

CYCLE WARRIOR

May / June 2015





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A Message from the Editor



Welcome to the first digital magazine by Cycle Warrior!

Cycle Warrior is a social media / digital platform that shares many topics in the life of motorcyclists. Whether you are a biker, motocross competitor, flat track racer or weekend rider – Cycle Warrior is here for you!

So, how did we decide on our name? Well as the expression goes "there is a lot to be said in a name". The definition of the word "Cycle" means "a repeating series of events or actions". The definition of the word Warrior is "a person who fights in battles and is known for having courage and skill".

As a rider, we all enjoy riding down the open road. It is a time when rider and machine become one, as we navigate the straight away and turns of the highway, keep balanced on the triple jumps or leaning into the final turn before the finish line. It is these cycle experiences that keep all riders coming back to mount up and ride again.

The human side in all of us contends with daily challenges of our emotions and responsibilities. You can be a parent, single, married, widower, worker, manager, or owner of a business. What ever your situation, we are all "Warriors in Life". And to be successful we all strive to be courageous and skillful in our daily challenges.

The purpose of Cycle Warrior is to develop and grow a high level of comroderity for all people who have the passion for riding on two wheels! Our digital magazine, Face Book posts, Twitter tweets and Instagram pictures is dedicated to provide our viewers intriguing stories, great pictures and entertaining videos.

During the past few months a few people have asked me why a digital magazine? The response to these questions is one of media trends and providing quality content quickly. In today's quick pace of delivering information only digital media can provide our fans the different news, pictures and events in a timely fashion. In addition the Cycle Warrior fans cover a wide range of age and preferred ways to get their news. And best of all we can offer our stories, photos and videos free to our fans! Take that Jay Z with your Tidal music streaming business!

In closing, the last few months have been very exciting for me. Cycle Warrior has allowed me to pursue my passion of creative development, motorcycles and helping businesses with their marketing strategies. If you have an idea for a story, wish to share a picture or just want to talk, contact me. "Cycle Warrior Keeping Bikers Connected"

Enjoy the riding season,

Keith Kuehlewind
Editor

About Us



My name is Liz Jansen and I’m an author, writer, facilitator, and adventurer.

After building a successful career in Human Resources and Training and Development, I realized that the role I’d built and enjoyed for many years was no longer fulfilling. I needed to move on to something radically different where I could be of best service, and make the most of my skills, interests, and expertise.

I’d ridden a motorcycle since I was a teenager and knew about the inner qualities it commanded, and how those attributes could be used in many other areas of life. So I built a business around demonstrating that when you’ve mastered two wheels, you can master anything.

I’ve done that through coaching individuals, writing, speaking, organizing events, and offering online courses. In addition to personal clients, I’ve worked with leading motorcycle manufacturers, helped organize international women and motorcycling conferences in Canada and the US, been published and written about in national newspapers, motorcycle magazines, and ezines, and authored *Women, Motorcycles, and the Road to Empowerment*, and the *Life Lessons from Motorcycles* series. The media has dubbed me a leading expert on women and motorcycling.

My strength is creating a space for clients to explore and overcome the things that hold them back so that they can start to do what they really want with their life.



Scott Wakefield grew up in beautiful Genesee County, NY, and after 11 years in the Coast Guard he returned home to finish his degree, write stories, and be near family. During his career, he was stationed on a buoy tender on Lake Michigan; in Honolulu, HI; Buffalo, NY; and Ketchikan, AK. He and his wife have been freelance proofreaders since 2006. Scott is crazy about coffee, old motorcycles, playing the banjo, and his beautiful family who he lives with in Western NY. Connect with Scott on LinkedIn at www.linkedin.com/in/scottmwakefield.





Tommy Sands has joined our staff as a freelance photographer. Tommy is all about getting the shot and having the picture say 1000 words! So whether it's a Bike, Bar, Babes with Beers or Bar Mitzvah's - Tommy Sands will be clicking away!



Ann Marie has thrived in the marketing industry for 20+ years; she specializes in web development and design. Her talents also include social media management, photography, video and graphic design. If you see her out, give her a shout! She'll take your photo and CycleWarrior.net just may feature you and your bike online!



Remember friends, always Ride Safe!



Meet Janet Green a wife, mom, blogger, business professional, Internet addict, biker, gardener, genealogist... "like most women, I wear many hats in life and have many interests. As I get older (and better!), I find that riding serves me well when I need to clear my head, fellowship with friends, or just have an adventure". Janet is the editor and contributor to Biker Chick News!

Turning a Wrench & Sharing Memories

Marv Moltrup: Mechanic, Business Owner, Racer, Collector, Storyteller

“Is this the right place?” I asked after taking my helmet off. I leaned my bike over on its kickstand and looked around. My question was a joke (for which I got a courtesy laugh), because there was no mistake that I’d made it to Marv Moltrup’s garage.

To my right, a 2015 Indian Chieftain sat looking as if it had just come off the assembly line. Then three classic Harleys were squeezed in next to a 1951 Indian. A fluorescent “OPEN” sign glowed high on the wall, and a few dozen motorcycle license plates from all over the country covered a corkboard above a work bench strewn with parts.



A lighted Indian gasoline sign shone white in the corner on the left, and, further into the garage, three more mid-project Harleys were clamped into their lifts.



This was definitely the right place. I was overwhelmed by the glory of it all. I’d arrived in a collector’s dream. It was the culmination of decades of love for motorcycles, which now looked like a small museum. I felt the familiar motorcycle-lust pump through my veins, and considered leaving, lest I get ideas about starting my own collection. But then I wouldn’t have anything to write about, and I’d most likely get fired.

Further in was another long bay full of more bikes. Harleys, mostly, but tucked in there was a 1968 Honda 90, a Buell (technically not a Harley), and even a 1957 Ford Ranchero. And it was there, surrounded by the beautiful machines, Marv and I began to talk. The conversation was anything but chronological or linear. We moved from his past, to stories about his friends, his bikes, his adventures, and then back again to what he’d like to do while he’s “retired”. I realized there was no way we could cover everything in one story, so this snapshot should whet your appetite on the amazing life of Marv Moltrup. Don’t worry; we’ll definitely have more to come.

Let’s call this Part I:

“I didn’t always love bikes,” Marv told me, “but I was just a little kid, and there was a neighbor who rode an old Harley. He’d ride by all the time. Then he gave me a ride, and I wanted to have one some day. So when I was 16, a friend of mine who knew I loved bikes got me a job, and I started, you know, wrenching on bikes.”

“I’ve been doing this, working on bikes, for a long time,” Marv reiterated. His first job was at Supersports on Sheridan and Millersport Highway (Amherst, NY). Then, through the years, he worked for a few different dealerships, including Sheridan Suzuki.



It's apparent that Marv loves Harleys, but he's worked on just about everything: Triumph, BSA, Norton, Honda, Kawasaki, Indian. . . "You name it, we'd work on anything at the shop," he said. "In later years I started getting a little more choosy. The old British stuff got hard to find, so I stuck mostly to Harley."

Marv was born in Batavia, NY, and grew up in Lancaster, NY. He got married, and moved around a little, but always lived near Buffalo, NY. Then, in 1984, he opened Genuine Cycle

on Niagara Falls Boulevard in the Town of Wheatfield, NY. Marv figured "If all these other guys can do it, then I can do it too." His house was behind the shop, so he was never far from work. His wife worked in the shop with him, ordered parts, and managed the books. "I'm terrible at that stuff," Marv told me. "I just want to get my hands greasy."

Marv showed us some more of his collection, including a '57 Sportster, (with the original paint), a '46 Knucklehead, and his beautiful '62 Police model with a sidecar.

Whenever someone has a large collection of anything, it's natural to ask about favorites. I asked Marv this question, and he considered for a moment, but it was clear he'd been asked this question before. "Not really," he replied. "I like 'em all. You know, you pick one, the first, like the early one I bought when I was real young. The '42 [H-D WLD], because that's what really got me started in vintage bikes. Then I have a '65 that I bought thirty-some-odd years ago, that I traveled around the country on. I have good memories from that one. Then, I have an '87 that has 150,000 miles on it. That bike's been back and forth across the country. Then, well, you can't see that one, because I traded it, but it was an '08 Road Glide that I rode to Alaska on. That was a 14,000-mile trip. It was a haul-and-a-half. I went all the way to Prudhoe Bay. I have pictures of my feet in the Arctic Ocean. If I'm going that far, I'm gonna put my feet in the ocean."

Marv talked for awhile about his trip to Alaska. His friend, Dick Menke, owner of The Hawgologist in Spencerport, NY, rode with him. Dick had made the trip before, but had never gone "to the very top." Marv and Dick prepped their bikes for the ride, knowing that most people make that grueling trip on dual-sports. "When I got back," Marv said, "that bike looked like it was 30 years old."

I learned that he traded the Road Glide in for the new Indian. Our conversation moved on to the merits of the new Indians. We'll save Marv's (glowing) opinions on Indians for another article.

I walked between the shelves of parts, seeing everything imaginable. Then Marv asked, with a chuckle, if I wanted a beer. "I thought the Harley Davidson beer might be my retirement," he joked, pointing to a few dozen cases of beer. "But now I just have a mountain of awful, worthless beer."



For the next two hours Marv took me around his shop and we talked about awards and clubs, rides and the (in)famous people he's met, and why he's been able to do this for so long. He showed me pictures of him racing, of bikes he's traded or sold and stacks and stacks of The Enthusiast magazine.

“I've done just about everything,” Marv said. “Years ago, I used to flat-track race. I used to ice race. I hill-climbed, and I even jumped a motorcycle into a pond. I'd even ride all winter. I put studded tires on my sidecar rig. The snowmobile guys would ask you know, it'd be two degrees outside if I was crazy. I told them they're the crazy ones going through the fields; I just took the road.”



It was time for me to head out, but I felt like we could have talked for hours more. Marv summed up our time saying, with some emphasis, “I just love bikes. If you ride, you ride. It doesn't matter if it's a Harley or a Honda.”

I couldn't agree more.



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Kickstands Up: Motorcycle Etiquette

By Flyboy U.S. Air Force, (Retired)

The Kantor Law Firm, Personal Injury Motorcycle Accident Attorneys, as Marketing Director



Another riding season is here as always more people are riding for the first time and being a familiar face in the biker community. I always get lots of questions about motorcycle etiquette and what are the dos and don'ts of motorcycle riding. To me it all boils down to respect and to treat other rider's, as you would have them treat you. That being said here is a list of common issues. Even us season riders could use a refreshing review of motorcycle etiquette as we get older we get complacent in our ways.

1. The most important is to "Ride your own Ride". Don't let others push you into going too fast or doing something you are not comfortable with.
2. Ride respectfully and wisely in urban areas. Noise pollution related to loud motorcycle pipes is a hot topic in the motorcycle arena. By riding wisely and going slower and using the clutch, we can bring less attention to the topic and hope it slowly fades away.
3. If another rider comes up behind you and wants to pass, as soon as it is safe, make room and let them pass. It is not worth the effort it takes to get worked up about it and besides, let them get the speeding ticket.
4. Doing wheelies down a major highway with other vehicles sharing the road is not very smart nor does it set a good example for other riders.
5. Swerving in and out quickly through slow traffic with or without turn signals is another sign you are not following the rules of motorcycle etiquette or the rules of the road. Unfortunately, the sins of one motorcycle rider are the sins of all motorcycle riders to the public.
6. A hand wave or nod is perfectly acceptable and respectable, (providing you wave with all fingers and not just one - heehee) if you wish to acknowledge a fellow rider. Just remember some old school bikers may not acknowledge you.
7. If riding two up, back up your bike and get it into position first, then have your passenger get on. Don't back up with your passenger on your motorcycle because of limited visibility and stability issues.
8. Never, never, never touch or get on someone's motorcycle that hasn't given you permission. (Remember this if you are a NEW rider)
9. If you smoke cigarettes or cigars while riding, be sure when you flick them that you aren't flicking them at the rider behind you.
10. Don't tailgate other riders or other vehicles. Leave yourself plenty of braking distance for unforeseen emergencies.
11. Stay out of a rider's or vehicle's blind spot. Make sure that they can always see you and your motorcycle. (The motorcycle is not as big as your cage)



12. Help a fellow rider in need. If you see a rider on the side of the road broke down or fallen, either call for help or if it is safe to stop, lend them a hand.

13. Mount your motorcycle on the side that is most comfortable for you. Common sense dictates that because the kickstand is on the left of the motorcycle, mounting from the right would be the wisest in case your leg catches, you or the motorcycle won't be pushed over.

Here's a question for you. You are out riding when you come up behind an unknown rider. The stoplight changes to red. The unknown rider is in the left-hand position of the lane, so do you pull up beside them and start chatting, pull up beside them and nod, stay in a staggered formation behind them, or pull directly behind them? You as a rider should sit back and think about this question and to remember to look at your surroundings when you pull up.

All I can say is ride safe this 2015 season; it's dangerous out there with drivers too busy inside their vehicles to pay attention on what's going on outside. Always remember you are "invisible" out on the road. If for some reason you or someone you know has an accident, remember to contact the lawyers that ride, The Kantor Law Firm at (716) 626-0404 www.kantorlaw.org



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Bright Smile, Bright Mind, Bright Future

Nikki Voorhees has a one-track mind...and that's OK!



No one can deny there's an element of crazy that comes with motocross racing – noise, exhaust, flying mud, and racers - inches from each other - sliding sideways through a turn, or flying through the air over mountains of dirt.

Few of us have the skill or guts to give it a try, but one tough young lady – with a ready smile and a good head on her shoulders – goes neck and neck with motorcycle maniacs every weekend...

And she loves every minute of it.

We got the chance to interview local motocross star Nichole Voorhees, and it was clear that she can't imagine doing anything but racing. She's young, but you'd be wrong to call her up-and-coming. Nikki (as she prefers) has made her mark on the motocross world, and has the trophies to prove it.

Late last month, she and her family kindly opened their home to us, and we had a wonderful time spending a few hours with them.

This is the first, but certainly not the last of our discussions with Nikki. Great things are ahead for Nikki and her team, and we intend to be there for every minute.



: Did you grow up in Honeoye Falls?

N.V.: Yes, I've lived here all my life.



: Do you have any siblings?

N.V.: I have an older sister. She'll be 21 in October.



: Ok, the obvious racing question - When did you start?

N.V.: I didn't start racing until I was 12.



: Is that late?

N.V.: Yeah, a lot of people start a lot earlier. [My boyfriend] started when he was four. I started really late.



: What was is that got you started? Was it something specific?

N.V.: Kind of. My dad raced cars when he was younger, and growing up we had four-wheelers. Each one of us had our own, and we'd do thing like go camping. Then my aunt's boyfriend had a little dirt bike, and I wanted to try that to see if I liked it. And I did. So we went to Area 51 in Batavia to practice, and then I wanted to try a race, and then we ended up going every weekend.



: I know you race at different locations every week, so what does your race schedule look like?

N.V.: In our district – WNY Racing – there are five tracks. One weekend will be in Batavia, then another in Cohocton, and we'll just rotate through all the tracks.



: Do you race all year? You'd have to go south for the winter, right?

N.V.: Last year we did races in Tennessee, Canada, Michigan, then I went and trained all winter in Georgia.



: How often do you practice each week?

N.V.: Normally I'll just practice on Saturday, at the track we're racing at. Then Sunday is the race. All of the tracks use that schedule, except for Palmyra. They don't do practice on Saturday.



: Describe for me a normal practice day.

N.V.: The day normally day starts around noon. You just sign up and pay the fee, which is normally around \$25. They split the race into different groups, so they'll race beginner and novice together; then amateur and expert; and then the minis, which is all the little kids. There will be 15-minute rotations, so you just keep racing for maybe 4 or 5 hours.



: Is everybody lined up like a race?

N.V.: No, you just go when the track is clear.



: What is a race day like?

N.V.: I get up around 7 or 7:30, then there is practice that starts around 9. You only get 3 laps, then after that there may be some opening ceremonies. Then the racing starts and there may be about 20 races. There will be an intermission where they groom the tracks, and then it starts all over again.



"...you're the only one out there. If you screw up, it's your own fault; you can't blame anyone else. It definitely makes you tougher."



: Do you have a race day routine? Is there a ritual with your gear or bike?

N.V.: I guess you could say I have a routine. With my gear, I get it on the same way every time. Once I'm in my gear I won't take it off all day. Then once I'm in the starting gate, well, I'm one to go around and talk to people. Most people don't do that, but I like to. It relaxes me more.



: What is the competition like with these races? Is it intense, or more like a friendly rivalry?

N.V.: For the women's classes, no matter where you go, it's always more friendly. Everyone is friendly with each other, they talk and they laugh. But with the guys, they don't talk as much, and seem to hold grudges longer.

I asked about any rivalries (friendly or otherwise), and yes there are some (no need to name names). She said it was good for her though. It gives the the kick in the pants she needs. If she sees someone else hit a jump or make a turn, then she just has to do it herself. We could all use a little competition to keep us moving, right?



: What part of racing comes naturally for you?

N.V.: Since I started so late, I didn't get much formal instruction, so I had a kind of awkward riding style. When I started training down south, they started pointing out what I was doing wrong, and tried to fix it. Before, I would just go out and ride without thinking about it, and now I really pay attention to my technique and how I can make it better. I may need to stand up here, or sit down...stuff like that.



: Is there something you think you really need to work on?

N.V.: It's always been my turns, but I think getting over the fear of jumps is something I need to work on. I had a few bad crashes on jumps, so I think it made me more cautious. I'll try a jump over and over until I finally clear it.



: Do you follow any professional racers?

N.V.: There is a girl, Marissa Markelon. She actually won the points last year for women's motocross. Last year, I stayed with her for a little while, so we became good friends.



: What are you thinking about on a race day? Are you nervous? How do you get in the mindset?

N.V.: With the big races, I'm usually pretty nervous, and I just tell myself to calm down and not worry. But with the local races, I'm pretty calm most of the time.



: Do you have a favorite track? What are your favorite racing conditions?

N.V.: Area 51 is definitely my favorite, and I don't like when the track gets really rough and full of ruts. But I've gotten better over the last year with rougher tracks.



: I heard you finished high school early.

N.V.: Yes, I finished at the end of January.



: So now you're completely dedicated to racing?

N.V.: Yep, I was really only home for about a week and a half before I went down south. I went down in the beginning of February, then went to a race in Maryland, then came home when the season started here.



: What are your goals for this season?

N.V.: I definitely want to qualify for Loretta Lynn's, in Tennessee. That's the largest amateur national. Then we go up to Canada in July. I race in the Ladies Pro Class up there. I want to try to get Top 5 there. And there is a race called the Walton TransCan, and it's like the Loretta



Lynn of Canada. Last year I got third, so I'd like to get second, or better yet, win it.



: Do you have long-term goals?

N.V.: I have my pro license, but we don't really have money to travel to the pro races. So right now I'm focusing on training and getting faster, so I can be a top pro one day. I did one pro race last year, and I got 9th. This year we're trying to get to more races.



: What is your advice for someone getting started? Or, what would you have done differently, if you could?

N.V.: I think that if they wanted to race, I'd tell them to get the proper instruction. With me, I just went out and rode, so I got some bad habits, and I had to unlearn those. And, if you can, start as young as possible. Oh, and listen to people. I tried to do my own thing, and I really should have been listening to people who knew what they were talking about.



: Do you work on your bike?

N.V.: I do maintenance on the bike, like change the oil, or the air filters. Last year my dad wanted to tear the whole bike down, so I did that. He re-greased it, and then I put it back together. He does all the big work on the bike.



: Here's the last question: What would you say you gain from racing, besides the obvious racing skills?

N.V.: I'd say it makes you independent, because you're the only one out there. If you screw up, it's your own fault; you can't blame anyone else. It definitely makes you tougher. If you fall one race, and you lose, you have to overcome it mentally, and be ready for the next race. I think it's more of a mental game than anything. If you can stay calm and focus, then you'll do better, and be a better person for it.

~~~~~

Thank you, Nikki, for taking the time to speak with us. It was definitely our pleasure.

All the obstacles between the starting line and the finish line – the dirt, the noise, the other racers – aren't just one race that's over and done for Nikki. It's so much more than that. Nikki has learned. She has improved. She has grown a little. Each race is part of a bigger track toward happiness and success. Win or lose, when Nikki looks through her smudged goggles at the checkered flag, she's better for having raced, and she's one lap closer to her dreams.







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| May 23-24 .....    | Jamboree Weekend<br>Open Ride 9-6pm |
| June 3 .....       | Open Ride 10-8pm                    |
| June 13-14 .....   | Jamboree Weekend<br>Open Ride 9-6pm |
| June 24 .....      | Open Ride 10-8pm                    |
| July 1 .....       | Open Ride 10-8pm                    |
| July 15 .....      | Open Ride 10-8pm                    |
| July 29 .....      | Open Ride 10-8pm                    |
| August 10-14 ..... | KB Moto<br>Open Ride Week           |
| August 26 .....    | Open Ride 10-8pm                    |
| Sept 5-6 .....     | Jamboree Weekend<br>Open Ride 9-6pm |
| Sept 9 .....       | Open Ride 10-8pm                    |
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## Photo Gallery





# Photo Gallery





# About Chef Aaron Rivera

Cycle Warrior Resident Chef

Aaron knew his calling was for the culinary arts since the age of 9. Son of a single mom and immigrant family, Aaron was preparing dinners for his siblings while his mother was working to raise her three children.

He got an early start at the age of 15 working as a dishwasher in the Stewarding Department of the Hyatt Regency Scottsdale. This was the first stepping stone to his career as an Executive Chef.



By the age of 16, Aaron made his way into the kitchen under the tutelage of Executive Chef Anton Brunbauer. This is where Aaron's career in the culinary world truly began.

Today, Chef Aaron has a great deal of experience in a range of culinary aspects. He was given the opportunity to study abroad in Tokyo, Japan to study the art of sushi making and Japanese cuisine. Before and after his tour in Japan, Chef Aaron worked in Las Vegas for Susan Feniger and MarySue Milliken, “The Too Hot Tamales” at the Border Grill Restaurant in the Mandalay Bay Hotel and Casino. There, he immersed himself in Hispanic cuisines covering a range of different cultures from Mexican to Argentinean cuisines. Chef Aaron ended his Las Vegas career with one of the premier restaurant groups of Las Vegas – The Light Group, as their chef for the Fix Restaurant at the Bellagio Hotel and Casino. At Fix Steakhouse, Chef Aaron had one of the most hip and trendy menus in the country.

Working with Wagu Kobe Beef from Japan, fresh black truffles, and sourced out key ingredients, Fix was one of the premier spots to dine at. While in Las Vegas, he had the opportunity to participate in a number of events from James Beard Dinners, Epicurean events, and even charity events such as the Cool Comedy and Hot Cuisine.

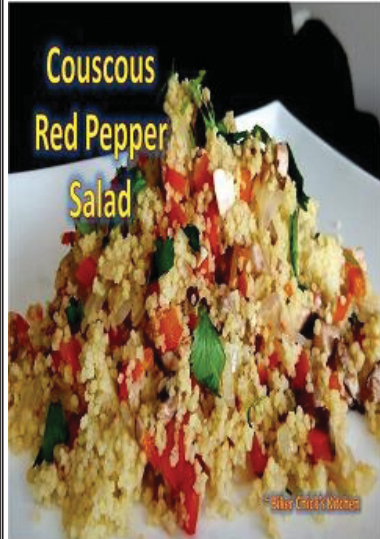
Within his many years of working for independent, fine dining restaurant groups, Chef Aaron's spirit of entrepreneurship and passion to create his own ideas caused him to venture out on his own. With experience in Modern American, Latin America, Mediterranean, Spanish, and Italian cuisine, Chef Aaron was more than ready to take on the industry.

At the age of 29, Chef Aaron became an entrepreneur and developed his own concept, Provecho Catering and the Chrome Toaster, his food truck. After being in Charlotte for over 3 years, his passion for farm-to-fork cooking and sustainability has grown tremendously. With all the wonderful farms and fresh local ingredients, he enjoys giving back to a community that has given so much to him.

Visit Chef Aaron's website for more exciting news!

<http://www.provechorestaurantgroup.com/>

# Recipe Page



## Couscous Red Pepper Salad Serve 4 (or 2 hungry bikers)

1 cup plain couscous  
1 ¼ cup chicken stock  
2 tbsp olive oil  
½ red onion, diced  
1 red bell pepper, diced  
1 cup mushrooms, diced  
3 tbsp garlic, minced  
½ tsp salt  
¼ tsp black pepper  
2 tbsp fresh parsley

Heat oil in medium pot (with a lid) over medium heat  
Sauté red pepper, mushrooms, and onion 5 minutes  
until onions are translucent, then add in garlic, salt and pepper  
Stir in stock and couscous, raise heat to high, bring to a  
boil for 1 minutes then cover and remove from heat.  
Allow to sit about 5-7 minutes, then fluff with a fork and  
stir in parsley, serve



## HEALTHY Chocolate Topped Rice Cake Fruit Bars

Chocolate Topped Rice Cake Fruit Bars  
Makes 24  
126 cals, 5g fat (1.4g saturated)

1 cup toasted walnuts  
1 cup golden raisins  
¾ cup unsweetened dried cranberries  
3 brown rice, rice cakes, broken into chunks  
2 tbsp agave nectar  
2 tbsp orange juice  
1 tbsp vanilla extract  
½ tsp. cinnamon  
½ cup splenda brown sugar  
3 oz. 70% dark bittersweet chocolate bar, broken into chunks  
3 tbsp orange juice mixed with 2 tbsp splenda brown sugar

In a food processor chop walnuts then add raisins and cranberries,  
chop up  
Then add rice cakes and chop some more.  
Add agave nectar, orange juice, vanilla, cinnamon, and splenda,  
process until mixture gets sticky and holds together.  
Transfer mixture to an 8-inch-square baking dish; cover with plastic  
wrap and press into a firm, even thickness. Remove plastic wrap.  
Combine chocolate and orange juice over a double boiler of  
simmering water. Cook, stirring constantly, until chocolate is  
melted and smooth.  
Spread chocolate evenly over rice cake mixture, cover, and  
refrigerate at least 1 hour before serving, cut into 24 bars.

## Giant Grilled Shrimp

It's that time of the year again for some great out door grilling. Giant grilled shrimp is a great way to  
start it off... Now if you cannot find Giant grilled shrimp from your local fish provider lobsters and little  
shrimp will do as well.



So what you will need:

Giant grilled shrimp of course U1-2 (the U stand for under the number mean count per pound) so the  
U1-2 means under 1 or 2 per pound. In this case one per person will do.

The marinade:

Olive oil ¼ quart  
Garlic 2 cloves  
Fresno Chili 2 each  
Lemon 2 each

Just blend it all together and let the shrimp sit for at least 4 hrs... 8 hrs are better.

Crank those coals up to a medium heat. Slit the back of the shrimp and take out any vein and keep the  
head in tack. Season with salt and pepper (fresh Ground pepper will only work for this recipe).

In a sauce for the sauce:

Bacon ¼ pound  
Shallots 1 each minced  
Garlic 1 each minced  
White wine ½ cup  
Chili flake ½ ounce

Lemon 1 each the juice and zest

½ Pound of butter cold and diced

Render the bacon until crispy at a medium heat... add shallots, garlic until slightly brown and sweat. Add  
chili flakes and toast for about 20 seconds. Deglaze with the white wine and scrape the fond off the  
bottom of the pan. Let reduce until a syrup and add lemon. Slowly add chunks of the butter with the  
flame off and keep stirring around.

Best to serve this over grilled Romaine and or Asparagus.



## Garlic & Horseradish Beef Tenderloin Serve 4-6

2-3 lbs beef tenderloin roast  
1 tsp salt  
½ tsp black pepper  
1 tsp olive oil  
2 tsp spicy whole grain mustard  
2 tbsp horseradish (fresh grated or prepared)  
2 tbsp garlic, minced  
1 tsp dried thyme leaves

Sauce:

½ cup white wine  
3 tbsp horseradish  
1 tbsp mayo  
1 tbsp grainy mustard

Preheat oven to 400°

Tie up the tender loin with butchers string to help keep an even thickness while cooking.

Sprinkle the salt and pepper all over the meat

On the stove, heat the oil to medium high in an oven safe pan/pot, like a dutch oven.

Place meat into the pan and sear on all side, DO NOT OVER COOK, remove meat and set aside to rest

Mix together mustard, horseradish, garlic and thyme then rub the mixture all over the meat and return it to the roasting pan.

Place into the oven and cook for about 20-25 minutes to an internal temp of 130° for medium-rare. DO NOT OVER COOK

Remove roast from pan and place on cutting board or plate to rest under a tin foil tent for at least 10 minutes,  
then remove string and cut into 1/2-3/4 inch slices

Place pan on stove top over medium heat and add wine to deglaze the pan

Mix of 3 tbsp horseradish, 1 tbsp mayo, 1 tbsp grainy mustard and add to pan, mix well and serve with sliced meat





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# 10 Ways to Make Better Decisions

by Liz Jansen

*While you don't come with throttle, clutch, or brakes, there are direct parallels and lessons on how to manage your power and learn to make better decisions through motorcycle riding.*

*Apply the symbolism from motorcycle controls to understanding what controls your thoughts, emotions, and actions and use to it become happier, healthier, and more successful.*

A motorcycle responds to direction based on fact. It doesn't interpret, inject emotion, or argue. Inputs that affect performance come not only from the operator but also from the road and the immediate environment.

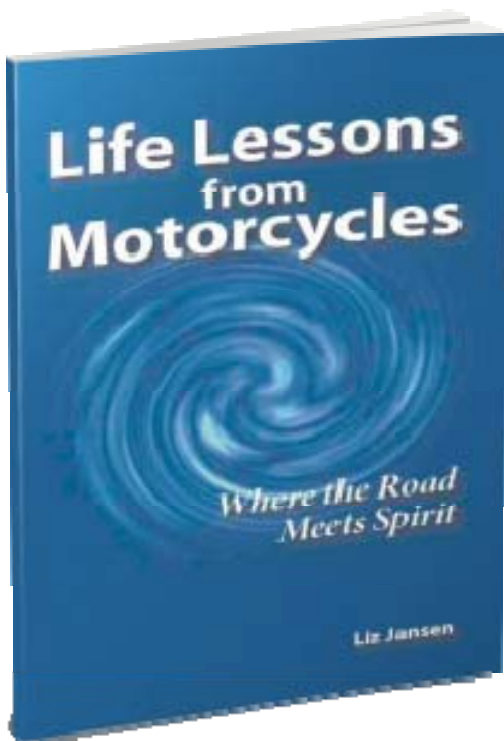


Consequently, when all inputs have been considered, the operator can make the best decision on how best to apply throttle, brakes, clutch, and gears. Apply the same principles to your life.

1. **Do your homework.** Even the decision to learn how to ride is best made when you're clear on skill requirements, appropriate riding gear, how to purchase your first motorcycle, motorcycle upkeep, and, of course, the risk. The more prepared you are in any situation, the greater the likelihood of making a wise decision.
2. **Life-long learning.** Take a skills course every season, ideally at the beginning of the season. Skills get rusty if they're not used, and there's always something new to learn that can make you a better rider, colleague, or partner.
3. **Surround yourself with the right people.** While you must always ride your own ride, you'll increase your own skills by riding with others who are more proficient than you are. Hang around with people who will inspire you to grow, learn, and embrace life.
4. **Heed road conditions.** Like the physical road you travel, your life Road can be smooth and paved, full of twists and turns, strewn with potholes, or even under construction. You navigate safely by responding appropriately to conditions. While conditions are out of your control, how you interpret and respond to them is up to you.
5. **Observe signs.** Posted signs tell you to slow down, speed up, merge, and detour. You stay safe by adjusting your speed and direction accordingly. Life signs can be less obvious, but they're there and they guide you in making choices. Intuition is always there and always right.



6. **Adjust to traffic.** Whatever situation you find yourself in, whether it's at work or at home, it has to be a fit for you. Is it casual and stable or fast-paced and rapidly changing? You shouldn't be on a road where the traffic is traveling in a way you're not happy with. Before you put yourself in a place where you know you're not going to be happy, assess whether you have the skills, motivation, and energy to go there. More importantly, ask why you'd even go there. You might find yourself picking a different route.
7. **Deal with congestion.** You share the highway with other vehicles, and you share your life with other people. They're always coming and going. While their actions are outside of your control, they influence the situation you're riding or living in and the choices you make. You can still stay focused on your own destination, but the journey there can be different than you expected.
8. **Mind the weather.** Weather is another input you can't control. You can, however, choose how you prepare for it and what responses you make to it. Sunshine and blue skies mean good visibility and clear sailing. If a storm blows up or darkness falls, you adjust your momentum. The environment around you is dynamic and unpredictable. Enjoy the blue skies and know how to deal with storms.
9. **Stay healthy.** Regular inspections and preventative maintenance keep your bike in top shape. They boost confidence that it will respond as you expect it to. You owe yourself the same respect by honoring who you are and caring for your body, mind, and spirit.
10. **Pay attention.** In the end, if you're not aware of what's going on around you, you're not making the best choices. You can easily be sidetracked into peril by emotions, thoughts, fear, or worry.



While these don't ever go away completely, you can control how you respond to them. Stay focused on what you can do. That's how you'll make a difference.

Review this list in the context of your own life's journey. As you do, identify the inputs in your environment and reflect on how you're responding to them. It may be time to pay more attention to them and adjust your direction accordingly.



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# *Riding is a Spiritual Experience*

by Jonathan Hunt



Riding is a spiritual experience! God has revealed Himself to me in very special ways when I've been on my Harley. Often I have been reminded of truths I've known for a long time. Occasionally THE LORD has granted me new insights into His great love for all people.

It almost goes without saying that one can gain a renewed appreciation for creation while riding. On a bike we are more keenly aware of the sights, sounds, and smells of the world around us – even with the rumble and aroma arising from loud pipes. There is so much we miss when we are in a “cage”.

I believe that the wonders of our world point us to a wonderful God. The fabulous design of nature that we encounter in our journeys causes us to consider the possibility of a divine Designer. God's Bible states:

*Ever since the creation of the world, God's invisible qualities – God's eternal power and divine nature – have been clearly seen, because they are understood through the things God has made.*

*Romans 1:20 (Common English Bible)*

From my Sportster I find it easier to believe that there is a Creator who is actively involved in our world and in our lives. Motorcycling makes it difficult for me to imagine that our world with all of its amazing variety is the result of some random series of events.

I have “seen God” in the lives of other bikers. In addition to being a Pastor of a local church, I have the privilege of meeting many different riders as the Chaplain for the Niagara Falls, NY Harley Owners Group. I have also had the privilege of performing the Annual Bike Blessing sponsored by American Harley Davidson and NFHOG. Motorcyclists are as varied as the bikes they ride; yet we share a common love for riding. There is an undeniable connection between motorcyclists – an unspoken understanding even – that binds persons with differing personal stories together in a brotherhood. As the saying goes:

*“If I have to explain, you wouldn't understand.”*

I have discovered that whether a person is a 1%er or a member of the 99% we struggle in a similar fashion to deal with the twists and turns in our life's journey. We have all been hurt and have hurt others, as well. We long for our lives to have meaning, purpose, and value. We want to matter to someone else – to love and to be loved. We wonder if our lives are merely for here and now. We struggle to make sense of things in our daily trek. And we tend to want to help one another to deal with life's ups and downs.



For me, such uniqueness and similarity among bikers leads me to contemplate the presence of God in our lives. I believe that no matter where we are in our personal spiritual journey our Heavenly Father is working in all of our circumstances and situations trying to draw us within His loving care. I have seen plenty of examples of God working in our lives – even in the lives of those who do not yet believe that He exists. I know that THE LORD is one who can be trusted with our lives.

*God is...always ready to help in times of trouble.  
Psalm 46:1 (Contemporary English Version)*

Every time I start up my Sporty, I am reminded of the reality of God's healing power – especially in my own life. Ever since I was a teenager I longed to own a Harley-Davidson Sportster, but it wasn't until Harley's 100th Anniversary celebration that I was able to have my wish come true. In fact, my 1200 was actually a bribe from my wife, Debby.

For years I had tried with little success to deal with nightmares stemming from having been abused as a child. My inability to heal my own heart and mind led to many struggles and problems that had a truly negative impact on my own family. I needed more assistance than I ever imagined and that is when Deb stepped in and made me a deal – start getting the help I needed and she would buy me the Sportster I wanted.

It has been a long, difficult journey towards wholeness, but God has been extremely gracious in allowing me to sense His presence each step of the way. In June of 2003 I began riding the bike that was promised to me, even though I am still on the way of becoming the person God wants me to be. And Deb has helped to keep me on track by reminding me from time to time that she can still take the keys away from me!

I am not the only motorcyclist whose life has been broken and is in need of repair. I believe that the same God who has supremely demonstrated His love for us in the person of Jesus is willing and able to fix any of our lives. God is simply waiting for us to say, "Help me" and He promises to help us.

*I prayed to you, Lord God, and you healed me...  
Psalm 30:2 (Contemporary English Version)*

*For many reasons I find it easy to sense that God is with me when I am traveling on my Sportster. It is not just that I ask THE LORD to grant me safe travels, but I find that it is natural to worship Jesus whether I am heading for a specific destination or merely riding to ride. From the solitude of my Harley I am able to pray for the needs of others. I am also more readily able to hear "God speak" to me and point out His work in my life and in the lives of others. I have also gotten some great ideas for weekend messages at Open Arms Community Church as I have ridden along Lake Ontario on Route 18!*

*I have even been known tosing songs of praise to the God who loves me as I travel. Most of the time I don't even realize that I am singing because it is so relaxing to beon the motorcycle. It seems so easy to focus on THE LORD even as I negotiate the road before me. Sometimes I get an odd look from those I pass by, but that's okay with me*

*I've already told you that "riding is a spiritual experience" for me. Perhaps you might consider the reality, the presence, and the power of God in your own life the next time you head out on the road. You might even be surprised by how God shows up for you!*

*So ride carefully with your eyes on the road and your heart open to the possibility of God revealing His love to you! See you on the journey!*



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