

Volume 1, Issue 5 - May 2016

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Louisiana **BIKER**



**KING OF FLAMES
ROB RANGOLD'S
DYNA SS**

**BY, FOR, AND ABOUT
LOUISIANA BIKERS**

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LOUISIANA BIKER MAGAZINE

Volume 1, Issue 5 - May 2016

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On the Cover - Rider: Rob Rangold **Bike:** Custom Dyna "King of Flames"

On the Calendar - Models: Sierra Durio, Kristina Payne **Bike:** from Cajun Harley-Davidson

Special Thanks: Alan and Marjorie Stanton, Larry Friedman, Nikki Jackson, R. E. Daniels, Dennis Brody

PUBLISHER'S NOTE

We are pretty serious about our tag line, "By, For, and About Louisiana Bikers". When you pick up this magazine, you should see people you know, and places you go. We want submissions from the real riders out there. Let us know where you went, what you did, and who you were with. This magazine is meant to represent ALL Louisiana Bikers, not just reflect the likes of our staff. This month, our CenLa Bike Night article was sent in by Arthur and Susan Christman, aka Ace and ShortnSassy. Here is the bio info they sent us:

Arthur rides a 2014 Harley-Davidson Ultra Limited and a 2009 Harley-Davidson Electric Glide Standard. The couple are members of the Combat Veterans Motorcycle Association and A.B.A.T.E. Arthur is a fulltime staff sergeant in the United States Army and is stationed at Fort Polk in Leesville. He has been riding for 10 years and loves every minute he gets on the road. He says, "For me, this is wind therapy that only someone who rides can understand and fully appreciate it". Being part of CVMA and A.B.A.T.E. gives him a brother/sisterhood with people that love to ride and friendships that last.

Susan does not ride YET (she says with a smile and pointed look at her husband) but loves being the passenger right now. "I grew up with very little knowledge about motorcycles and the biker world. Arthur has shown me how motorcyclists are great people who care about their community. I use to be afraid of bikers and motorcycles. Now, I want to show everyone that we are normal people."

If you have any events, articles or pictures you would like to submit, email them to me at frosty@louisianabiker.com.

Frosty



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BAYOU THUNDER BIKE FEST

MIKE BRUNO'S NORTSHORE HARLEY-DAVIDSON

MARCH 18-20, 2016



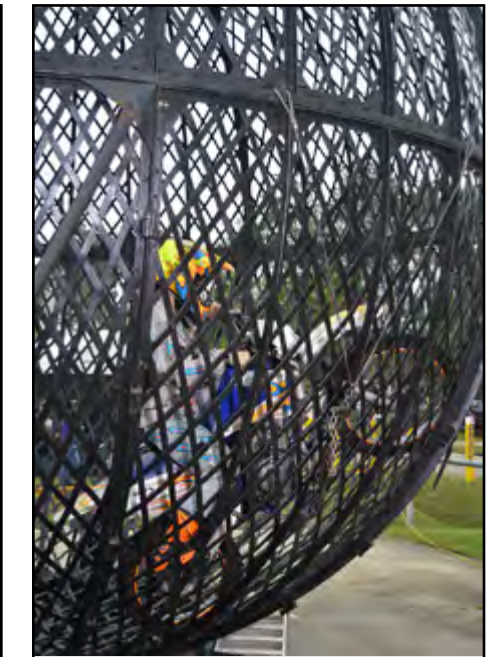
for more pictures and some video clips visit
<http://www.louisianabiker.com>

Even with bad weather looming, and occasional bursts of rain, we had a great time at the Bayou Thunder Bike Fest at Mike Bruno's Northshore Harley-Davidson. Angel was there on Friday for the Kick-off and Bike show, and I was there all day Saturday. There were a variety of vendors for food and merchandise, and B.A.C.A. and Galloping Goose MC both had booths set up as well. Music was provided by bands Slingblade and Five Finger Discount, both were pretty fun.

The highlight of the day was the Urias Family "Globe of Death", with several performances throughout the day. This family is now into its 5th generation of riders learning to ride in the Globe, going back over 100 years. We will have an interview with the family in an upcoming issue, and hope to see them in Louisiana again later in the year.

The "BADASS WHEEL of PRIZES" was also a lot of fun, and could win you a trip into the "Bayou Thunder Storm", a glass booth where you tried to catch as many Bruno Bucks as you could pull out of the air.

We were unable to attend on Sunday due to the CoC meeting in Alexandria. The weather was clearing by then, so it should have been another great day. The Strays and Chee Weez were scheduled to play, and 3 performances by the Urias family in the Globe of Death were also on the bill. We also missed the Miss Bayou Thunder Bike Fest Bikini Contest. Some lucky guy won a 2016 Dyna Street Bob FXDB Motorcycle, with proceeds going to Children's Hospital.



FROM PASSENGER TO RIDER PART 3

BUYING RIDING GEAR

by Ashley Roy

As Ashley continues her progress from passenger to rider, it's time to get suited up. To make sure she got the best advice, we took her to Jandy Imports in Slidell. Andy gave her a complete run through, covering different styles of helmets, gloves, eye protection, vests, chaps, and jackets. Here's what she had to say about it:

"As a completely new or even minimally experienced rider, buying riding gear can be a bit intimidating. As exciting as it is to pick out the coolest looking helmet or boots, making sure you get the proper fit and explore what style and brands suit you best are extremely important when it comes to purchasing riding gear. I walked into Jandy's in Slidell looking to explore the different brands and fits of the must haves of motorcycle gear. Mr. Andy himself explained the importance of proper fit with each item that I needed which helped tremendously. I realized my old helmet was far too big and how important a snug fit for chaps were. If there aren't any brands that you like, they carry their own brand for certain items. Jandy's and the staff and atmosphere are very welcoming regardless of the riding experience."



JANDY IMPORTS

3199 Terrace Ave.
Slidell, LA 70458
(985) 641-3401



CENLA BIKE NIGHT AT ROCKIN C'S

March 25, 2016 was a night to remember in Cenla!! Hosted by A.B.A.T.E., the first bike night to kick off riding season was held that night at Rockin C's, and the parking lot was packed.

Starting time was 7pm but bikes were rolling in early, and bikers were ready to party the night away.

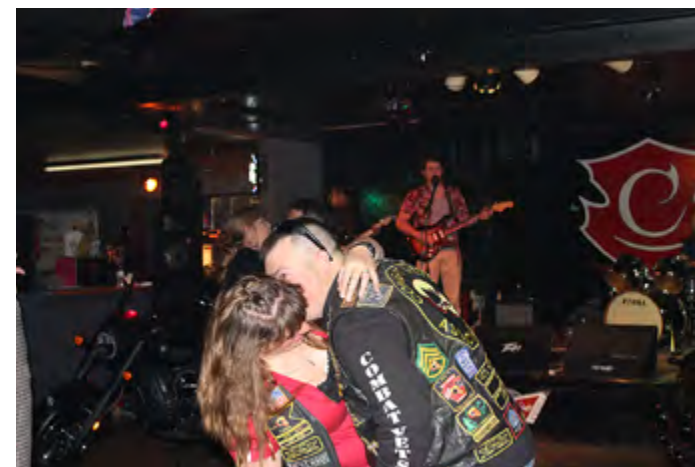
The point of Bike Night is to raise awareness of the biker community.

Brothers of Special Service was serving a cauldron full of yummy jambalaya with "The Avenue" band playing music all night long. One of the memorable moments happened when not once but TWICE the gates that held the special area for bike parking had to be moved to make more room.

Different motorcycle clubs and organizations showed their support along with multiple vendors bringing their merchandise to sell.

The bike show was held with the 'best' bike winning money and also the 'worst' bike as well. Either way, if you entered, you had a good chance of winning some money.

The next bike night is APRIL 22ND AT 7PM AT ROCKIN C'S! Come for fun and relaxing time with fellow bikers!!!



Article and photos by Arthur and Susan Christman aka Ace and ShortnSassy, and Firefly

KING of FLAMES

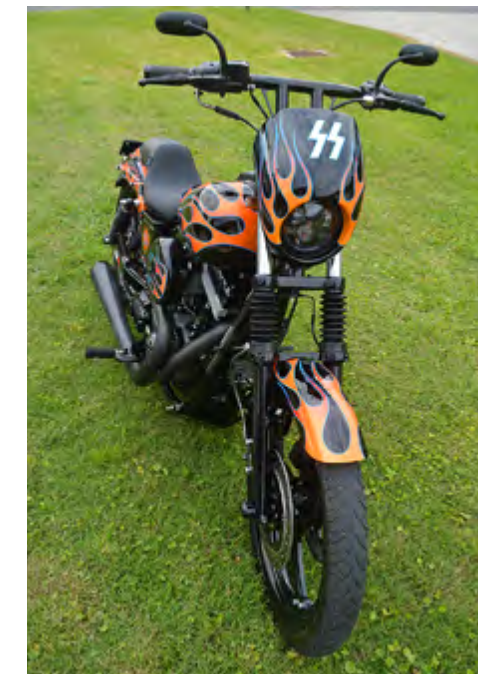
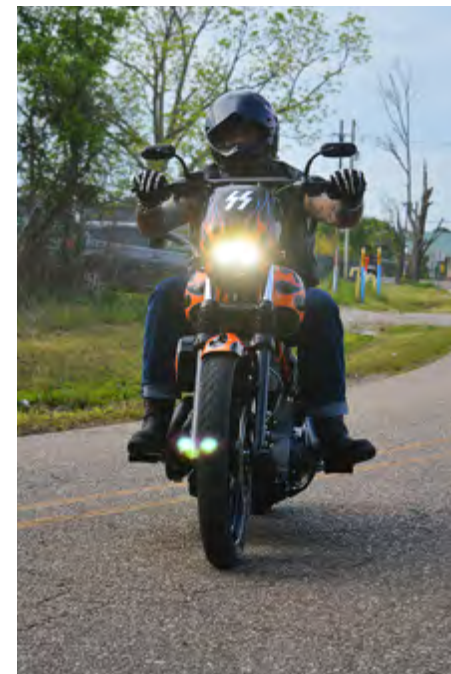
ROB RANGOLD'S CUSTOM DYNA SS

Rob Rangold, aka "Road Dawg", started his career in motorcycles working as a bike painter and custom builder in 1977 at The Bike Barn in Lynnhurst, New Jersey.

He has not stopped since. Building his first custom Sportster as an homage to Arlen Ness, the Sporty instantly hit Street Chopper Magazine in 1980. Since then, he has been published in Hot Bike, Easyriders, and Quick Throttle as featured rides. His work has also been easy on the eyes for many print tech tip articles, in video work, and as Tech Advisor for Easyrider Magazine. In between and around all that, Rob graduated from MMI and Harley Davidson University, becoming a Charter PHD Alumni, receiving his Senior Master of Technology in 2003. He began his Harley Davidson Dealership career in 1990. His personal rides have included Ironhead Sportsters, Panheads, Shovelheads, Evos, Twin Cams, and ALL S & S powered engines. Currently Rob enjoys his 2001 Dyna SS, his full out custom 2006 Street Glide, and his timeless hand built Pro Street FXR. Backburner projects currently include a swing-arm Shovelhead and a rigid Panhead.

Rob works at Baton Rouge Harley Davidson.

His home is in Prairieville, Louisiana with his wife Kim, and their 2 Doberman Pinscher kids, Storm and Loki.



About the Ride:

Born out of the ashes of Eric Buell's masterpiece the FXR; (which died on the accounting floor in Milwaukee), the Dyna family was created and pound for pound has always been the most powerful big twin bike in Harley Davidson's line-up.

The Dyna is the "Swiss Army Knife" of Harley Davidsons.

Rob's Dyna started off its life as a plain Jane superglide. As always, Rob just wanted a "platform" to start off with. Over the years, this 2001 "King of Flames" has been upgraded and refined to the "QRNU" beauty she is today.

Caught up in the Renaissance of what he always KNEW was a great bike, the stereotype names like "SOA" and "ClubStyle" make Rob laugh. This bike was built long before today's trending "Wheelie Schools" and bastions of SOA wannabe's.

Rob's "King of Flames" Dyna "SS" is beautiful, fast, and sweet.

See ya in the curves.



SPECS:

2001 HD Dyna SS

Displacement: Fast MF / Nobody's Business

Engine built by Road Dawg

Headwork by Tony "Dashing Dago" Fresina

Exhaust: Bassani RoadRage

Wheels: RC Components

Suspension: Works Performance-Rear/HD Cartridge Forks

Sputhe Stabilizers, Screaming Eagle Forkbrace

Seat: 27 Cycles, Chatsworth, California

Design & Build: Road Dawg

Lighting: All LED Custom Configuration

Handlebars: 10" "JailBars" by Burly Bars

Fairing: 1/4 by HD

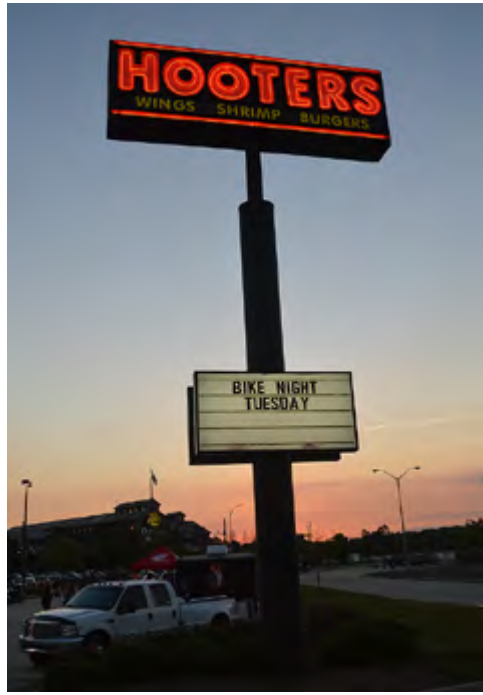
Grips: Performance Machine

SkidPlate: Speed Merchant

Paint: Johnny's Custom Paint

Lettering: Vincent Designs

PowderCoating by Mr. Bill's



HOOTERS BIKE NIGHT

DENHAM SPRINGS TUESDAY APRIL 5TH
 Spring is back, and the Hooters in Denham Springs has kicked it off with their first Bike Night of the year. Bike Night will be every Tuesday starting at 6pm with a vendor night once a month.

This week, the vendors and other attractions included:

- Andy Millet and the Hooters Motorcycle Drag Racing Suzuki
- CNC Motorsports
- Friendly Powersports from Slidell
- Cajun Caliente spices
- Iron Warriors MC Central LA Chapter

The turnout was great. The parking lot was full with all types of bikes. Many prizes were raffled off, and we threw in a subscription to Louisiana Biker which was won by Jonathan from Baton Rouge. We'll be back for many more of these Denham Springs Bike Nights, and will be at upcoming events at many other Hooters locations as well. With 10 locations statewide, there is always something going on.



For more pictures and videos, visit the Gallery at:
<http://www.louisianabiker.com>



BENEFIT FOR BABY TREVOR



The Ruston Chapter of the Confederates MC, along with Southern Santa and Rebel Moon held a benefit on March 19th, 2016 at M&S Grinding in Simsboro. The benefit was to help raise money for gas for doctor appointments and medical expenses for one of the cutest babies ever. Baby Trevor was born premature on December 9, 2015 weighing just 1 pound, 6 ounces. On March 16th, he was finally released from the hospital after 3 months, 1 week, and weighed a healthy 6 pounds, 1 ounce. He was welcomed home not only by his parents Robbie and Courtney Balance, but also by big sisters Crystal 8, Autumn 7, Jessyka 5, Trinity 4, Olivia 3; as well as, Amanda and Jeff (paternal great aunt and uncle), Cinda (paternal great grandma), and Scarlet (maternal grandma)

Confederate Prospect Charles Payne, who is famous around these parts for his cooking, started the night before cooking pulled pork. Now let me tell you something! That man couldn't mess up any cooking even if he tried to! He could throw dirt on the food and it would somehow still come out melting in your mouth and tasting good! There was a 50/50, silent auction items, plus Southern Santa and Rebel Moon gave a percentage of their store sales to Baby Trevor. There was also music and great comradery with a total of approximately 60-80 people showing up throughout the day and night!

Vicki "Rebel Moon" Trent had this to say, "After SS (Southern Santa) proposed last summer and we were planning our wedding, we had posted that winter is a tough time for us. On Facebook we asked for donations for auction to help us build our inventory; we also said we needed funds for Lil P's vet. Courtney Balance ordered a couple of rebel items by mail; we had never met them, just Facebook friends. She sent the money for her purchase and an additional \$50 for Lil P. So when we saw her post after baby Trevor was born and needing help because he was so tiny, we wanted to repay the favor by putting together a benefit. SS asked the Confederates for help and then it was all put together. We had never met them in person until a couple of days before the benefit when we went to the hospital."

Baby Trevor will learn he has an awful lot of aunts and uncles who will always carry him in their hearts because we all became attached to not just him, but his whole family. Much love to you and I know I speak for the majority of us all when I say we look forward to seeing you grow bigger and older.

***PS: I would like to add that I am only including the picture of me holding Baby Trevor because if I do not, SS has already told me he's going to be mad. The good thing is I'm holding that precious baby so I won't protest too much.

by Stacey "Snoopy" Conly



Louisiana READERS



CAJUN

Louisiana
BIKER



SIERRA DURIO
KRISTINA PAYNE



May 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8 Mother's Day	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30 Memorial Day	31	<i>Louisiana</i> BIKER			



STREET 500/750 ROAD TEST

FROSTY AND BARRY TANNER SR. PUT SOME MILES ON HARLEY'S LIGHTWEIGHT BIKES

In early 1969, before the Honda CB750 was released and changed everything, Harley-Davidson advertised their XLCH as the fastest street bike in the world. At that time it was 900cc and rated at 50HP. Their current Street 750 model is rated at 53HP, and I have seen some dyno tests online that touched on 58HP, if you really wring it out. This is quite a bit more than a standard 883 Sportster, so I was very interested in giving it a test ride. Randy and Shark at Cajun Harley-Davidson agreed to hook us up with both a Street 750 and a 500 to test, and former State Flat Track Champion Barry Tanner Sr. came along to give his impressions.

Barry took the 750 first since he was more familiar with the area, while I followed on the 500. We pushed the bikes a bit, but not all out since these are dealer bikes and not test mules. In quick roll-ons of the throttle, the 750 could easily run away from me, and I always had to downshift if I wanted to accelerate fairly quickly. The 500's powerband was smooth and docile, well suited to a new rider. It also has built in safety features, such as a programmable rev limiter. We've all seen new riders accidentally roll on the throttle when they didn't mean to, and have the bike take off with them flailing behind. The street models can be programmed to prevent over revving in the low gears if you choose, this is great for a learner.

The transmission was smooth and all 6 gear were usable, but Barry and I both found Neutral to be hard to hit on the 500 and 750. This is something that is likely to break in as the bike gets some miles on it, but it was a bit annoying on these new bikes. There was also sometimes a delay before the neutral light came on. I soon discovered I had to slip the clutch a bit to see if I had really hit neutral or not.

The handling was pretty decent, We did some slaloms and wobbles going down the road, and quick swerves as if avoiding road obstacles, and both bikes were quite stable. Steering was neutral and light, and the bike easily returned upright in a straight line. Nothing ever scraped in any corner. Again, we didn't really push the limits, but the lean angle is more than enough for most riding, and certainly better than a Sportster. Suspension is OK on rough and smooth roads. Nothing ever bottomed out, and it seemed like more travel was available than on other Harleys, but there was room for improvement.

In normal riding the brakes felt great. I usually used one finger on the front, and the feel was light and controllable. In hard braking, the results were not as good. The bikes were stable and tracked straight, but the braking distance was longer than I expected. I found myself using two fingers in normal riding on the 750, and the rear brake pedal had noticeably more travel than the 500.



Photography by Deana Berry

Although they look identical, the 750 felt like a completely different bike to me. I have not seen an official horsepower spec for the 500, but have seen online claims in the mid-30s, so the 750 has about 20 more. This is a large increase, but the way the power is delivered also feels different. On the 750, you can feel the V-Rod heritage coming through. Revs build quick, but I was also able to do a full roll-on from low RPM without downshifting, and there was only a slight delay before the bike went. With the snappier throttle response, everything felt different. You could hit the throttle hard enough to stand the bike up coming out of the corners, and the larger displacement helped with engine braking going in. I would love to do some brake and suspension upgrades and take one of these out to NOLA Motorsports for a track day.

I enjoyed riding them both. I would consider buying a 750 for city riding especially, but I also know people who have done some long hauls on them. The 500 is a much better starter bike than the Buell Blast had been, with a lower seat height and better riding position. It's a good bike for a new rider.

These bikes are aimed at a younger market that is less driven by nostalgia for the old bikes, and the world market, and that is reflected in the design. I think Harley would sell a lot more of them here if they went with more traditional styling, like a peanut or small fatbob shaped tank. Maybe this was done to preserve the identity of the larger bikes, and I'm sure it will work in other markets, but in the USA a more "Harley" look would probably go over a lot better. The current tank kind of looks like it wasn't mounted properly to me, the way it is raised in the rear. The seat was comfortable enough, but it was pushing me forward. I would want to cut back the foam to move my seating position back a couple inches. I also found the bars oddly flat. These are easy fixes, though, and fitting a new bike to yourself is always necessary.

I thought the fork boots looked out of place, they seem to go with an older style that these bikes have little of. I would also prefer to have the little fairing color-matched on the bikes that were not gloss black. These are all minor quibbles, personal opinions, and easy fixes.

Overall, I think these bikes are long overdue. Harley hasn't had a lightweight bike in over 40 years, and I think missing out on that new rider market has cost them market share over the years. Traditional Harley guys may complain they don't look Harley, are too "Foreign" or too small, but for the markets these are intended for, I think the Motor Company has come up with a pair of winners.

by Frosty and Barry



SPECIFICATIONS

Engine: Liquid-Cooled Revolution X 60° V-Twin

Model Street 500

Engine Displacement 494cc

Bore Stroke 69 mm x 66 mm

Compression Ratio 11:1

Fuel System Mikuni Single Port Fuel Injection, 35 mm bore

Transmission Six-speed

MSRP \$6,849

Model Street 750

Engine Displacement 749cc

Bore Stroke 85 mm x 66 mm

Cooling Liquid-Cooled

Compression Ratio 11:1

Fuel System Mikuni Single Port Fuel Injection, 38 mm bore

Transmission Six Speed

MSRP \$7,549

Louisiana RIDERS



May 21st, 2016
7 to 10 p.m.

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CAJUN BLOWOUT NATIONALS

STATE CAPITAL RACEWAY - PORT ALLEN

APRIL 2-3, 2016

Our New Orleans Editor Ainsley and I took a trip to the State Capital Raceway on April 3 to catch up with some friends of hers, and just have a good time. We spent most of the day with her friends Jocelyn and Kim, who were both racing. It was a GREAT day. There were so many different classes running, I couldn't keep up with the results, so you can check those at:

<http://amraonline.com>

<http://www.statecapitolraceway.com>

<http://www.dragbike.com>

You couldn't have asked for a better day. The weather was perfect for racing, not so hot that the air got thin, and enough clouds to keep the sunburns minimal. The nitro bikes were out in force, but there was a class for pretty much anyone who wanted to run. I especially enjoyed the Patchholder's Races. We took hundreds of pictures, you can find them all in the Gallery section at:

<http://www.louisianabiker.com>

Additional pictures by Barry Tanner Sr.



"It all started with a bet with Jocelyn . If I raced with her then she would watch a football game with me (being she dislikes football) so as nervous as I was I sucked it up and ran some TNT . I loved it. Now I'm happy to say I ran AMRA eliminator class. It was exhilarating... Oh and BTW Jocelyn still hasn't watched football lol"

-Kim Michelle Craig



"Being a female racer is fun almost like being a Lil sister to all of the guy racers . Being the only girl on the track was rough when I started in 2009 . Some of the guys loved it and some just did not at all . But it all worked out in the end . We seem to love each other like a big track family, always ready to help a fellow racer out is how I see it . From cooking together , traveling together and missing each other when race season is over . I've met some of my best friends on the track ! U can't wipe the smiles off of our faces when it's go time lol !"

-Jocelyn Rodriguez



BONNIE & CLYDE TRADE DAYS

by Stacey "Snoopy" Conly

There came a rumble in the distance, and then suddenly their shadows appeared through the dust of the dirt road! Is that Bonnie and Clyde in their stolen '34 Ford? Noooo! That's Dennis Smith and Sherry Bond on their Harleys. They are the new owners of Bonnie & Clyde Trade Days outside of Arcadia in Bienville Parish.

Dennis and Sherry have been together for five years. Dennis has been a company man in the oilfield for over 37 years and a photographer. Sherry was a carpenter who was remodeling Dennis' house, which is how they met.



They started their business Howling Wolf with Sherry sitting on a picnic table outside of Blue's Barn in Zwolle, LA with 2 chaps and 2 vests. Howling Wolf took off, selling merchandise from Rebel Flag bikinis to leathers to silver jewelry to patches to so much more. Howling Wolf donates 25% to any benefit they work with a total of \$100,000 per year over the last 2 years being donated to benefits; such as, The Burn Run, MD Anderson, Breast Cancer, etc...

When the opportunity came, they decided to expand their horizons and on February 22, 2016 the papers were signed and they officially became the proud, if not exhausted, owners of Bonnie & Clyde Trade Days just south of the Arcadia city limits on Hwy 9. They, along with many wonderful family members and friends have put a lot of hours into the 131 acres of beautiful property.



Dennis states he wants them to be the Donald Trump of Louisiana by "Making Louisiana Great Again." If you don't get Dennis' good natured sense of humor with that statement, then you never will. But he is sincere when he says this and Sherry is right along with him. Dennis also stated "Any profit made goes back into the property," on which they live.

Trade Days will go on every month, no matter the weather, every full weekend (Friday-Sunday) before the third Monday of the month. They are biker friendly and kid friendly; actually they don't discriminate period. There aren't that many people who are more good-hearted, loving, fun people and I'm proud to call them my friends.

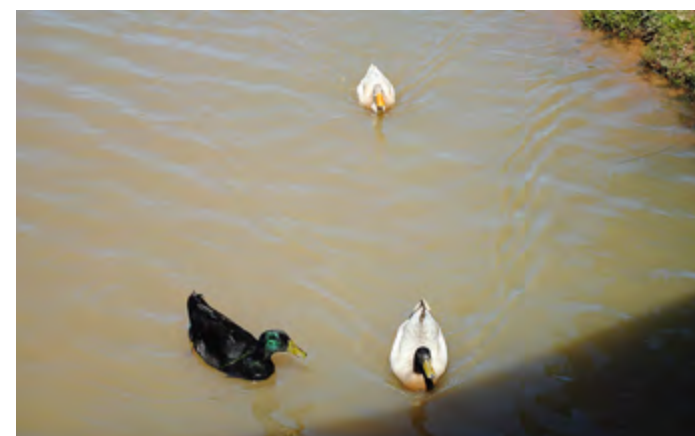


BONNIE & CLYDE TRADE DAYS
20550 Highway 9
Arcadia, LA
(318) 263-2437
<http://www.bonnieandclydetradedays.net>

Upcoming events to look forward to at Bonnie & Clyde: In April: Roses & Revolvers, Swamp People, & Bluebirds will be a part of Trade Days. May 6-8 they will be hosts to The Confederates MC Annual Spring Blowout in conjunction with A.B.A.T.E. of Louisiana's Annual Rally. May's Trade Days will have Louisiana Moonshiners. August 4-7 they will be hosting the Throttle Back Bike Rally, which is produced by Blowout Biker Production with the entertainment including Kelly Hobson Band, Rougarou Trio, Micro Championship Wrestling – MCW Nation, bike games, and all sorts of fun. October 27-30 they will have Howling Halloween with Bag Lady Sue and the Bluebirds.

Other things to look forward to are the petting zoo, which Sherry is wanting to add, with at least one potbelly pig; car shows, concerts; geek show/cosplay; festivals and a Battle of the Bands

There have been a lot of hours put into fixing up the property with a lot of good people pitching in to help. Among those who have been there to help are Rob & Brandie, Sherry's dad Rudy, Duff, Rebel, Dave & Donnie, Dan & McKenzie, Drake, Weaz, Throw Down, Germ & Theresa, Rita & her kids, Patricia, Kenny, Nathan, and Carol.



THE NOLA VINTAGE GRAND PRIX

NOLA MOTORSPORTS PARK, AVONDALE, LOUISIANA

MARCH 18 - 20, 2016

By Barry Tanner Sr.

Louisiana has a long history of Motorcycle Racing and has produced some really tough guys to beat on the track, on either pavement or dirt. Back in the 60s and 70s there were race tracks dotted all over the state and every weekend brave men and women showed up to do battle in hopes of bringing home a trophy or some cash and of course the glory that comes along with doing everything in your power to be a winner. For some it was just a fun social event, but for others, it was an opportunity to do battle with friends and foe and if you were daring and skilled enough, you could emerge victorious in a world where gallant jousting Knights clad in armor once competed. This time, clad in leather, mounted upon a fire breathing machine with only two wheels, they would twist and turn, slide and jump through the air in hopes of being number one.

There are several ways you can race motorcycles. There are drag strips, there are dirt tracks, where you go round in ovals, or dirt tracks where you go left or right and fly over jumps. Then there are races up mountains and races where you run thru the woods and forest in the wilderness. There are even road race tracks where you get to go so blinding fast that the idea is to keep the grey blur between the green blurs and leaning into the turns means scraping elbows and knees at such high speeds that you have to wear special pads to protect the skin. Some people prefer street racing and every night you can hear motorcycle engines turning ten or eleven thousand Revs per minute as they run thru the gears. I used to race back in the 70s, and when I quit, I took up flying airplanes as a hobby and even landed a flying job where I racked up over a million miles on Pipeline Patrol at 500 feet altitude in a Cessna 172. After I retired, I got the Motorcycle bug again and found a very nice Suzuki Gsx R600 Telefonica Movistar. Its the Kenny Roberts Junior edition that Suzuki only shipped 500 to the United States, to celebrate His winning of the Moto Gran Prix Championship in 2000. So now I play "street fighter" on it and am having a blast. When "Woody" from Louisiana Biker Magazine asked Me to cover the NOLA Motorcycle Racing event, I was happy to do so. I went last year and would not miss this years event for anything.



To start off, the weather was going to be problematical. Radar showed showers and two out of the three days of the event, and boy were they right! Friday was light drizzle most of the day with some very hard rain in the evening, but the practice sessions for the road racers still went OK after everyone went to rain tires. The newbies to road racing were escorted along the track with veteran riders along to help coach and offer advice on how to improve their skill level. Even with a lot of water on the track, the guys and gals went very fast. I spent some of My day working with the promoter to get the flat track going for the friday night races. Ever walked in Louisiana gumbo mud? I gave up trying to clear sticks off the track when my poor boots got so clogged up I couldn't walk. They tried to disc the track, but the hard rain ruined the hard work and the decision was made to cancel the friday night flat track race. The ARMA awards banquet was Friday night.

Saturday morning started out pretty good, weather wise, and it was pretty obvious from the get go, that the flat track was still not going to be ready for the planned races at eight PM. The race guys looked at the drift track and we made a pitch to have the races there on asphalt. That idea was shot down but the riders were determined to race and finally a place to race was found and the NOLA guys did a fantastic job moving spectator stands, lights and everything they needed in place, for a race Saturday night over by the go-cart track. With that done, I got a chance to interview the Grand Marshall of the weekend, legendary Motorcycle Racing Champion, Dave Aldana.

You may have seen him in the motorcycle race movie called "On Any Sunday". That movie, back in the early 70s inspired thousands of people like me to get a motorcycle and go racing all across the country most every weekend. When I met Dave, I told him thanks for all my pain and injuries over the years from watching that damn movie!...He laughed hard and said I didn't have to watch it. So we went to his race trailer and I got to see his "on the road" setup and He even took a picture of Me sitting on his Honda. I was in charge of the official autograph booth so we set up a time to do that and later on I did the official interview over at Charles Gerard's Re-Cycle Barn parts booth and it went like this:

Me: Why, at 67 years of age are You still out there on the race track?

Dave: I want to give something back to the sport and to the fans who came out to support us all thru the years. At first it was just a hobby for me, but then it became a profession. I lived with my Mom until I was 28 so I could afford to race.

Me: What about the "Skeleton" leathers?

Dave answered something about the leathers, but I got the feeling that he'd rather be known more for His riding ability, than the iconic leathers.

Me: Where are you living now and how many times a year do You race?

Dave: I live in Atlanta, Georgia and I race about eight to ten races a year on average.

Me: How many injuries have you had?

Dave: Not too many but my worst one was a broken femur.

Me: What bike are you racing now?

Dave: I have these Hondas. I bored and stroked one to over 500CCs.

Then he went into some really cool stories about the old days when you could get away with some crazy stuff and his eyes would just light up and you could see just how happy he was about his past and in him an obvious feeling of having been blessed to have been chosen to be in the movie, where his fame took off like a rocket ship. Dave says that a lot of guys wanted to be in that movie. Steve McQueen, Malcolm Smith, Gene Romero, Bart Markel, Mert Lawwell, and many others like them were our two wheeled heroes back then, and inspired us to get out there and race our hearts out. Just to meet such a motorcycle icon and legend like him is a true honor.

Saturday road races went well despite the on and off showers, and the turn out of ARMA riders was huge. Overall I will say that even though the rain may have stopped some people from coming, the event was definitely bigger than last year. The Flat

track races started earlier than expected so I missed the first practice and some heat races. When I got there I noticed the fans, and the riders were having a blast! The excitement that flat track racing generates is unbelievable. The other heat races were pretty tight with Van Rayborn winning the first heat race and Dave Aldana taking second in His. Dave went down pretty hard in turn one in His second heat while running second calling out the restart flag. I guess that was lucky for Him because the restart gave Dave a chance to grab first place in that one. More riders went down fairly hard as everyone was trying to figure out what their bikes would do on a hard surface. As the night went on, everyone started to turn some very fast laps as they began to get more comfortable out there and their tires were squealing around the turns with sparks flying everywhere from steel hot shoes on the rough surface.. The crowd shrieked when Van Rayborn and Dave Aldana collided, sending Van flying thru the air and rolling across turn one stopping in a twisted heap with everyone wondering if He was O K. When Dave came back around to see if Van was O K, Van gave Dave a push to show his displeasure and then hobbled off to collect His Motorcycle. I noticed that everyone out there in the cold windy weather, had smiles, from ear to ear. Flat Track Racing just kind of does that to Ya...

I headed home Saturday night after the Flat Track races, but the Pinup Girl contest and Berlesc show must have been a hoot. I saw that the Sunday races were a huge success and I hope that everyone can make it next year. Dave Aldana was the perfect guy for the Grand Marshall job and Thanks to ARMMA and Maurice Turgeau, and NOLA, and of course Woody McDaniels.



HONORING A GRAY GHOST

by Stacey "Snoopy" Conly

A little over two months after John Frank Lewis' Last Ride, his tombstone was ready to be set. When Freddie Grappe told me they were all getting together at 9:30 in the morning to set the stone, I was hoping it was an invite; sure enough it was an invite!

When I arrived at St John the Baptist Church, it was only 9:10am and there were already 6 or 7 of the Gray Ghosts there, of course Freddie was one. Let me stop right here and tell you real quick, I just love these guys! They will make you feel loved when nobody even likes you. I am truly honored to be friends with such a great group of guys as these Ghosts. When I parked, they came over to greet me then shortly after the truck from the Sabine Monument Company in Many arrived.

While we waited for John's wife, Tracy; son, Nick; and the 2 beautiful grandbabies to arrive at 9:30 I walked down to set up my cameras. I watched from a distance as more Ghosts arrived and then the family; I watched the love between them all, the love I had been greeted with. As I watched, I thought how proud John would be to see this. I imagine John was looking down and smiling big on what was taking place in honor of him.

There were ten Ghosts there with Tracy, Nick, and the babies. Three of the Ghosts left their jobs long enough to be a part of this moment; Gray Ghost X-Ray and Gray Ghost TC drove down from Shreveport with the family.

Watching this family walk down with the beautifully etched stone was touching to me; it showed the respect and love these Ghosts have for John and his family. Once at the bottom of the hill, we watched the man from Sabine Monument Company carefully measuring and setting the stone in place. After the stone was set, Gray Ghost Tom spoke then said a prayer. After walking back up the hill and visiting a bit, the three who had to

go back to work did so, then the rest of us continued our visit at "The Office."

I truly believe John would have been proud of the gathering in his honor. Let me say once again, I am so very blessed to be a friend to such a wonderful group of guys. Thank y'all for allowing me to be a part of this reverent time!

If you ever want to go visit John at his final resting place, go to St John the Baptist Church right where Hwy 6 and San Antonio meet in Many, Louisiana. Walk down the sidewalk to the cemetery. When the sidewalk ends at the bottom of the hill, walk a little bit further and right to your left you will find a beautifully etched tombstone where John lies; you might even find a Ghost there.



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ON THE ROAD WITH THUMPER JANE



As a Revival Biker, (A rider who has not ridden in many years, then jumped back on), I've found a new list of chores:

- Polish chrome
- Wax tank
- Condition chaps

Ride enough to break in New Indian gloves before it's time for fingerless...etc.

As a Revival Biker, I find my tire seems to have it's own mind of which road to explore. Trees seem to help with the choice. A big sky with occasional drops of Louisiana rain add to the picture. My movement through nature on a created steed functions to deliver my mind from its own parameters of boxes and rules and dos and undos. I hum in my helmet and grin at the cows. I'm in their neighborhood, viewing life from the other side.

That giant slab we ride on and live on and grow on-it gave me my freedom, once again.

I greeted the road yesterday, with a full tank of gas and hopes as big as Montana skies.

Louisiana loved me back.

I remain, forever grateful,

Lulu, A Revival Biker

Visit us online at:
<http://www.louisianabiker.com>
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<https://facebook.com/louisianabiker/>

A NEW CHAPTER OF THE COC&I

By Mama S, Photos Submitted by Swamp



First of all, we here at Louisiana Biker would like to personally say "Congratulations and Welcome" to the new Commander of the Confederation of Clubs and Independents, Swamp. We look forward to seeing even more great things in the future from you and the CoC.

And on a personal note, Swamp had to help me change a flat the day we met for this interview. THANK YOU and Ms Debbi for all your help and not leaving me stranded!!

I recently had the privilege of sitting down with your new CoC&I commander, Swamp, between his several meetings the Saturday before the March meeting.

Most of you know what the CoC&I is and is about. For those of you that don't, here's a quick rundown.

The Confederation of Clubs and Independents was begun in Alexandria in 2009 by John Franks, who was the Commander until his passing. They are here to unite all Clubs and Independents in the State to fight for biker's rights. It's also a forum to discuss any and all subjects or difficulties between Clubs and assist in resolving them peacefully. They are our united voice for the biker community. That's why it's so important for everyone to attend every meeting you can. They are our voice; show up and make it a bigger, louder voice!

Following John's passing, a difficult decision had to be made. Who would be the new Commander of the CoC&I? The job fell to his then Lt. Commander, Swamp. "Under the circumstances, I hated having to take this position this way; I would have much rather taken over with John retiring."

Swamp is the Founder and President of the Bayou Country Riders MC out of Iberia Parish, as well as a Registered Event Coordinator for St. Jude Children's Hospital. In early 2015 he also became Lt Commander of the CoC&I and held that position until John's passing earlier this year.

"What I'm striving to do is make the CoC&I more transparent." Swamp has put together a group

of men from all over the state to act as a committee, where there used to be none. "Things are done completely different" in the Northern and Southern parts of the state, and "I wanted to make sure they both had an equal voice in this; find that common ground that's best for everyone." Instead of just him and his Lt making any and all decisions, they'll be run through the committee first. The old way worked for John; "I'd like to expand on everything I learned from him, keeping his ideals, but John is John, and Swamp is Swamp. I run a tight ship and want to make sure everyone has an equal voice."

Another big change is the location itself. There were several reasons for the change of venue, firstly being size. "We are growing, and need somewhere that can accommodate that". There's also the financial aspect of it, as well as the fact it has a full kitchen, and a much better sound system. (Those of you that have regularly attended meetings know what a big deal the sound system is!) A special thank you goes out to the PriestHood for the offer of the Church.

Swamp is also hoping to get more independent riders involved in the CoC&I. "We all fight the same fight. ABATE is a great organization to sign up with. I encourage everyone to join with them." They are a big part of our voice when it comes to meetings at the capitol and passing or killing laws pertaining to bikers. "More numbers make a bigger showing"

With the help of the new Lt. Commander, Grey Ghost John Raila, Swamp knows they will accomplish great things in the coming years.

Any questions about the CoC&I, you can contact Swamp directly at 337-884-5282 (Just don't call after 11, or you may get Ms Debbi and I'm betting it won't be pretty!)

The next meeting will be May 22

President's Meeting at 12

General Meeting at 1

See y'all there!



A.B.A.T.E. MEETING NOTES

CoC&I MEETING NOTES

by Stacey "Snoopy" Conly, North Louisiana PR at A.B.A.T.E. of Louisiana, Inc

A.B.A.T.E of Louisiana

March 12th State Board canceled due to floods across the state

March 14th Rally at the Capital still happened with almost 100 bikers making a show regardless of floods with a large portion of them being from North Louisiana

All Road Users Protection Act

ABATE is pushing for the following bill to be passed:

Gary Smith is sponsoring SB 171 All Road Users Protection Act

What is the bill about?

Proposed law

This is the All Road Users Protection Act. It is going before the La. Senate Judiciary Committee C on April 12 or 19, 2016 at 10 am. I am not sure what date yet. This is needed as there are no enhanced penalties such as suspension of drivers license or jail time if the car driver does not have a stop or yield sign and fails to yield.

The bill is supported by A.B.A.T.E.

This Bill protects all road users from distracted drivers including pedestrians, motorcyclists, bicyclists, scooter riders, pedestrians, elderly in mobility devices, farmers with farm vehicles, and children.

Presently if a motorist kills/maims another non-car road user they only get a \$100 fine plus court costs of about \$182.00.

To keep up with bills, learn about A.B.A.T.E., join, etc... go to www.abateoflouisiana.org



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CoC

The new permanent location for CoC is at 4200 South MacArthur Drive, Alexandria

Appx 30-35 total A.B.A.T.E. of Louisiana members attended CoC

CoC Commander Swamp started a staff, including a board

Our AIM attorney, Richard Barker spoke about joining AIM for free at <http://www.onabike.com/aid-to-injured-motorcyclists/join-aim.htm>. If you need a lawyer, call 1-800-ONABIKE (1-800-531-2424). For our Louisiana AIM go to <http://www.onabike.com/aid-to-injured-motorcyclists/attorneys/louisiana-motorcycle-lawyers.htm>. May 5th and 6th will be the 31st annual NCOM convention in Atlantic City, NJ. NCOM doesn't focus on United States, but worldwide. EPA wants to make all modified pipes on bikes illegal, including on racing bikes. Will print flyers free for poker runs

A.B.A.T.E. of Louisiana President Randy Postlethwait discussed bills A.B.A.T.E. of Louisiana is working towards; such as, SB171, the Right of Way Bill and HB337, which is our Freedom of Choice (Helmet) Bill.

Next CoC will be May 22nd rather than 29th due to Memorial Day weekend and Gulfport Rally. The Presidents Meetings will now start at Noon and regular COC meetings will start at 1pm.

To find any information you may have on our state's Confederation of Clubs, go to www.louisianacoc-i.com

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