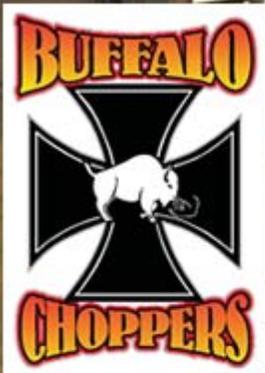
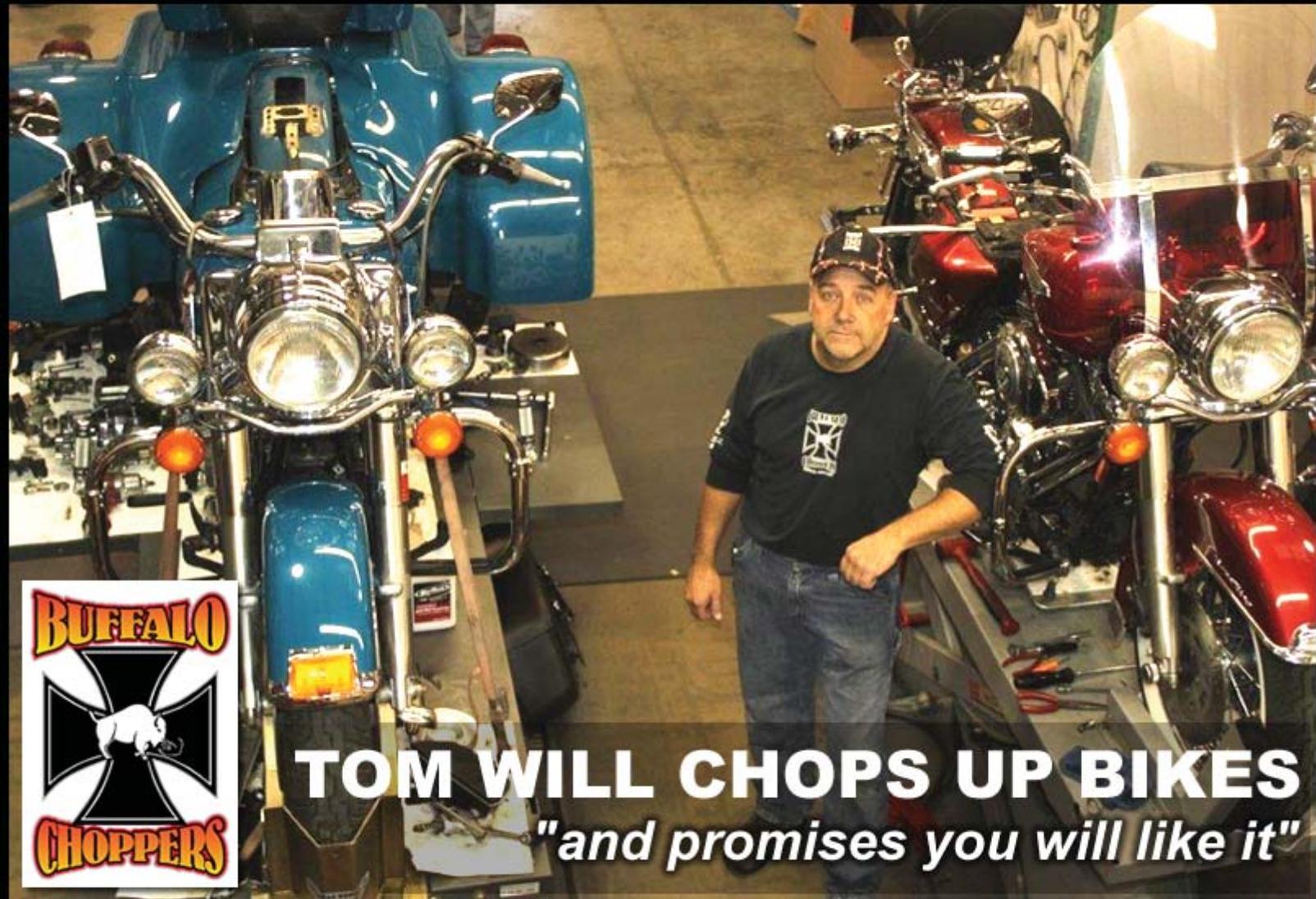


OCTOBER / NOVEMBER 2015

CYCLE WARRIOR

KEEPING BIKERS CONNECTED



TOM WILL CHOPS UP BIKES
"and promises you will like it"

LIZ JANSEN

10 HAZARDS
of Autumn
Motorcycle
Riding



Jeff Zoerb of Moto Z

**Storing Your
Motorcycle**





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A Message from the Editor



The 2015 Riding Season

The 2015 riding season for the Western New York is almost a memory.

For me, this riding season was one of traditions weaved in with final experiences. During the summer the weekly bike nights at the Armor Inn (Hamburg, NY), Santora's (Amherst, NY) and Quaker Steak and Lube (Williamsville, NY) ran true and steady like a Road King Harley running down HWY 90 from Buffalo, NY to Cleveland Ohio.

But there was one "detour" for me this summer at the Santora's on a Thursday night in July. It was then I rode in with my Niagara Falls, NY Harley Owners Group "colors". The parking lot attendant explained that I was not allowed to wear my colors to their event. Essentially "no colors" of any kind were not welcomed. I asked him does this mean the Hogs & Heroes Foundation, Regent Riders, Dunlop Riders, Gowanda Harley Owners Group or The Springville Travelers? The attendant kept nodding his head like a puppet being played by the puppeteer! As I scanned the parking lot to see who was there all I could see were weekend motorcyclists and rows of Corvettes...nothing vintage!

In the North towns of WNY, Quaker Steak and Lube (QSL) was just cranking every Thursday night, There were all kinds of bikers, motorcycle enthusiasts, Harley's, Yamaha's, Indian's, BMW's. And my friend Jeff Zoerb from Moto Z rode in on his slick Ducati. The best part was the blend of bikes, real cool vintage cars with the rhythmic sounds of local blues bands!

The 2015 riding season did have some major set backs in the motorcycle community. Dave Ripley the former past Director for the Niagara Falls, NY Harley Owners Group suddenly passed away. Not only was he a loss to the NF HOG NY family but many fans of his band "Rip and the Band Dogs".

In early September, the news of the closing of Quaker Steak and Lube was quick and sudden. Many Cycle Warrior fans including myself felt that a tradition was lost. It was then a tradition that accepted all riders, no matter what they wore or rode was gone. The day of hot rod builders and vintage car collectors sitting comfortably with bikers was over. Warm Thursday nights eating awesome wings while washing them down with a cold beer is now a faded memory.

The fall season is upon us, the days are colder, and the sun sets are shorter. So enjoy the precious little time left we have to ride this season.

As in a biker's life, take the bad with the good – "But Keep on Riding"

Keith

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!



Craig Braymiller was born and raised in Tonawanda, NY. At a young age he became fascinated with motorcycles. A little more than two decades later Craig is still fascinated and very involved with motorcycles. Buying his first street bike at age 17, he has now moved on to racing in the amateur ranks of the road racing world. Racing mostly with SOAR in Canada, Craig has also contested in WERA which is spread across the US. In 2015, he decided to give motocross a shot. He'll tell you "it's better late than never".



Tom Will Chops Up Bikes

(And He Promises You'll Like It!)

There's a good feeling that comes with finally finding the right person for the job, especially when good sums of money are involved. The right doctor, or contractor, or even landscaper can make life just a little simpler. We trust them; we know they'll do the job right, won't cheat us, and will be there for us when we need them again. Finding the right auto mechanic can be tough, and when we do find that guy, we're sure to have him do all our work without a second thought. But the concern over someone rotating the tires on the grocery getter pales in comparison to someone even touching our motorcycle. The relationship we have with our two-wheeled addictions (if you don't know what I mean, there may be no hope for you) doesn't need to be explained, so you'll understand immediately why Tom Will is the guy.



In 2003, Tom opened Dragonz Lair Custom Cycles. Then in 2006, they changed the name to Buffalo Choppers. Working on motorcycles has been Tom's dream for as long as he can remember, so after some time in the Marine Corps, he found work at a shop in Buffalo. It wasn't long before he headed out on his own. A decision like that isn't easy. Tom told us, "Every dime we made went back into the business. It was a little stressful." Well, business has been going well enough that he had to move into a new, larger location in Tonawanda, NY.

"I know I'm still here because of my customers. And I must be doing something right, or else the big dealerships wouldn't be telling people to call me."

Buffalo Choppers is a custom bike and full service repair shop. They can do anything you need on a Harley-Davidson, and also provide basic service on just about any motorcycle make or model. Tom's skill and knowledge come from countless hours spent with these bikes, and training at the Harley-Davidson headquarters. His vision for Buffalo Choppers is to "give the best mechanical service in Western New York and to build custom motorcycles that define our idea of what 'high performance' means."

"I've been working on bikes for over 35 years," Tom said, "and I think that's why everyone knows me and the kind of work that I do."

His shop does indeed excel, and that would be enough to set them apart from the rest, but Buffalo Choppers is also the exclusive California Sidecar trike conversion dealer for Western New York.

"I realized that a lot of people were stopping riding," Tom said, "because a lot of my customers, well, a majority of my customers are between 40 and 80. That's who rides Harleys in this area. It can be bad knees, hip surgery, back surgery, shoulder surgery, and I noticed

that people wanted to sell their bikes, because they weren't sure about their feet any more – their balance, their equilibrium. I don't want to see my customers go away because they can't do something they've been doing all their lives. So, the only option is a trike."

Tom spent a few years researching the trike kit manufacturers, and visited the factories of those he felt were worth his time. California Sidecar was the only company that stood out to him. Proximity is a definite bonus – the company is located in Arrington, VA. They also make all of their own parts. Tom loves that they have their own machine and body shops, and that everything is done in-house. After seeing all the care they take in making their product, he started calling dealers to find out how the company really operated. "I spoke to dealers across the country, Tom told us, "and not one bad word was spoken about the company."

It was in 2008 that Tom made the big decision to start converting bikes into trikes. He ordered his first kit, started his training, and hasn't looked back. Not everyone is clamoring for a trike, but recently Tom had a flood of orders.

"Since October of 2014 we did 24 trike conversions," he said. "I'm not sure what spurred it, because it was kind of slow for the entire year prior."

Tom's knack for doing things right didn't go unnoticed by California Sidecar. He installs the kits with skill, but the company trusts him beyond even that. "I also do R&D for California Sidecar. I did the very first kit for the 2014 Sportster. They did the prototype, and I put the first kit together. It took a lot of effort, and I figured out what worked and what didn't."

We asked him what customers should look for when considering a trike conversion. Without a doubt, Tom knows that these kits are unmatched in quality and performance. There's no need to go through a list of what to look for, because everything you need, he can take care of.

"If you're shopping around," Tom told us, without a hint of boasting, "you can stop now and come and see me."



It's a big decision to go from two wheels to three. Tom knows that, so he makes the experience enjoyable, and tries to involve the customer as much as possible. "When I have a customer that is serious about getting a trike, we have a program on the computer that shows every model. We go through a worksheet, and start to look at the options. There's a great photo gallery showing the bikes as trikes. Then there is another page that shows all of the accessories. The customer really gets a thrill out of piecing it all together, just the way they want it.



Tom loves the options California Sidecar offers, that aren't available from a factory-made trike. When he works with a customer, the trike is built to his or her needs. Everything is customizable, from appearance, to comfort, even to gear ratios if a trailer is going to be pulled. It's not just a simple matter of adding a third wheel; it's fitting a new creation to a seasoned rider.

Almost every Harley-Davidson model can be converted, as well as some Yamaha, Honda, Kawasaki, Victory, and Indian models.

A kit takes a few weeks to ship to Tom's shop, which gives plenty of time for the motorcycle to be dropped off. Then Tom gets to work. Most customers ask for photos of the process, and he tries to accommodate them as best he can without slowing down too much. After about five days, it's ready for a test ride. If everything is up to snuff, it's time for the customer to pick up his beautiful three-wheeled baby. "Riding is completely different now," Tom told us. "You don't lean, you don't take corners at the speed you used to, and you're now almost as wide as a small car."

Tom knows his craft, and really knows trikes. If you need work done, or if you've thought about selling your bike because you don't feel steady any more, think about making Tom and Buffalo Choppers your shop.

For more information, please visit the Buffalo Choppers Website: www.buffalo-choppers.com



When the Gate Drops

"The heart of an amateur rider"

By Craig Braymiller - Part I of a Two-Part Series

I can remember my father taking me to the Niagara Falls Convention Center to watch indoor motocross racing, I believe there was even a monster truck show there. Since then I've always been intrigued by the sport of motocross. I've been road racing a few years now and I really enjoy it, but at the age of 25 I still have never turned a wheel in an MX race. In 2014 I picked up an 09 Kawasaki KX 250f. I only had intentions of trail riding with some friends. Still, I questioned myself about motocross and I had this urge to try it out!



In April of 2015, I joined WNY Racing for the first race at Area 51. Many of the competitors were much younger than myself. I thought, "I'm too old to be out here as a beginner". However, it was something I've always wanted to do, so I gave it a shot. I finished 16th overall. Man, it was difficult! I tried a second time in May and finished again in 16th place. Frustrated, I decided it would be best if I worked on the basics of riding a dirt bike and focused on my skillset. With road racing being my only racing experience, Motocross was a totally different animal.

I looked up drills, I studied some YouTube videos, and I asked some veteran riders I know for help. I practiced things that I thought would be silly. Ever go out and do figure 8's without brakes in a tight area? It's harder than you would think. But, those drills helped me freshen up and feel more confident. One of the great benefits about doing this 'backwards' and coming from road racing to MX is that the speed on the dirt doesn't really seem fast to me.

I joined another local organization called WNYMA in June and headed to Silver Springs, NY. The track was technical, it was also beginner friendly. I did three laps of practice and then it was race time. I felt comfortable taking everything I had worked on and applying it to a race situation. In the 250 Beginner Class I finished 7th overall. Even though it was a mid-pack finish I still was proud of the fact that everything I had been working on was helping me ride better. It was a positive experience in this new adventure for me.

I took some time away from the dirt to get some practice at Mosport on the sport bike. Practice was needed as I had to adjust a few things on my bike. A few weeks after Mosport I would go to Grand Bend Motorplex in Ontario, Canada to race with SOAR, Ontario's biggest regional series. After a great weekend on the sport bike with my



Canadian friends I ventured to the NY Safety Track to turn some more laps on my ZX6. During my time away from the dirt I still pondered the thought of doing some more Motocross racing. I discussed this with a few friends and we decided to do our best and chase points for the WNYMA Fall Series.

The Fall series would start at Silver Springs. The location was a relief to me since I had some experience on that track. At the finish of my first moto racing in the 450 class

the motor in my KX250f quit at the finish line. In a scramble, a friend allowed me to finish the day on his YZ250f. We were able to make the most of a bad situation and both of us finished out the day with the bike getting double duty. I finished 8th in 450 and 11th in 250 overall.

The following week brought us to AIR MX in Delevan, NY. A track I'd never been to, I definitely needed Saturday practice. My Kx still wasn't back together, but a different friend was kind enough to loan me his YZ250f for the weekend. On Sunday, I finished my first set of Motos with a 2nd in 250 and a 3rd in 450. The game plan after intermission was to try and get a holeshot in the second Motos and build a gap right away. When the gate in the second moto dropped for my 250 class I was able to get out in front right away. By the third corner it was only me and second place battling it out. Just before we crossed the line to begin our second lap, I made a mistake on the 'step-on step-off' and crashed hard. I thought I knocked the wind out of myself so I focused on breathing and trying to get out of the way. I couldn't. With the help of a WNYMA official I was able to get off the track and out of harms way. Within a minute or so I was greeted by the trackside EMT, I owe that guy dinner. He made the call to ship me to ECMC based off my injuries. Many hours and many tests later I had no internal organ damage, but I did have three broken ribs and a rotator cuff issue. I spent the night at ECMC so that I could have a small procedure done to my ribs the following day. At that moment, I thought my points chase was ending after two weekends.

In the meantime, I purchased a 2010 KX250f that has some nice aftermarket goodies. I did my best to heal. Four weeks after my crash I showed back up at Silver Springs. I've become an addict, I had to go! When the gates dropped, pain wasn't really an issue. I tried my best to ride smooth and consistent. Overall, I was able to finish 11th in 250 and 5th in 450. It was



a special weekend for me as both my younger younger cousins who are also new to Motocross were racing. At the moment, with three rounds in the WNYMA Fall Series remaining I am 5th in the 250 Beginner Championship and 4th in 450.

A great benefit of having local motocross organizations is that they offer a day pass. Find a track nearest to you and go check out the talent the area has. You'll find young kids flying through the air with motors revving loud, you'll see the women's class pushing each other to go faster, and you'll witness riders age fifty and over battling it out for positions. What you will see the most is passion. These riders leave it all on the track every weekend. If Motocross was ever something you've wanted to try out, I encourage you to give it a shot. You might just fall in love.

As for me racing will never be a career, but it will be a hobby that I am passionate about. Passion doesn't have age restrictions and when you get knocked down the only option you have is to get back up and try again.



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Bike Storage: “We Try to Deny It”

by Jeff Zoerb, Owner of *Moto Z*



We try to deny it, but we let winter sneak up on us every year! We squeeze in as many “end of the season” rides as we can, but inevitably the snow will fly again. For some, it’s a yearly tradition to fire up the wood stove or torpedo heater and commence the winterization process. For others it’s the thought of where am I going to store my ride, maybe I should buy a cover or put a sheet over it, and it ran when I parked it there—before it should be fine in the spring! Let’s try to at least have your motorcycle ready for winter! We’re going to use the industry 10 steps as follows:

1. **Clean and polish the motorcycle.** Removal of brake dust, bug guts, and small spots of corrosion will prevent further damage to finishes and coatings in the future. Very often you will find loose hardware, leaks and other damage while simply cleaning your ride! If possible ride the bike after washing, or a shop vac run in reverse, air dryer, etc to remove the water from washing.

Now you’re ready to polish using products such as, Moose polish, Original spray cleaner and polish, or Wizards mist-n-shine, etc. It’s also not a bad idea to spray metal parts down with WD-40 or other commercially available products that can be washed off easily in the spring.

2. **Prepare the fuel system.** Mostly empty fuel tanks can take on considerable moisture from condensation, rusting the inside of metal fuel tanks. We highly recommend using K100 brand fuel treatment, one of the few that will absorb water and hold it in suspension for months even years! There are other products out there, just known as effective from experience with this product. Follow directions and top off fuel tank to bottom of filler neck. We recommend running the motorcycle to work fuel treatment into carburetor or fuel injection system. This step could be worked in elsewhere in your ten step process. Note: fuel begins breaking down after 30 days losing octane and possibly gumming up, thus the importance of treating the fuel!

3. **Replace oil and filter.** Being efficient, we recommend you perform this step after the test ride for fuel treating or washing the motorcycle. We feel you are better off having fresh oil in the engine, trans, primary etc. for several months, than old broken down oil with contaminants from normal wear. Grab your service manual and find the colder weather oil viscosity, recommended for spring riding weather and also easier starting. If possible per your mechanical skills, it is recommended to fog the cylinders or put a small amount of oil in each cylinder. This is not easy on many motorcycles. Do not cause yourself problems over this step, just skip to the next step.

4. **Lube external moving parts.** Such as lever pivots, shifter pivots and heims, cables, sidestand pivots which very rarely get done, and last but not least the drive chain. I’ve found that a decent chain lube works great for most of the above applications. Most chain lubes nowadays are O-ring safe. Other options could be left over motor oil, grease on a rag, or Tri-flow because it works good and smells great! Note: also good time to ck for loose or worn pivots or heims, etc.



5. Battery maintenance. If your battery is on the way out, we recommend letting it go till spring to replace. Good idea to remove from motorcycle due to freezing and bursting if battery is bad. Batteries self discharge, especially if left hooked up to the motorcycle, particularly European brands or bikes with a lot of accessories. If your battery is operating properly now, keep it that way by installing the leads and hooking it up to a Battery Maintainer. Brands such as Optimate, Battery Tender, Noco, etc. work very well for this job. Trickle chargers you have to babysit or doing nothing at all are both very poor ideas resulting in battery replacement come spring. Check for corroded battery terminals now, even if you already have a battery tender lead installed on the motorcycle!

6. Tire maintenance. Inflate your tires to proper recommended specs. If possible put your motorcycle up on stands to get the tires off the ground. If you have a center stand, at least the rear tire will be off the ground and motorcycle quite stable. If not, just move the motorcycle to rotate tires to different contact areas preventing flat spots. It doesn't hurt to place scrap carpet, a mat, or plywood under tires to get them off the floor's surface.

7. Check coolant/antifreeze. This is very important to riders doing trackdays or racers. Most tracks mandate water with an additive such as Water Wetter or Cool-aide. This will most certainly freeze come winter! We recommend putting some form of coolant in the system, even if just for the winter. The empty system will have moisture in it and start corroding causing blockages later. For the rest of you, check the level and quality of the coolant in the motorcycle currently. Coolant replacement intervals are typically 2 years. You can never go wrong by replacing or having a repair shop change the coolant properly if you're concerned about it's performance.

8. Keeping out pests. This is an all too common issue come spring. We have found nests in exhaust systems, more often in the air box and under seats or under the air box. Plug the exhaust opening with an exhaust plug etc. It's very difficult to plug intakes on modern motorcycles. Screen mesh is effective if you can access intake openings. We have had good luck with dryer sheets placed all over the motorcycle, the stronger the smell the better. Don't forget to remove them come spring. This step is a bit of a battle depending on where you live or where the motorcycle is being stored. Good luck! Check for little foot prints or left over bedding come spring.

9. Covering and protection. Invest in a good quality motorcycle cover. The higher quality options have soft material that sits on windshield areas and are built of thicker materials that will last longer. Some versions have high temp materials for exhaust areas. Do not put covers on too quickly after riding, even the best covers will melt to hot exhausts! If storing the motorcycle outdoors, try to find a more fitted cover or strap the cover to prevent the wind from catching the cover. If storing indoors, a simple sheet works great for keeping dust off of the motorcycle. We've found that fitted sheets are not much more money and work much better to stay in place.

10. Anti-theft. Installing an alarm, one with a pager would be a better option. Chain or lock the motorcycle to something fixed if possible. At a minimum loop either through the wheels and frame. If they want to steel your ride, they will have to carry it. Depending on the cost of your motorcycle or your storage situation, you may want to pay for storage elsewhere. Locations for motorcycle storage are becoming more common, even being blue printed into new dealership building plans. They are typically secure, heated and dry, and less likely to have an in law knock your motorcycle over or kids climb on it! We say a win win for the cost of almost a half year of secure storage in the Northern U.S.



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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

Chili

- 2 lbs. Chuck (small dice)
- 3 cloves Garlic, minced
- 1 large Onion, diced
- 1 each habanero (scotch bonnet)
- 6 each Tomatoes (grilled for a smokier flavor)
- ¼ cup Ketchup
- ¼ cup heinze chili sauce
- 1 can (15 oz.) Red Kidney Beans
- 1 tbsp. Chili Powder
- 2 tsp. Cumin
- Salt and Pepper to taste



In a large pot pan, sear the chuck with extreme high heat (making sure to get all sides. Take the meat out of the pot and let sit. Using the same pot add the onions and garlic scraping the bottom of the pan (that is all the good flavor). Toast until light brown and add your spices (toasting your spices in the pot will let the flavors bloom and come out more. Delgaze the pan (still scraping the bottom with a wooden spoon is the best) add the grilled tomatoes, ketchup, chili sauce.

And kidney beans. Bring it up to a simmer and then add the chuck back to the pot. Water might be needed if so just add a little to half way cover the meat. Let simmer (on very low heat) for until the cuck is fork tender usually about 2 hrs Depepding on the size of the cut..

Goes great on fries, hot dogs, under eggs... just about anything.



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10 Hazards of Autumn Motorcycle Riding

by Liz Jansen

With autumn and autumn motorcycle riding officially here, the realization that the riding season is drawing to a close for many riders, shifts their focus from lavishing the dog days of summer to catching the final riding days before storing your bikes.

Autumn Motorcycle Riding The predictable and cyclical changes in nature occurring at this time of year, create unique hazards for motorcyclists.

Even though unseasonably warm weather and sunny skies can tease you, the unstoppable reality is that leaves are falling, temperatures are dropping and daylight is diminishing.



10 Hazards of Autumn Motorcycle Riding

1. **Leaves On Roads.** Dry leaves can camouflage potholes and other road irregularities. Wet leaves are slippery and can appear unexpectedly in shaded areas. Use caution particularly during those scenic autumn rides as conditions can change.
2. **Shorter days.** If you do much riding at all, you're likely going to be riding in the dark. Take extra care to make sure bulbs in headlights, brake lights and turn signals are working and lens are clean. Wear high-visibility and reflective gear to make yourself as obvious as possible.
3. **Sunlight Glare.** The sun is lower in the sky and glare can be an issue for much of the day, unless you're facing north. Along with this, as trees become barren of leaves, the patterns of light and shade can be like riding in a strobe light — and very distracting.
4. **Deer Migration and Mating Season.** More collisions with deer occur now than at any other time of the year as a result of the dramatic increase in their movement. Be especially vigilant at dusk and dawn. Read: Warning to Motorists: Fall Is Peak Season for Deer-Vehicle Collisions.
5. **Cold Tires.** While touring tires with their harder rubber compound are generally more suitable for cold weather, sportier tires are not. The sportier the tires, the softer the rubber. This is fantastic in hot weather and gives them their grippy characteristics which aid traction. In the cold, they're hard and that traction is greatly diminished.

6. **Cold Riders.** Riding in the cold is fatiguing and can cause greater impairment than moderate alcohol intake. Even when you're wearing good gear and staying warm, the ambient temperature takes its toll. You don't notice it when you're riding, especially over long distances and it can be startling when you stop to realize how tired you really are. Staying hydrated and taking regular rest stops helps keep you alert.
7. **Improper Gear.** Bundling up with lots of layers can seem like a great strategy for dealing with fluctuating temperatures. However, too much bulk is not only fatiguing, it can impede your ability to react. Heated gear is a fabulous invention. You need fewer layers and it effectively—and comfortably—extends the riding season.
8. **Icy Road Surfaces.** Frosty mornings mean that pavement can have a thin layer of ice and you can lose traction. As the temperature drops in the evening, be particularly cognizant crossing bridges and shaded areas as they'll ice up first. Be prepared for changing conditions even during the day if you're travelling through mountains and changing elevations.
9. **Fewer Riders Out.** This means that car drivers, who don't see you at the best of times, are now expecting to see motorcycle riders even less often. Be more cautious and alert. Make yourself as conspicuous as possible and assume they don't see you.
10. **Isolation.** Scenic back roads which weave through quaint small towns, particularly in tourist areas, have a whole different feel to them in autumn. Seasonal businesses close and rest stops and favorite watering holes may not be available. Plan accordingly for gas, food, lodging and emergency contacts.

Autumn is a beautiful time to ride. There is less traffic on back roads, the fall colors are spectacular and the air is clear and crisp. Once the leaves have fallen, the underlying rocks and terrain become visible. You can see much further and you note things that were always there but covered by foliage.

Autumn hazards aren't necessarily greater than during other seasons – only different. The challenge is being prepared—not complacent. The rewards are immeasurable.



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The 2015 Distinguished Gentleman's Ride

by Scott Wakefield



Big rides have never really excited me. I enjoy solitude and moving at my own pace, free to stop when the mood strikes me, and free to not worry about the guy behind wanting me to hurry up, or the guy in front wanting me to catch up (or so I imagine). On my little 500cc single-cylinder bike I have trouble keeping up with the pack of roaring beasts, and I wonder, if I were to put the bike in neutral, would I just be swept along in the rumbling, smoky slipstream? I'd certainly save on gas that way. And then there are the inevitable jibes at my peculiar motorcycle, with its kick-start

(only), drum brakes, and pint-sized putt-putt engine. All said, I'll stick to myself, thank you very much.

There is, however, a ride that will draw me out of my fortress of motoring solitude, to blissfully gather with like-minded devotees of quirky machines and dapper attire. I speak of the esteemed Distinguished Gentleman's Ride (DGR), which took place around the world on September 27.

This international event started in 2012 in Sydney, Australia, as a way to battle the negative image of motorcycle riders and likewise bring together enthusiasts of unique machines. On that first go-round, 2400 riders in 64 cities showed the world that they were sophisticated, polite, original, and yet timeless, by dressing in their finest and showing off their wondrous motorbikes. The success of the first ride inspired the event organizers to put this ingenious idea to good use.

It was speculated that all of these fashionable men could increase awareness of prostate cancer, and raise money to fight this disease that kills 1300 men every day. To accomplish that, DGR teamed up with multiple international prostate cancer foundations, and in only three years their idea has grown like wildfire, and has raised millions of dollars for this worthy cause.

Back in Rochester, NY, a small group of spirited blokes organized the largest – outside of NYC - distinguished Gentleman's ride in the state. We had nearly 60 participants, and raised over \$6200. To do our part for the local community, we partnered with the Rochester Us Too chapter, who, according to their mission statement, "help men and their families make informed decisions about prostate cancer detection and treatment through support, education and advocacy."



After much planning and collaboration, the big day arrived. The weather was perfect, the bikes were polished, and the riders were classy. We gathered at Java's Cafe on Gibbs Street, and were treated to free coffee while we waited for the start. Each side of the street beckoned



me to inspect the works of art parked side by side. Here was a Triumph, and there, a vintage BMW. Harleys leaned beside Hondas, and newly-minted stock bikes rested alongside ingenious custom fabrications.

At noon sharp, we fired up our engines and headed out. I'll not bore you with the details of the ride – we've all been on rides before – except to say that it was flawless – no breakdowns, no accidents, and no disagreements with the local constabulary. Our route took us around and through the city, with

occasional beaming onlookers giving a wave. I made no attempt to keep the smile from my face. After a few hours of pure sun-filled bliss, we rumbled down Park Avenue to a finish line party at a very sophisticated barbershop called Barbeterium.

I can think of few better ways to spend a day. Motoring down the road on two wheels is a salve to the soul, but throw into that a mix of refined gentlemen astride fantastic bikes, and you've got the makings an experience unlike any other.

As the sun dipped behind the trees I said my goodbyes and pointed my nose toward home. I was alone again, which was fine, because I knew that a group of men, each unique, but each a little like one another, will meet up next year to do it all again.



For more information on the Distinguished Gentlemen's Ride, visit: www.gentlemansride.com



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