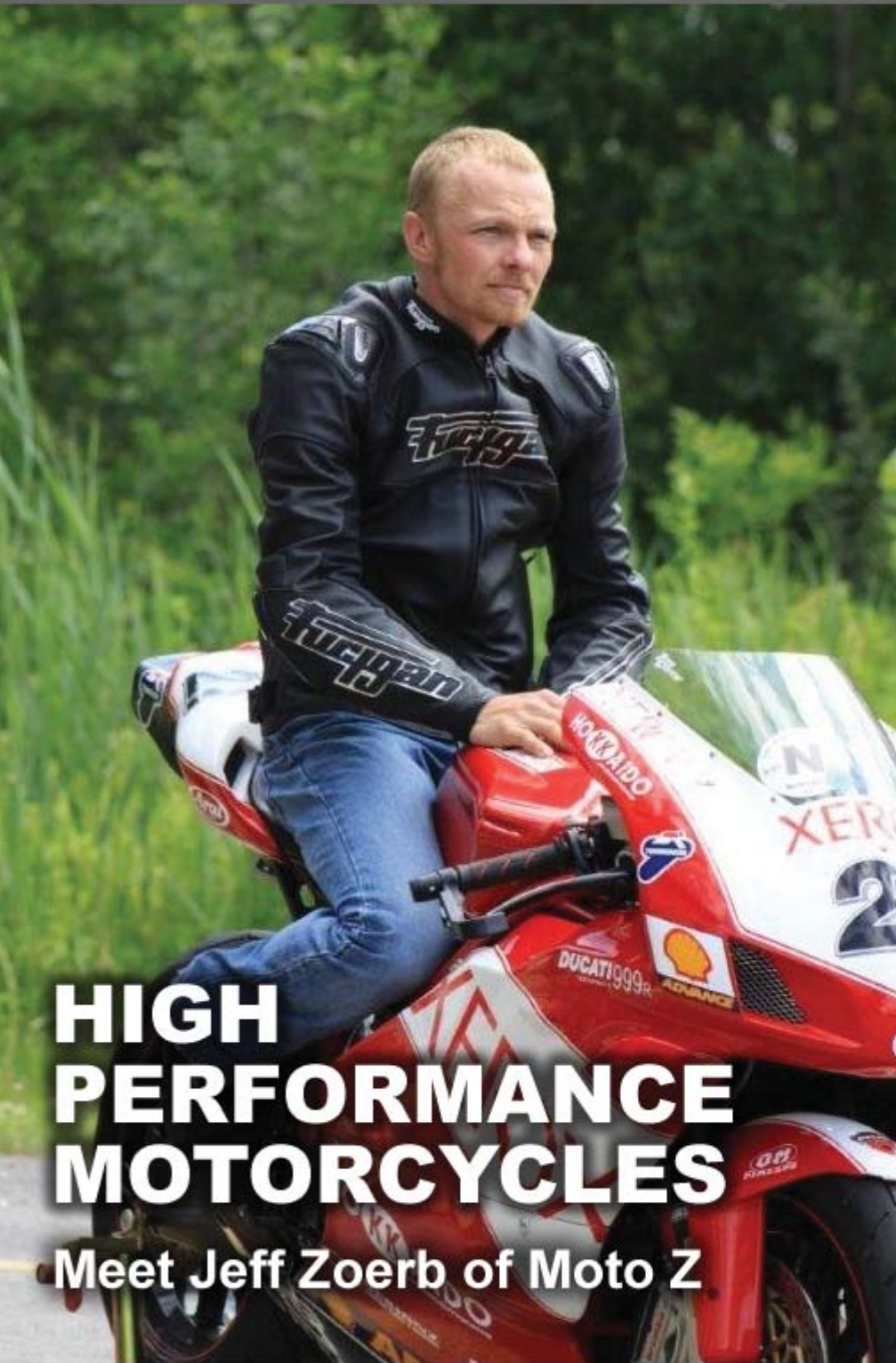


JULY / AUGUST 2015

CYCLE WARRIOR

KEEPING BIKERS CONNECTED



**HIGH
PERFORMANCE
MOTORCYCLES**

Meet Jeff Zerb of Moto Z



**KRISTIN
CASEY
RACING**



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A Message from the Editor



Greetings Cycle Warrior Fans,

Well we are in the middle of the 2015 riding season; I'm fascinated on all the bike blessings, charity runs, biker nights, motocross races that have taken place! All of these events have a common theme of, riding on two (or three) wheels, friendship and sharing a purpose or cause.

The ideas of riding, friendship and sharing a purpose all came together for me a few weeks ago. Unfortunately it took the loss of a very good and kind man. I'm truly sad to say my good friend Dave "Rip" Riply passed away in mid July. Dave "Rip" was my first "Biker Brother". I met Rip on a warm sunny Sunday afternoon in the fall 2008. The first time I saw him he had the classic biker look. His rugged face fit so well with his worn broken in leather jacket. His look of "cool shades", all wrapped into his warm charming smile - was his trademark.

Back then I was riding a Yamaha 650 V-star, a cool bike not a Big Boy Harley like Rips. It was on that sunny day I asked Rip as the Niagara Falls, NY Chapter Director if I could ride and tag along with them. It was when Rip said, "Well let me ask you three questions". I said sure and I was a little nervous...

Rip asked, Do you ride safe? Do you like classis rockin roll music? Do you like a cold beer after a long ride? Well I answered, Yes, Yes, and of course! At that moment Rip smiled to me and said not a problem you can always ride with me. And it was then I experienced my first taste of "Biker Brotherhood".

The last time I saw Rip was earlier in the month of July at NF Hog meeting. That night I had the opportunity to speak in front of 80 plus members on the importance of club unity. Telling my story of how the former Director, Dave Rip Riply accepted me as a friend. And I would become an active member of the NF New York HOG Chapter. Later on that night I strolled by and the last person I said good bye to was Rip. We gave each other the classic strong biker hug and said how we need to get out some more to ride. Well the sad news is we never did ride again, But the better news was that I had Rip as my "Biker Brother"!

A week later, Rip had passed away; quite simply his weak heart gave out. That was the first day, I lost my Biker Brother.

So to my Cycle Warrior fans and friends a thought I'd like to share: As you ride to your next event, run or race. Enjoy the day and remember we all love to ride. And share in friendship with the purpose of making that event or run a success!

In closing a quote from Dave "Rip" Riply; "If you are not living on the edge - You're just taking up space".

Enjoy the rest of the riding season,

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!

Blood, Sweat and Tears

Moto Z is determined to be the best

In a little over two years, Jeff Zoerb and his wife Deanna have set the bar high in the performance motorcycle community. Their shop, Moto Z, is a family-owned and operated business in the small town of Elma, NY. They've poured their hearts into this shop, and the proof is in everything they do. Customer support is unparalleled. Attention to detail is supreme. Quality is the name of the game.

Jeff knows what he's doing and has the bona fides to prove it. His list of certifications is impressive: Ducati Master Technician; Desmosedici D16 RR Factory Technician; KTM RC-8 & ATV Technician, Yamaha Silver Technician, Honda Pro Technician, Polaris Master Technician, and a Licensed Victory Technician. He carved out his niche with European bikes, and where other shops shun these quirky machines, he's happy to get his hands dirty.



But Jeff isn't one to toot his own horn. "I'm pretty good," he said, "but not an expert. I don't know of anyone who is an expert, because there aren't always consistent problems [with Euro bikes]. Experience is what makes things easier. Most dealers shy away from them. I welcome them, because I've done enough work to know what to expect."

For over a decade, Jeff has worked his way through motorcycle shops in Western, NY, and gained wisdom and skill that only comes from turning a wrench on countless bikes. It seems almost inevitable that he would open his own shop.

After spending a few years in the Air Force, Jeff got a job selling cars. He quickly realized that he was more comfortable in the parts department. When he came home to NY, he took that skill to the motorcycle world. "I worked in the parts department [at Western NY Cycle], but kept hanging out in the service department. Finally, the service manager said 'Do you just want to work with us?' Well, of course. Over time I was allowed to work on a few bikes here and there. Then I went to Bob Weaver Motorsports."

That's where he met Deanna. She told him about a Ducati shop in Holland, NY, and he said she was "full of it." Deanna knew what she was talking about, and before long Jeff was working at Williamsville Competition. He spent six-and-a-half years there working with the owner. "It was just me and Al [Gillen]. I'd work until 5 or 6 at Bob Weaver's, then I'd go work with Al until 10 or 11pm. That was tough."

"The military taught me how to fix things properly. It helped me un-learn what I did as a kid. When I was a kid, I took everything apart. I wanted to know how it worked."

Jeff was an invaluable asset to the European bike shop at Bob Weaver Motorsports, and later at Ray Laks (both near Buffalo, NY). His specific skill-set opened up many opportunities.

“That’s what got [Moto Z] going. No one else wanted to work on them. There is something about European bikes the soul, the sound, the inconsistencies...the fact that they’re not perfect. If they were perfect, they would be Japanese bikes. If they were cheap, then everyone would have one, but there’s no fun in that.”

He’s worked on countless makes and models of motorcycles from around the world, but there’s a spot in his heart for Ducati.

“Almost 80% of the business we do is Ducati. What made Ducati special to me is that I’ve met so many people in the organization. It feels like I’ve met almost everyone but the owners. I’ve met the National Service Representative, and he’s just like everyone else. He’ll stop and say hello to you.”

Jeff said he’s come to realize that he’s part of a big family that loves these bikes. “[Ducati] is a racing company. The bikes you buy are race bikes. You get so much on an entry-level bike. They are the number one manufacturer for world superbike titles. They put all of that into their street bikes. Some people think the bikes are too aggressive, but it’s hard to not fall in love with them. Like I said, they aren’t perfect, but that’s what you fall in love with. Japanese bikes are so perfect you put gas in them, and maybe change the oil, but you don’t remember that bike. It’s just another bike. But you remember a Ducati or a vintage bike, because you know how to work on them, it’s a bike you’ve spent time with. You have probably shed some blood with that bike, and you remember it.”



Jeff went on to talk about the brand loyalty, and when he started talking about his customers’ loyalty, you could tell there was some emotion there. “They stuck with us. Deanna and I put everything we had into this, and without them, there’s no way we could have done this.”

And Jeff wants to keep helping anyone else who is just getting started. “We’re willing to help people out,” he said, “because they’re starting from nothing; just like us.”

He also wants the small, customer-focused shops to succeed. “We’re seeing a resurgence of small brick-and-mortar stores real stores. That’s what this industry needs. People need to see what they’re buying. They need to pick it up and handle it. If they’re not happy, they need a person to talk to.”

It’s unlikely that anyone is unhappy with Jeff and Deanna. Their genuine desire to provide the best, and most knowledgeable service has put them at the head of the pack. Moto Z is a powerhouse in the motorsports world. The industry, and especially the riders, are all the better for it.

We’ll wish Moto Z some luck in the future, but we know they don’t need it.

Thanks Jeff and Deanna for taking some time to talk with us.



In Memoriam

David "RIP" Ripley

Nov 13th, 1952 - July 13th, 2015



It is with great sadness to report the passing of our friend and former Director of Niagara Falls, NY Harley Owners Group - NFHOG. A talented musician and giving person!



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You Don't Have the Proper Insurance Coverage

By Steven L. Kantor, Esq.

The Kantor Law Firm, Personal Injury Motorcycle Accident Attorneys

"You don't have the proper insurance coverage" are words that I dread speaking. Unfortunately, more often than not this is the case especially in motorcycle accident cases.

The minimum amount of automobile/motorcycle insurance coverage in the State of New York is \$25,000 per person, \$50,000 per incident. Those looking to save a buck often purchase the minimum insurance. This is insufficient especially for motorcycles. What motorcyclists need to be aware of is that they need to purchase higher limit liability insurance so that they can then purchase higher limit supplemental underinsurance/uninsured coverage. The insurance companies will only let you purchase underinsurance at the same level as your liability insurance. Ask yourself, "What is the likelihood that I am going to hit someone with my motorcycle and need a high liability limit on my insurance?" Unless you are hitting a pedestrian the chances are not great that you need a high liability limit to protect yourself.

What's more likely to occur is that your motorcycle is struck by another vehicle and that vehicle's minimum \$25,000 limit will not adequately compensate you for your injuries and damages sustained in the accident. If you had only purchased the underinsurance coverage, you could have gone into your own insurance policy to seek the difference between the person who caused the accident's policy and your underinsured limits.

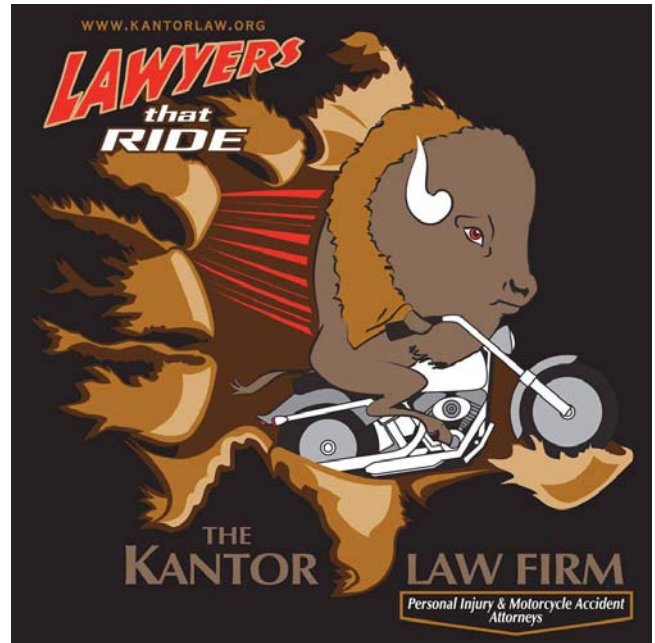
By way of example, Joe Tortfeasor carries \$25,000 minimum on his automobile. One day you are out riding and he suddenly turns left in front of you (this is the most common cause of motorcycle accidents). The accident causes you to miss several months of work and a lot of broken bones. If you had purchased underinsurance coverage, the difference between your policy and his could be made available to compensate you for this claim. If you purchased \$100,000 of underinsurance and Joe Tortfeasor has \$25,000 that would make \$100,000 total available to you. The initial \$25,000 from Joe Tortfeasor and \$75,000 from your policy. If you had purchased a \$500,000 underinsurance policy you could have access to Joe Tortfeasor's \$25,000 and \$475,000 from your underinsured policy.

If you don't purchase supplemental uninsured/underinsured motorist coverage, you are relying on Joe Tortfeasor (the person who hit you) to have the appropriate coverage.

A brief look at my policy indicates that the premium being charged for \$500,000 combined single limit liability to others coverage is \$110 per year. Supplementary uninsured/underinsured motorist coverage of \$500,000 is \$51 per year. So I am willing to pay \$110 a year if my motorcycle hits someone and causes injury, which is unlikely to happen. For \$51 per year if someone hits me and I am severely injured I can protect myself with an additional \$475,000 of coverage. This is more likely to happen!

I highly recommend that after reading this article, that everyone look at their automobile and motorcycle insurance policies, increase your limits and increase the supplemental uninsured/underinsured coverage so if you are victim of a accident, you are not also a victim of inadequate insurance.

Steven L. Kantor has been successfully and aggressively representing injured motorcyclists since 1990. He is a member of the AMA, ABATE and HOG. If you have any legal questions, please don't get taken for a ride, contact The Kantor Law Firm at their toll free number 1-877-752-6867.



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If you fall off the horse (Or motorcycle), you get back on!

An Interview with Kristin Casey



Kristin Casey was kind enough to give me a few of her precious minutes to learn about sport bike racing, and to find out what makes her tick. She has an undeniable dedication to her sport her life revolves around racing. She works hard, and her time is closely guarded, so I promised to take only a little of that priceless resource. With a bike to prep, an RV to pack, and one pesky tool to find...well, there aren't enough hours in the day.

Kristin's racing statistics speak for her devotion. Currently she is ranked 2nd nationally in ASRA Sport Bike, and 8th in Super Stock.

She's moved around the country over the years, but is back home in Delaware. A graduate of the University of Delaware, she works a full-time job, and manages to devote whatever time is left over to the love of her life sport bike racing.



: What got you started?

K.C.: I didn't know about the sport, really, until I got started. I've always been an athlete, and the reason I went to college was to have a backup. I was into horses, and hoped to get into the Olympics, but I finished college to have something in place, just in case things didn't go the way I planned. In 2009 I decided to do something else, because the [horse] industry wasn't really what I thought it was. Well, since high school I had been riding, buying, and selling horses every time I sold a horse I bought another, but one day I decided to buy a motorcycle.

I was a sophomore in college, I think, and I just kept upgrading throughout the years. I just rode on the street, and I really liked. I was pretty dangerous on the street, and racing probably saved my life. I was totally reckless, with no sense of anything...young and fast. Someone casually mentioned to me that I should try racing, since I like going that fast. I had no idea what? where? is there such a thing?

At the time, I was living in Florida, and I went to a race and just walked down and started talking and asking questions. I think I was looking for something to fill that competitive void I had.

In short order Kristin took her Suzuki sv650 on a road course, and within a few months, had her racing license. There was no question about whether or not she liked racing. A month after her first race weekend, Kristin was invited to race Superbike Peru, and was the first woman to race in that country. She placed 4th in both races. Soon after that, she raced Phillip Island Australia, after which she was offered a full-time position with Prieto Performance Racing in Florida.

In 2011, Kristin's bike suffered a mechanical failure during a race, resulting in a bad crash. Her injuries were serious enough to threaten amputation of her right leg. After moving home and selling her bike to pay for medical expenses, she made a full recovery. She knew that wasn't the end, and returned to racing in 2014. Currently she rides a mostly-stock 2013 Yamaha r6.



: Is this what you do full time?

K.C.: I wish. I have a full time job, which I do during the day, then work on the bike at night, then I race on the weekends. That's pretty standard for most racers.



: Do you have a team? What sort of support group do you have?

K.C.: This is it. It's just me. I have a mechanic that helps with technical stuff, and anything that has to do with the engine, but other than that, I do all the work. My mom is with me. She'll help me put the bike on the stand, and she comes to races, and she'll check tire pressure. She's great support, and helps with driving on the long trips.



: What was your family like? Did anyone race?

K.C.: Nobody races. I have no idea where I got the desire. They don't understand it (laughing).



: Did they think you were crazy?

K.C.: They always thought I was crazy. Even with the horses. So there was no surprise when I took on motorcycle racing. My mom tried to talk me out of it, but she stopped awhile ago. She actually likes it now. After coming to a few races, most people see that it's a lot safer than they think.



: How do you prepare mentally before a race? What about during a race?

K.C.: My mind is pretty quiet. You shouldn't be overthinking anything; it should all be done ahead of time. So, you should already know, that you saw, for instance, a mark on the pavement, so that's where you should start the turn. Your muscle memory should be set. So, when you are in the race, you should be relaxed. It's hard to describe, because you are really focused, but you're not picking apart everything, because that would blow your mind. The

more relaxed you are...the more fun you're having, the faster you'll go. It'll feel like you're going slower, but if you're feeling rushed and bothered, you're usually going slower for real. Before a race I'm quiet. I kind of zone out, say a prayer, try not to think about it too much.



: Is there camaraderie with you and the other racers?

K.C.: Oh yeah. We're family. We see each other all the time, and we're all risking our lives. We trust each other. We know that if we do something wrong, it could risk the lives of others, not just yourself. There's a respect that goes well beyond camaraderie.

Anybody is willing to help anybody. If you were looking for a place where everyone was trusting and kind and was actually looking out for your wellbeing, that would be the racetrack. Any racer will tell you that. We all love it so much, and we all keep coming back because of that. We go through our week full of so much negativity and stress, and coming to the track is a release. It's a good feeling, and it makes me humble.



: What needs to happen to do this full time?

K.C.: Winning each round and not getting hurt. Getting hurt means you can't show up. The most important thing is to keep moving forward, to keep progressing, and keep learning. No one knows it all, and I think that's why we all love it so much. There's always new technology, or some insight you pick up from experience. It just never ever ends. You're always learning something whether it's about yourself and your own character, or something mechanical about the bike, or just racing craft in general.



: What advice would you have for someone who wants to do what you're doing?

K.C.: First, know that it's really hard. And make sure no one else knows about what you're doing (with more laughter). Don't be in it for the glory, and you're probably not going to make any money doing it. The joke is that the only way to make money in racing is to spend money, which is 100% true. You have to like it, and be prepared to be broke and not have a life. You'll be consumed by it, and if you really love it, you won't want to do anything else. It's not a glorified sport, and most people don't know about it. It's not on TV very often. It's a hard sport. You have to overcome any fear you have, and be able to bounce back from any setback.

If you're not having fun, you should definitely not be doing it. That's what's most important.

Kristin is, without a doubt, having way too much fun. She's doing what she loves, and it shows. Her combination of grit and heart have driven her this far, and there's no stop in sight.

Thank you, Kristin, for letting us have a few minutes to pick your brain. Your unquenchable passion for this sport is astonishing, and we look forward to following your exciting career.



Photo Gallery



Photo Gallery





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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

Roasted Street Corn



- ½ gallon of water
- Pinch toasted paprika
- ½ cup soft butter
- 1 tsp Garlic Aioli
- ¼ cup of grated queso fresco (parmesan is a good alternative)
- ¼ tsp sriracha hot sauce
- ¼ tsp of finely chopped mixed herbs (parsley, chives, thyme, chervil, cilantro)

First dip the corn in the water before putting them on the medium flame grill to prevent burning. Rotate every 5 min for about 20 minutes. Remove the husk and return them to the grill (caution corn will be hot). Get a nice toasted color on them as your turn and brush the corn with the soften butter. Sprinkle the toasted paprika (add cayenne if you like heat), salt, pepper to the corn after brushed butter. Take the corn off and let rest on a plate for a couple minutes before you add the garlic aioli. Sprinkle the cheese, herbs and hot sauce afterwards.

Garlic Aioli -

- 3 egg yolks
- Juice of 1 lemon (no seeds)
- ½ tsp of dijon mustard
- 1 table spoon of roasted garlic
- 6 oz of vegetable oil.
- Salt and pepper to taste

Place egg yolks, lemon juice, dijon, and roasted garlic in the bottom of the food processor, turn it on high and slowly drizzle oil in until thick like a mayonnaise. Add salt and pepper to taste.



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10 Tips for Hot Weather Motorcycle Riding

by Liz Jansen

With hot weather in full swing across most of Canada and the US, (although certainly not in my neighbourhood) it seemed fitting to revisit this topic, pulled from the archives. Keep cool everyone!



It happened to me and it can happen to you. Headache, nausea, confusion, disorientation—and I was on a solo trip in a foreign country, thousands of miles from home. Exposure to direct sun, heat and the wind all increase the rate at which we lose water naturally through perspiration and breathing.

And if, like those of us in northern climates, we're not acclimatized to the heat, it can affect us at even moderate heat temperatures.

The onset of heat exhaustion can be insidious. A few easy proactive steps can help us stay well hydrated when riding in hot weather.

1. **Wear light colored** clothing – including your helmet.
2. **Layer** your clothing so you can adjust as the temperature changes. Breathable layers are better than nothing at all – even under your riding gear.
3. **Drink** plenty of fluids – pure water is best. Start drinking well ahead of your ride – the effects of dehydration are cumulative. I have started adding an electrolyte supplement in the form of an effervescent tabs.
4. **Avoid** caffeine. Liquids with act as a diuretic and push water out of your system. If you must have a cup of caffeine, make sure you drink 8 ounces of water for every cup of coffee or soda that you drink.
5. **Drink** 1/2 ounce of water for every 1 pound that you weigh (as a rule of thumb, in a day).
6. **Sip** your water every 15 minutes or so, rather than drink more at longer intervals.
7. **Install** a cup-holder or use a hands-free Camelback. I strap mine around my tank bag rather than on my back and it works just fine.
8. **Wear Lightweight** clothing that covers your skin. It minimizes the sun's drying and damaging effects.

9. **Stop** frequently to rest, stretch, move around, drink water and cool down.
10. **Plan** your day around the weather. Start riding earlier and avoid riding during peak heat times.

Signs of dehydration include: less frequent urination (urine passed will be less in volume and darker in color), fatigue, headache, dizziness and cramps. If you are not drinking water, it is hot and you are not sweating, be careful. This could be a sign that you are nearing heat stroke.



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The Quiet Man

Dick Harris lives and breathes classic Triumphs



If you spend any time in or around the small hamlet of Linden, NY (something I encourage everyone to do), you're likely to hear the unmistakable growl of one of Dick Harris's classic Triumphs roaring through the picturesque rolling hills. This beautiful spot, where Genesee and Wyoming Counties meet, is where Dick Harris calls home. With the exception of a few years in Arizona, he's lived here his entire life. This is where he's raised a family, owned a small repair shop, and has been a fixture in the small rural community.

Wearing a Triumph sweatshirt, Dick greeted me at his house, which overlooks the falls on Little Tonawanda Creek. He's a soft-spoken man with a few gray hairs, and has lived and breathed Triumph motorcycles since he was 21. It was a delight to hear what he had to say. Entering his home is like stepping into a tiny museum. There, parked side-by-side, are four vintage Triumphs and a 1956 Horex. On the walls I see some awards and plaques, and a map of the United States showing where he's ridden three times across the country. I asked if all the bikes were functional. "All but one of them are registered," Dick said, "and ready to go on the road any time I want to ride."

"How many motorcycles have you had?" I asked.

"Oh, I don't know. It seems like, maybe a hundred," he said with a laugh. "I've bought and sold more than I can keep track of."

"Well, what was your first bike?"

"I was 21, and got a 1952 Triumph Thunderbird. It was my wife's uncle's, and he was actually the person that got me interested in motorcycles. I didn't buy it directly from him he purchased it new, and then traded it for something else. I bought it from Larry's Cycle Shop in Akron (NY). That uncle gave motorcycling a good name around here. He was a school board member, and a respectable member of the church."

"So, was the love for motorcycles always something you had?"

"I think it was her uncle's influence that put me on that track."

"Why Triumphs?"

"That's what I knew, and never had a reason to spend my time with anything else. Oh, I've had other bikes. I had a BMW at one time, and those things are supposed to be the ultimate machine, or some such. It had electric start and all that. Well," he laughed again, "that thing bored me to death. The Triumphs are so much more nimble, quick...handles so much nicer. It didn't take me long to get rid of the BMW."

“Do you have a favorite?”

“Not really. I’ve pretty much loved them all, but my favorite for going places is the 1970. That’s because, about 15 years ago, I took the crankshaft, cut it, and turned it 76 degrees. The parallel twin wasn’t designed to run long distances, and I wanted to get a smoother ride out of the bike. I think everyone thought I was crazy. I had the crankshaft at work and went over to the machine shop. I took the big band-saw and cut the thing right in half.

“I’m not sure, but I think I was the first person in the US to do that to a Triumph. They were doing it over in England for years. The new Triumphs are built like that, but they are completely different machines.”

“Did you do all of the work yourself?”

“No, a machine shop in Leroy helped me with the bigger stuff. I had to machine both sides to fit a flywheel in between. They did that, and also balanced them. We put in some extra metal to balance it. I had to change the cams and the ignition system. It was quite a project, but it worked out well. I’ve got about 60,000 miles on that crankshaft.”

“That’s a pretty good test run,” I said.

“I think so.”

We talked quite a bit about the particulars of his remarkable feat of engineering, but that has already been chronicled in “Vintage Bike” magazine.

After talking about the idiosyncrasies of our “quirky” motorcycles, I asked what he thinks about the British bike naysayers. If you’ve ever owned a finicky motorcycle, you’ve most likely been the recipient of many “helpful” comments.



“They used to get me turned up about arguing over bikes,” he replied, “but now I just say ‘You ride what you like, and I’ll ride what I like.’”

Dick is very happy to tinker with his bikes. “They have character. And once you understand what’s going on, a lot of it is really simple.” He hasn’t paid attention to the new Triumphs, and really has no use for them. “Motorcycles have gotten so big. It doesn’t make any sense to me. Most people put less than 2000 miles on their bikes, so why do you need a trans-Atlantic motorcycle? I’ve gotten across the continent on half the engine that most people think you need to get to the drugstore.”

But he reiterated that you should just love what you ride, and not give each other a hard time.

I wanted to hear more about his trips.

“Well, I’ve visited every state in the country. Not all on a motorcycle, but I’ve been out to the West Coast three times on ‘70 Bonneville. I’ve had three ‘70s that I’ve since sold. An

other time, I had the chance to ride out to Denver with my son. Both of us were on '70s. One of the pictures [on the wall in the living room] is of us at the top of Pike's Peak. I like to tell people I've taken a motorcycle higher than I've flown an airplane."

"You fly too?"

"I did, but not any more. It's too expensive."

He told me about another trip he took to the Salt Flats to see the replica of the Triumph Streamliner. He asked around where the bike was, but the crew had left an hour prior to head back to Texas. "So I went to Texas," Dick said. He managed to get there before the Streamliner left for the National Motorcycle Museum in England.

"How involved with clubs and organizations are you?" I asked.

"I don't have time to get involved with all of the clubs, but I don't think I've missed any of the Triumph Come Home rallies. Those are held in Oley, PA. Another event I try not to miss is the BSA rally in Steubenville, OH."

"Do you ride to those events?"

"I used to ride all over, but it's easier to trailer the bikes now. One year it rained all the way home from Ohio. It was miserable. But then, I guess those are the rides you remember." I asked why he's so dedicated to those gatherings.

"I have many friends," Dick replied, "which is the real reason to go." He's been attending these events for so long that he's become a fixture. He goes, not to show off his bikes, but for the camaraderie. "I've had so many trophies and awards for my bikes, so I just put a sign on my bike – 'not for show' – enough is enough. Let somebody else get the recognition."

We stood between the bikes chatting about the joys and frustrations of repairing motorcycles, or restoring a heap of rusty metal. Dick told me how he tracked down some hard-to-find parts, the difficulty he had with one troublesome part or another, and the money he spent to get his bikes up to snuff.

We've all experienced this in one way or another, and we all love the process. Maybe we're restoring a bike, or maybe we're just tinkering, but the time spent turning a wrench brings us closer to being part of that beautiful machine. It's hard to know if the goal is actually what we want, or if it's getting to the goal that makes us happy. Either way, there's an indescribable and intangible reward to this sort of hobby that can't be measured in monetary worth or prizes gained.



I'm honored to have spent a few hours with Dick in his quiet country home. There's no mistake he's lived a life doing what he loves. He's a man of few words, but a bit of his heart is in those bikes, and I think the rumbling Triumph engines speak for him.



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