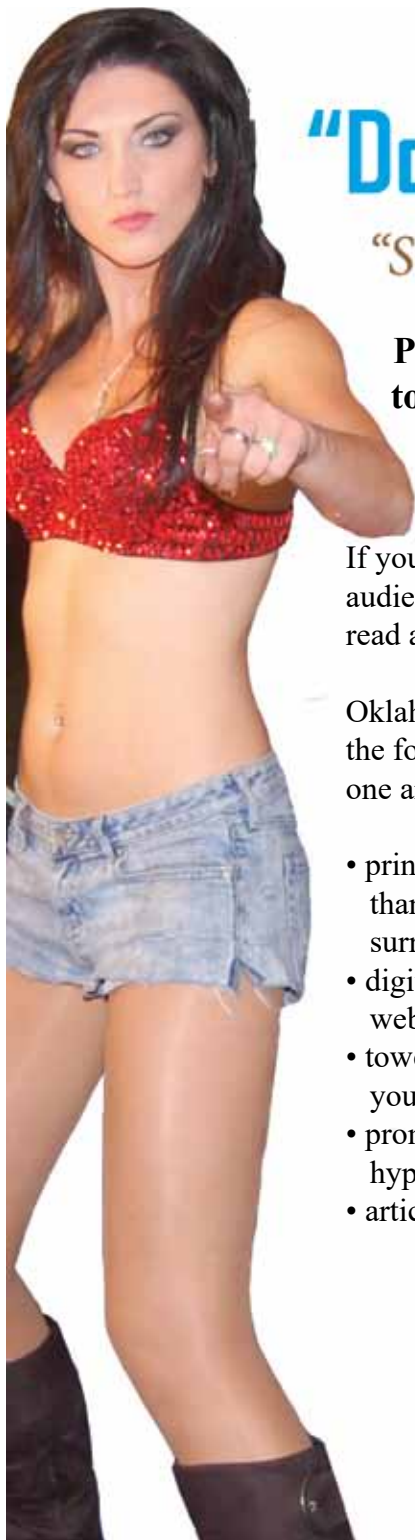
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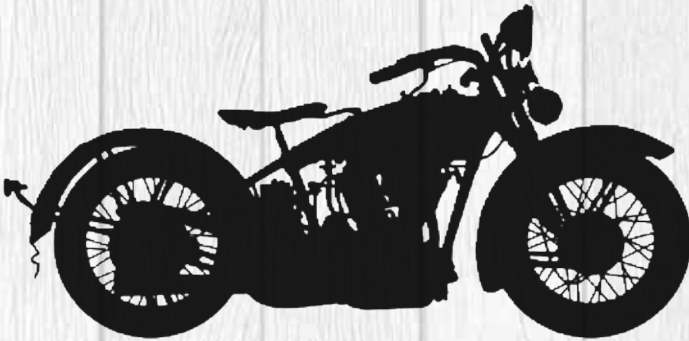
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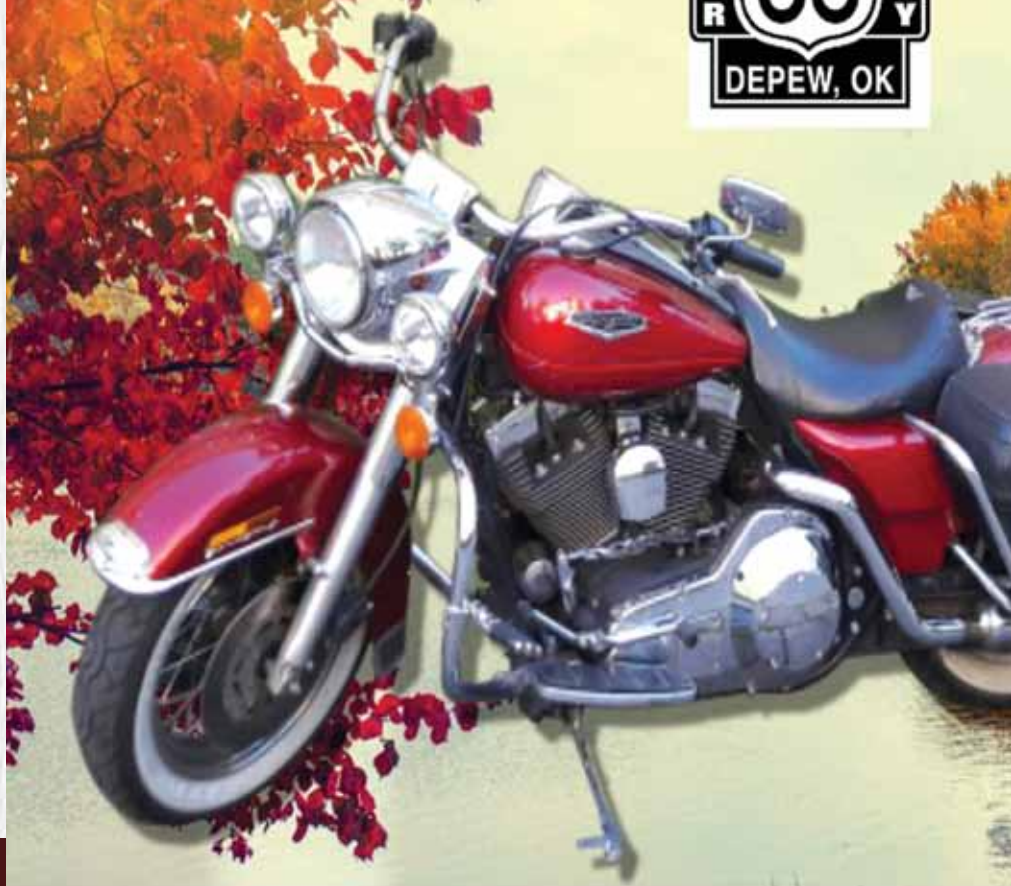
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