

THE RIDERS MAGAZINE



Jan • Feb 2022

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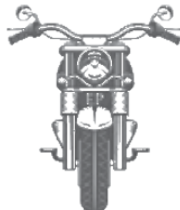
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WHAT IS OKLAHOMA BIKER

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

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

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

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

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



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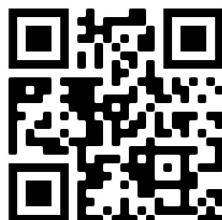
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The Oklahoma Confederation of Clubs promotes communication and education to and between all motorcycle enthusiasts. Our strength is a Confederation of Clubs coming together to defend our Constitutional Rights and further our motorcycle lifestyle through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

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

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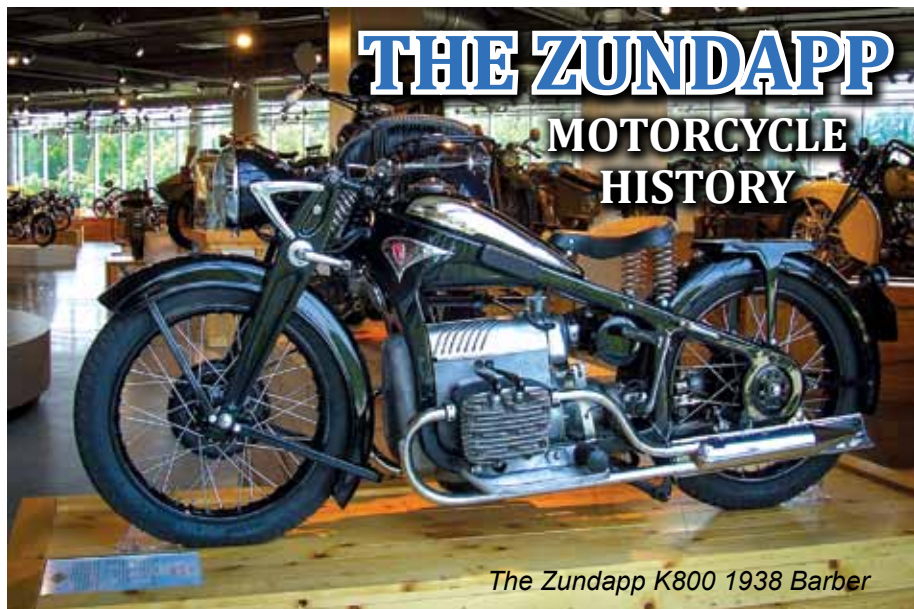
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THE ZÜNDAPP

MOTORCYCLE HISTORY

The Zundapp K800 1938 Barber

Zündapp (a.k.a. Zuendapp) was a major German motorcycle manufacturer founded in 1917 in Nuremberg by Fritz Neumeyer, together with the Friedrich Krupp AG and the machine tool manufacturer Thiel under the name "Zünder- und Apparatebau G.m.b.H." as a producer of detonators (Zünder- und Apparatebau is German for Igniter and Apparatus). In 1919, as the demand for weapons parts declined after World War I, Neumeyer became the sole proprietor of the company, and two years later he diversified into the construction of motorcycles. Following World War II, Zündapp expanded into the microcar, moped and scooter markets. The company collapsed in 1984.

The first Zündapp motorcycle was the model Z22 in 1921. This was the Motorrad für Jedermann ("motorcycle for everyone"), a simple, reliable design that was produced in large series. Zündapp's history of heavy motorcycles began in 1933 with the K-series. The "K" refers to the type of drivetrain that these models used, Kardantrieb, meaning enclosed driveshaft with two universal joints. Zündapp introduced the enclosed crankcase (then a novelty). The series encompassed models from 200 to 800 cc displacement and was a major success, increasing Zündapp's market share in Germany from 5% in 1931 to 18% in 1937.

The Zündapp KS600, first released in 1938, had a 28 hp

(21 kW) horizontally opposed twin cylinder motor with overhead valves displacing 597 cc (36.4 cu in). The KS600 was often coupled with a Steib sidecar, the BW38 (Beiwagen 1938). The BW38, fitted with the B1 (Boot no. 1) sidecar body was produced between 1938 and 1941 and supplied exclusively to the Wehrmacht. While the KS600 was discontinued and eventually replaced by the purpose-built KS750, its motor was to be the only remnant to live beyond the destruction of war. When Zündapp returned to motorcycle production in the late 1940s, it chose to reuse the KS600's motor to power the KS601 with few modifications.

The Zündapp K800 had unit construction, flat-four engines with shaft drive (a layout adopted by Honda for the Gold Wing in 1974) and were the only 4-cylinder machines used by the German armed forces in World War II.

From 1931 Ferdinand Porsche and Zündapp developed

The KS500



the type 12 prototype Auto für Jedermann ("car for everyone"), which was the first time the name Volkswagen was used. Porsche preferred the 4-cylinder flat engine, but Zündapp used a water-cooled 5-cylinder radial engine. In 1932 three prototypes were running. All three cars were lost during the war, the last in a 1945 Stuttgart bombing raid.

From 1936 to 1938 Zündapp produced the KS500 model. This was the first Zündapp with a foot gear change, and 170 examples were built. From 1940 onward Zündapp produced more than 18,000 units of the Zündapp KS750. This is a sidecar outfit with a driven side wheel and a locking differential, supplied to the German Wehrmacht.



The KS750

Zündapp also made aircraft engines including the 9-092, which was used in light aircraft, including the Brunswick LF-1 Zaunkönig (1942) ab initio trainer aircraft.



Bella

After World War II the company transitioned to smaller machines, notably the “Bella” motor scooter, which was a relatively heavy machine for its type. In 1951 Zündapp released the last of its heavy motorcycle models, but one of its most famous: the KS601 (the “green elephant”) with a 598 cc two-cylinder engine. From 1957 to 1958 the company also produced the Zündapp Janus microcar.



Janus



In 1958 the company moved from Nuremberg to Munich.

Subsequently, the company developed several new smaller models, discontinued the development of four-stroke engines and only produced two-stroke models. Zündapp experienced enormous success in off-road motorsports winning thousands of Gold-Silver and Bronze medals, many Championships. The American rider Dave Ekins won an overall victory at the 1967 Greenhorn Enduro aboard a 100cc Zündapp, defeating competitors on much larger motorcycles. Belgian rider André Malherbe



Andre Malherbe

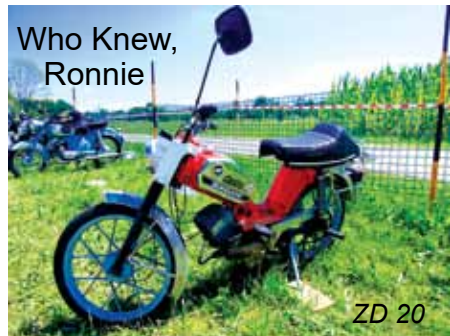
rode a Zündapp to win the 125cc European motocross championships in 1973 and again in 1974. Initially, Zündapp scooters and mopeds sold well, but later sales declined and in 1984 the company went bankrupt and closed. New legislation had destroyed the market for Zündapps high-speed 50 cc “Kleinkrafträder”: to reduce noise and to reduce the accidents especially young riders had on those bikes, the new “80 cc” class

was introduced. That made it much easier especially for the Japanese manufacturers to break into the previously protected market as they could easily downsize the 125 cc engines. Kreidler shared Zündapp's fate and went insolvent in 1982.

After the bankruptcy, the entire production line and intellectual properties were bought by Xunda Motor Co., Tianjin, China. They produced small Zündapp motorcycles from 1987 till the early 1990s. And have since produced The Xunda two-wheeled and three-wheeled motor vehicles (electric scooters (EV), mopeds, 50cc scooters, Moto China) made in China by Jinlang Technology Co., Ltd. (a company in Taizhou, Zhejiang Province, China). Zündapp is still in business but makes Honda based 4-stroke motorcycles and electric mopeds.

Zündapp also hooked up with Royal Enfield (India) to build mopeds and motorcycles. A dedicated factory was built at Ranipet near Madras (now Chennai) in the early 1980s to manufacture small, lightweight two-stroke motorcycles to be offered along with their flagship Royal Enfield Bullet. Enfield launched two 50 cc motorcycles first, the step-thru

Silver Plus and the 3-speed Explorer motorcycle. Later, Enfield Fury 175 (based on Zündapp KS175) was introduced as a performance motorcycle. It had 5-speed gearbox, a hydraulic Brembo disc brake and a sleeveless hard chromed cylinder barrel; all were a first on a motorcycle in that country.





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DOT 4 & ABS

HD changed to DOT4 brake fluid in 2005 for the Touring models and in 2006 for the Dyna & Softail and 2007 for the Sportster. The reason for the switch from DOT 5 (silicone based) to DOT 4 (glycol based) was the advent of ABS (antilock braking systems). The reason being DOT 5 will not work in ABS systems. Harley-Davidson recommends that you replace/flush the DOT 4 brake fluid in your Harley braking system every two years regardless of mileage. Sounds simple right? Well not so much! Changing the DOT 4 in a system with ABS, the ABS module must also be activated and flushed. This can ONLY be done correctly by a Dealer with the special tools required to activate and flush the ABS system. Please do not gamble your braking safety on saving a few bucks. The cost to have it done correctly is minimal, and it's only every two years. A small price to pay for peace of mind and safety! And now with some models having hydraulic clutch linkage, the same change interval applies here too!

A Friendly Reminder
From Oklahoma Biker Magazine





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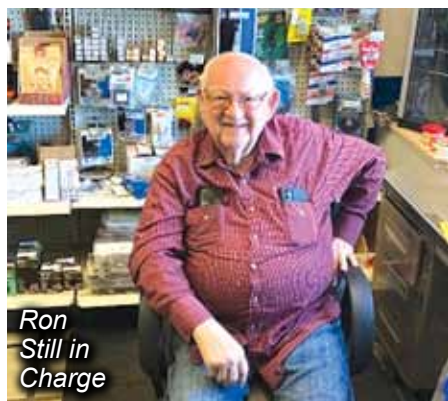




RON'S CYCLELAND



Ron Parham (a Graduate of Oklahoma State Tech) started this business with a few bikes working with Dannys Auto Salvage for a couple years. A difference in direction split Danny's and Ron's. Ron took the motorcycle inventory and parts and opened Ron's Cycleland (exclusively Motorcycle) in Dec of 1974 in a 3000 sq foot building three blocks from their current location. The shop operated there for 20 years and then moved to their current location in Dec of 1994. They are the 2nd oldest bike shop in town, and yes Ron still owns the place, although his son Gary seems to handle most of the day to day. In the beginning, Ron was an amateur racer, both quarter mile and dirt track. His best was with a 1976 Kawasaki KZ1000 running quarter mile at 11.27 at 129 mph, not too bad even by today's standards. Ron has been building his new race bike for about 3 years (although he says he will probably never race it) a 1978 KZ1000 with a



Ron
Still in
Charge

turbocharger. Ron's Cycleland has new and used parts, an indoor salvage, sales and service. I personally ride newer bikes (usually under warranty), but I use Ron's exclusively for tires, fluid changes, and minor upkeep. Saves me a bundle over dealership prices. Friendly service, convenient location, and reasonable prices, what more could you ask for?



TEST YOUR MILITARY KNOWLEDGE

Here's a short quiz to test your military knowledge. It covers all four services: the Army, Navy, Air Force, and the Marines.



1. What famous, cutting edge Air Force test plane crashed near Duncan, Oklahoma?
 - a) FB111 swept wing bomber,
 - b) F4U Corsair,
 - c) B58A Hustler,
 - d) F86 Saber Jet
 - e) None of the above
2. Which is the earliest combat submarine?
 - a) USS Turtle in 1775.
 - b) The Civil War H. L. Hunley, in 1864
 - c) The German U-20, 1915
 - d) The USS Nautilus V-6, 1930
 - e) None of the above
3. Which is true regarding The USS Batfish, which is on display in Muskogee?
 - a) Sank 3 Japanese submarines in 76 hrs.
 - b) First US sub to enter Tokyo Harbor
 - c) First US sub named for the batfish
 - d) a) & c)
 - e) None of the above.
4. The Marine Corps "Semper Parati" means:
 - a) Once a Marine always a Marine.
 - b) Never surrender!
 - c) Always Faithful
 - d) Don't mess with the Marines
 - e) None of the above
5. The left side of the ship (looking forward) is:
 - a) Port side
 - b) Starboard side
 - c) Aft side
 - d) Abeam side
 - e) None of the above
6. How was the name tank derived?
 - a) Original built from steel water tank.
 - b) Refers to the fuel tank mounted on top.
 - c) Refers to the gun turret
 - d) Refers to the "floating" steel tracks.
 - e) None of the above.

7. Which US airplane had the highest WWII kill ratio?

- a) P38 Lightning
- b) P51 Mustang
- c) F4U Corsair
- d) P47 Thunderbolt
- e) F6F Hellcat

8. Marine Carlos "White Feather" Hathcock is the most famous Vietnam War sniper, but 3 other snipers had more success. The most successful Vietnam sniper was from which branch?

- a) US marine Corps
- b) US Army
- c) US Navy/Seals
- d) US Air Force
- e) US Coast Guard

9. What is an Article 15?

- a) Part of Geneva Convention rules of war.
- b) 15th rule in the Uniform Code of Conduct
- c) Rule 15 in Court Martial proceedings
- d) non-judicial discipline by a commander.

10. The term GI refers to

- a) "galvanized iron" in military logistics
- b) Government Issue
- c) Government Inspected
- d) Ground Infantry
- e) All of the above

A number of veteran motorcycle clubs are members of the Oklahoma Confederation

of Clubs (CoC). These veteran clubs assist and provide comradery for veterans, whether they ride or not. If you want to contact the CoC military clubs, call me. This column serves all veterans and veteran clubs. Please contact me to discuss this article, suggest future articles, or tell us how we can better serve those who served this great nation.

Tommy Too Tall
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(Answer Key on page 42)

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BIKER JOKE

Little boy asks **Well Educated Father**, "Where does poo come from?"

Well Educated Father thinks his son is old enough to know the facts and proceeds to explain the human anatomy and the digestive system. Afterwards **Well Educated Father** asks his son if he understands? Little boy looks back at **Well Educated Father** with puzzled look, and asks, "what about Tigger?"



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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
Broken Arrow

Thursday, March 3
ABATE of Oklahoma's
2022 Legislative Day
Oklahoma State Capitol
2nd Floor Rotunda
2600 N Lincoln Blvd
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Thursday, March 17 -
Sunday, March 20
Route 66 Spring Fever Rally
26101 Milfay Rd
Depew, OK

Thursday, March 17 -
Sunday, March 20
Sparks America
2022 St. Patty's Day Rally
346719 E 990 Rd
Sparks, OK

Friday, April 8 - Sunday, April 10
ABATE Oklahoma
Freedom Fighters State Rally
26101 Milfay Rd
Depew, OK

Saturday, April 9
Ride to Remember April 19, 1995
Law Tigers / Wind & Fire MC
Papap Leather Barn
6623 NM 23rd
Bethany, OK

Saturday, April 9
Sparks America
Kids Easter Egg Hunt
10:00AM
346719 E 990 Rd
Sparks, OK

Thursday, April 21 - Sunday, April 24
2022 Oklahoma State CMA Rally
Rides start from
Main Stage parking lot
Medicine Park, OK

Saturday, April 23
**2022 Route 66 Charity Cruise In
and Toy Drive**
1:00PM - 5:00PM
Operation Christmas Train Set
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Sunday, May 1
**Jeff Williams Tulsa Motorcycle
Swap Meet**
8:00AM - 2:00PM
The Tulsa, Oklahoma Motorcycle
Swap Meet is held at The Admiral
Twin Drive-In

Sunday, May 22 Distinguished
Gentleman's Ride 2022 - Oklahoma
www.gentlemansride.com/

Saturday, June 4 - Sunday, June 5
**Guthrie Motorcycle Swap Meet -
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Educational Building
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Monday, June 13 - Sunday, June 19
Sparks Oklahoma Bike Week 2022
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Thursday, June 16 - Sunday, June 19
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The Legend of the Gremlin Bell: A Bikers Tradition

Some say the “Gremlin Bell” is a supernatural protector against evil spirits that haunt the roads looking for bikers to harm – others say it’s simply a tradition of kindness between riders and friends. Whatever you believe, the “Gremlin Bell” is a unique legend in the biker community!

Have you ever noticed a tiny bell hanging on some motorcycles? You may have found one on a bike you purchased, found one on a bike you were working on, or even been given one by a friend and not known what it was. Well it turns out, these little guardian bells for motorcycles have a purpose (besides ringing and making you think your engine is making funny noises), and are a biker tradition going back

decades, almost as long as “bikers” themselves.

The Purpose of the Gremlin Bell:

These little bells, known in the motorcycling world as Gremlin Bells, Guardian Bells, or Spirit Bells, are a kind of good luck charm for motorcycle riders. The bell is said to protect them during their travels, similar to how a pendant or image of St. Christopher, the patron saint of travelers, is often carried in vehicles to protect their occupants while on the road.

Here’s how the bell works: legend has it that there are harmful spirits that lurk the roadways, always on the lookout for motorcycles to cling onto and cause mischief. You may have heard of unusual

and hard-to-diagnose problems that occur in machines (most often in electrical systems) being called “gremlins,” and supposedly, it is these same unpredictable and harmful spirits that cause problems for motorcycles and their riders.

The Gremlin Bell is a way to ward off these spirits. It is said to work by capturing them in the hollow of the bell and infuriating them with the constant ringing until they release their hold and break free, returning to the roadway to find another unsuspecting rider without a bell to harass instead.

The Rules of the Bell:

It should not be bought by the user in order to work, it must be given to a rider from a loved one. According to the legend, a bell is “activated” by the gesture of good will when someone, especially another rider, gives it to a rider they care about as a gift.

It should be attached to the lowest part of the frame. Because gremlins lurk on the roadways and “grab” onto bikes as they pass by, the low-hanging bell should be the first thing they contact, so that they are immediately captured by it. It should be attached securely – safety wire is sometimes

used, but that can create rust and scratches, so a zip-tie is generally the preferred method.

When a bike with a bell on it is sold, it should be removed. The Gremlin Bell is a gesture of kindness to a rider from someone who cares about them, so it should be kept by the intended recipient, and can be transferred to another bike. If someone sells a bike with a bell and they want the new rider to have it, they should still remove it, and give it to them face to face. A bell that is not given with intentional good will loses its spirit-fighting mojo.

If someone steals a Gremlin Bell, the gremlins go with it – and the bell will no longer ward them off. The key to the bell’s power is good will. If it is stolen, it loses its effect...and karma will take care of the rest!

The Origin of the Bell:

Like many old-school legends, there is no clear answer as to where the bell tradition (or superstition) comes from. Various explanations range from those “there once was an old biker riding along at night” stories, to having been started by WW2 veteran pilots who had bells for good luck on their aircraft, and carried the tradition over to their bikes

after the war. One of the most logical explanations, however, is that the bell was used in the early days of bikers in the 1950s and 1960s as a kind of “low-budget alarm system,” to alert the rider if their bike was being moved in the middle of the night – a cheap solution that morphed into a tradition over time.

Everything above is total “myth” (in my opinion):

Several years ago, a guy named “Pappy Hoel” opened a motorcycle dealership in Sturgis, SD. He started promoting his new dealership with races (first race had 9 bikes), Then it was followed by hill climbs, then an adjacent rally, and the rest is history! You are probably wondering what this has to do with bells... EVERYTHING! With each paid entrance to the races and/or hill climbs you received a “bell” to pin on to show you had paid admission (original bells are worth a few bucks today). Now as to how the “myth” that has taken hold: Story goes a biker from the hill climbs broke down (imagine that), and when a citizen stopped and helped him, he gave them his “bell” as

token of appreciation. And well, the rest is just more history!

Note:

But regardless of what the “true” story behind the Gremlin Bell is, it is a fun tradition that continues among bikers to this day, and while it is most common in the Harley community, other cruiser and touring bike riders also participate in it. Whether you genuinely believe in the superstition of the “road gremlins” or not, the Gremlin Bell is a fun way to welcome a new rider into the community, christen a new motorcycle, or just to give a rider you care about something to remember you by. As they say, the rider who possesses a bell has the most powerful blessing of all – the love and good will of a fellow rider who cares about them.

But hey, if the superstition is in fact real, and there really are road gremlins being thrown from other bikes into your path – what’s a little cheap insurance, right?

In My Humble Opinion
Ronnie



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Let's talk safety



Training? Practice? Drills?
Refresher? Review?
Preparation? Improvement?
Education?

Whatever we want to (or don't want to) label it, we need it when we are riding motorcycles.

Our skills are degradable. We all develop bad habits. There is "drift" involved from when we first learned to ride and the basic skills that were applied to correctly make the bike do what we wanted it to do. We create and begin to lean on our own shortcuts that cause us to drift away from what will keep us as alert and as safe as possible while we are riding.

Skills are like a bucket with holes in it. You have to keep filling it to keep the level up to where you want it to remain. You can't plug the holes. But you can SURE keep adding to your skill set!

Our physical skills are perishable. Just the same as if we were to buy a barrel of bananas and expect them to stay fresh for months/years to come. It just doesn't happen.

When you first started riding, you took a course or practiced for a while prior to hitting the open road. If you took a class, you got to a level good enough to pass the test. That doesn't mean that you had time to

DEVELOP that skill and help it grow.

What can we do to correct this problem? First, we need to self-assess and realize what is happening. How long has it been since you intentionally applied your brakes in a sudden/emergency situation that you created to PRACTICE emergency braking in a parking lot so that you know what it feels and sounds like when you actually HAVE to do it on the road? How long has it been since you swerved around an object to practice an emergency swerve so that you can make SURE that you separate braking from swerving during the actual emergency swerve? If it's been a few months or YEARS, your skills are not up to par.

Training is everywhere.

There are beginner courses that experienced riders can retake to concentrate on perfecting the basic life saving skills (and receive a 3-year insurance discount as well!)

There are the "Share the Road" courses that the local police departments (Broken Arrow and Tulsa Police Department) offer (FOR FREE during the Spring and Fall!!) Sign up NOW online!

Look at www.msf-usa.org and put in your zip code. There are multiple training facilities that offer all kinds of 2-wheel and 3-wheel updates. If there's not one in your area, plan a trip! What a difference that road trip will make in the rest of your life!

This kind of training/update will ALWAYS pay you back in GREAT dividends. A LIFETIME LEARNER in the area of motorcycle riding will never be disappointed.

Remember to self-assess and make the decision to build on your skills and keep them sharp! This is the "down" season for riding in our area, so that gives us time to search out how we want to begin 2022!! Invest in Safety! It will never disappoint you!

As always, Ride SAFE and have FUN!

Lisa "Sprout" Brogden
"Women in the Wind"



Oklahoma's Small Engines



Small businesses are the engine of economy. This is evident in the motorcycle world where there are no “big box” stores. In Oklahoma, there are a few large motorcycle dealers, but most motorcycle business is generated by smaller dealers and shops. When you deal with one of these smaller businesses, all your money ends up supporting the local economy. If you have a problem or question, you deal directly with the “man”. We are highlighting a few of these businesses in hopes you will support them.

1921 Champlin Gas Station Apartments - A lot of our readers were born too late to remember full service gas stations. Richard Simunek converted an old Champlin Gas full service gas station into an airbnb. Their location at 2324 Main St, Hennessey, Oklahoma is a fun place to stay while you explore Enid and the surrounding points of interest. For more information, look them up on airbnb.

The Debt Clinic - If you are trying to dig yourself out of debt, you might want to talk to the folks at the Debt Clinic. They provide debt services, including debt consolidation and debt counseling. Give John Windham a call at (580) 353-5700 or (866) 452-7455. www.lasillservices.com

Geico Insurance - I know, GEICO is not a small business, but their agents are small local businesses. I have insured my motorcycles, trucks and cars with GEICO for over 14 years. Their prices are competitive, but more importantly GEICO's service cannot be beat. To top it off, local agent Warren Stowe is a motorcycle rider and enthusiast. He understands bikers' needs and special problems. Call Warren at (405) 248-9509 to see for yourself.

Lead Side Down - Ron Thompson, Jr offers a truly unique service – pencil drawings of your favorite ride. While browsing this issue, look for the motorcycle drawing. A drawing of a biker's favorite ride makes a gift that will forever remind them of you. You can find more information at www.lead-sidedown.com or call Ronnie at (918) 724-3729.

Mac's Cycles - There is a rumor that Vincent still has splinters in his fingers from working on the first wooden motorcycle. If you are looking for a good, experienced Harley mechanic and bike parts, Mac's Cycles is a good place to start. You can reach Vincent at (918) 850-7864.

Osage Trading Company - If you use tobacco, or are looking for a special Oklahoma gift to give, stop by Osage Trading Company's Pawhuska, Ponca City, or Skiatook locations. They carry cigarettes, cigars, snuff, chewing tobacco, pipe tobacco, and a wide assortment of gifts. Look for their ad in this magazine.

Resurrection Cycles - Brent Utterback is an old school biker and he wrenches like one. When your Harley rolls out of his shop, five miles down the road, you won't be calling him because your shiny new muffler bearing fell off. Brent believes in doing it right the first time. Resurrection Cycles also is a good place for tires, batteries, and oil changes. Call Brent at (918) 728-8686.

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Tulsa ABATE Toy Run

Thanks to all the individuals and groups who made the 42nd Annual ABATE of Tulsa / Marines Toys for Tots **Toy Run** a huge success. Thousands of motorcycles participated in the procession, donating many thousands of toys to children in NE Oklahoma. We appreciate your continued support of our efforts to make Oklahoma the best place to ride. Thank you!

Respectfully -
James Chambers Clarke,
Tulsa ABATE President

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CHRISTMAS ANGELS CAN WEAR BLACK LEATHER

Chisholm Trail 412 Chapter of ABATE of Oklahoma located in Enid, OK had the pleasure to help a few families this Christmas. Along with a donation from the Kyle Shepard family we gave away \$1600 to the Enid SPCA, 6 military families through Operation Warm Heart, and a member of our chapter that has fallen on hard times due to medical problems. As members of ABATE of Oklahoma who's mission Statement is Making Oklahoma the best place to ride it is our duty and pleasure to help others. We are ready to start gettin ready for next year.



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- Experience You Can Trust

Test Your Military Knowledge (pages 20 - 21) Answers:

1. c) On November 7, 1959, a prototype of the first supersonic bomber, the B58A Hustler crashed near Duncan, while undergoing a test flight to determine the stability of the bomber when an outboard engine fails during supersonic flight. It didn't fly so well!
2. a) The first submarine used in combat was the USS Turtle, built in 1775. It was made to attach explosive charges to the hulls of the ships. In 1776, several attempts were made against British Ships in American harbors, but none were successful.
3. d) USS Batfish (SS-310) is known for the remarkable feat of sinking three Imperial Japanese Navy submarines in a 76-hour period, in February 1945. The USS Batfish is the first vessel of the United States Navy to be named for the batfish.
4. c) Semper Fi is Latin for "always faithful."
5. a) the left side
6. e) The name 'tank' came from British attempts to ensure the secrecy of the new weapon under the guise of water tanks. During the First World War, Britain began the serious development of the tank in early 1915.
7. e) The F6F Hellcat had a 19 : 1 kill ratio. It has the highest piston fighter kill ratio of all times. The next best was the F4U Corsair with a 12 : 1 ratio.
8. b) US Army SSGT Adelbert Waldron — 109 confirmed kills.
9. d) Article 15 procedures in the U.S. military are a form of non-judicial discipline conducted by commanders. They do not result in a criminal record and may not affect a service member's record in the military. These are the most common type of disciplinary proceeding in the armed forces and are usually limited to minor violations. If a service member does not want to accept Article 15 penalties, they can request a court-martial, but this may result in more severe consequences.
10. e) All of the Above. GI originally referred to "galvanized iron", as used by the logistics services of the United States military.

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BROTHER TO BROTHER

RIDING IN GOD'S LANE

PS.21:2

Are you ready? Everything is packed up, double and triple checked. Fire up those motorcycles guys and listen to 'em rumble as we wake up our neighbors.

Sometimes we have a destination and sometimes we have a direction. We aren't riding to the party like the old days, but we have come to enjoy the ride!

Today, the sun is shining, the temp is perfect-not much wind and nothing but blue skies on the horizon. We ride to the first gas stop and all the ladies break into a run for the girl's room. Everyone grabs a drink and we're off again. Scooters are sounding good and Skynyrd is coming in strong.

Next, we break for ribs and chicken, a quick prayer over us and the food, and then we are on the road again. Listening to the sounds of the bikes, the beautiful country we're riding in, and the camaraderie between brothers- this is what it's all about!

As we continue to ride on into the night and listen to the

sounds of the road, I'm filled with great peace knowing each of us have received Christ as our Lord and Savior. Our lives are no longer like they used to be, we're free from addictions, we don't go off like loose cannons anymore, and we have a great attitude about life. We have peace, contentment, and we're happy without all the parties. Isn't that just totally amazing?

I really wonder why it took us so long to surrender to Jesus. This is everything we were looking for in life.

It really makes you wonder what other things God has arranged for us around the next curve. He will do the same for you. He will set you free from whatever binds you. Give you peace, contentment, hope, joy, and a purpose for your life, if you ask Him to come into your heart and be your Lord.

Start your year off right, and start riding in God's lane.

CMA Preacher Dennis



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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

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