



ROAR

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The Official Publication of the TOP CATS - ILLINOIS

PRESIDENT'S MESSAGE

By Carlton R. 'Top Cat' Marcyan



"OPEN SEASON" ON BIKERS HAS ENDED IN LAKE COUNTY

The Lake County Illinois State's Attorney announced the indictment of Laura Hunt on the charge of reckless homicide as a result of her killing motorcyclist Anita Zaffke June 5th. Hunt's indictment came down from the Grand Jury more than 3 months after the event because of detailed investigation called by State's Attorney Michael Waller. The original charge of failing to reduce speed, a traffic violation, was quickly dismissed by Waller to preclude Hunt from pleading guilty on that lesser charge thus preventing indictment on the felony that carries a potential 5 year prison term. "Double Jeopardy" prohibition would have prevented prosecution on a greater charge after pleading guilty to the lesser. Hopefully the media will continue to publicize this case sending a strong message to vehicle operators that they must pay attention to bikers or risk criminal sanctions that go far beyond a simple fine.

We must keep the discussion going about such incidents. Contact your local papers as well as email writers, columnists and radio and TV outlets to tell them your outrage over the lack of attention by drivers to motorcycles around them. Do contact Michael Waller to provide support of his pursuit and

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Upcoming Events

October

- 3 Grass Class
- 6 General Meeting
- 13 Board Meeting
- 18 Fall Colors Ride

November

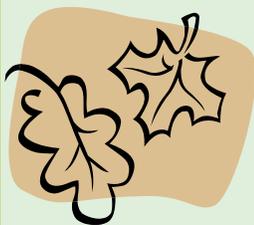
- 3 General Meeting
- 10 Board Meeting

December

- 1 General Meeting
- 8 Board Meeting

FALL COLORS - THE LONG AND SHORT OF IT!

By: Mary Walters



The summer is coming to an end and we are looking for those last rides near home that will keep us happy until spring. For this month's Fall Color's Edition of the Roar, we have found some really nice places to spend a day or a week-end. You can take a long leisurely ride to some of these destinations or a short afternoon. Either way, when the time is right and the colors bright, your day will be memorable.

Check out the pictures, then take note of the distance from Barrington and make your plans! Hope you have some good stories to tell us for next month's edition of the ROAR!



MIKE'S MESSAGE...

THANKS TO THE 'FOLKS GOING TO SPOKES' FOR A GOOD TIME!

BY: MIKE 'MOTORCYCLE' BRADBURY

It was Sunday morning and I was getting ready to leave to start the ride. I started up the bike and went through the usual mental checklist. Kathie closed the garage door and then mounted the bike. I was trying to do my best and the Harley-Davidson I am riding opened a slumbering eye or two in my subdivision as we left with a ROAR! Since we were heading in the same direction for the start point, I met up with Gary and Muriel Brandt in Wauconda and we took the back roads to the BP Amoco on Highway 14 at the intersection with 22.

Naturally, there was a Top Cat and his rider already there when we got to the Shell station. I am never the first bike at my own rides! Sometimes I'm not the even second, or the third, or fourth..... More riders started showing up early which I liked because we had more time to catch up and chat before we took off.

After the meet and greets, chatting, breakfast, coffee and waiting for my riders subsequent visits to the bathroom I gave the pre-ride. 140 mile long ride, one gas stop, motorcycle themed restaurant, signals, etc. etc., etc. It was 9:03 a.m. and we were ready to get going! (

My route started us on Highway 14 going northwest so we had to suffer through all the traffic lights in Cary and Crystal Lake. I heard we made 20 green lights before our first red light but I wasn't counting. I did have a few minor group separations by Woodstock but they were no big deal. I kept checking my rear view mirror and watched our speeds to keep us together as best as possible.

We continued on, traveling Highway 14 through Harvard and crossed the state line into Wisconsin shortly thereafter. The road was fine with little traffic as the group motored on in tight Top Cats fashion. Highway 14 became 67 as we traversed into and through Walworth, Fontana, Williams Bay, Como and finally to Lyons Wiscon-

sin. We took our rest stop at a gas station in Lyons where we hooked up with a Top Cat who couldn't make the ride start point. From there we commenced with the next leg of the route,

We headed North through the somewhat typical back roads and County roads of Southeast Wisconsin that makes the area so "biker" worthy. This back way of heading North eventually took us up to 83 where we got on and quickly off the highway to take County road "O" North again. After roaring into Muskego, I led the group on a back way to start South again on County road "U". After some sweet open road with broad views we got to Highway 20 and headed east. From there we made our lunch stop at Spokes Restaurant in Sturtevant. I pulled the group in and headed to park us in the back but my riders had different plans and scattered to park themselves near the front. At least we got to the restaurant before I lost any riders on the ride!

Spokes is a biker themed restaurant. They have 15 or so bikes mounted on the wall as well as other memorabilia throughout the place. They have a 1948 Indian Chief that is just a work of art! I asked - and they claim it runs and runs well, but it seems criminal that it is not being ridden instead of being decoration at the restaurant. After a pleasant and leisurely lunch we gathered for the trip home. I led the group on a straight shot South on Highway 45 to the end of the ride at the Shell station on Highway 176 and 60.

The ride was superb, (in my humble opinion) with nice roads, food and Top Cats all together. With the exception of Bob Carmody from Chicago, the added plus is we all seemed to beat the rain to arrive home in time for the Bears game against the Pittsburgh Steelers! And they won too!!!



KAUTION KORNER

WHERE AM I?

BY: JOHN LUNDE

When riding our motorcycles, we have lots of tasks to keep straight and in order. Are we wearing the proper gear? Is the motorcycle in good running order? Is my passenger prepared and comfortable? How are all the other riders in our group doing? With all of this, we often forget to consider the other vehicles that share the road with us!

Motorcycles are much smaller than other vehicles on the roadway. They can blend into traffic and their size makes judging speed and distance a bit more difficult for the other motorists out there. So how can we make ourselves more visible and thereby safer at the same time?

Blind Spots – Yes the most obvious and probably dangerous of the hazards is also the one we can probably control the best. When traveling down the road and you pass/are overtaken by other vehicles, are you aware of your placement in relation to the other drivers' line of site? If you assume most motorists are lazy and will only use their peripheral vision at best to check around them for other vehicles, then make sure you are in clear eyesight of that car next to you. Anticipate traffic flow around you 3 seconds, 5 seconds, even 10-30 seconds down the road. Are lanes closing up ahead? Can you tell what lane adjustments will be executed by vehicles around you due to a fast/slow moving vehicle? Slow down or speed up gradually if possible, to keep a safe distance from others drivers so that you will be seen by those vehicles around you. If traveling next to another vehicle on a multilane road, either slow or accelerate past that vehicle so you're not sitting next to that vehicle for a prolonged period of time. The other operator may not see you in their blind spot or worse, they just forget about you all together.

Cross Roads – When traveling through intersections take great care to look at what's around you. Is that car waiting for you to clear or just dialing his cell phone? Look for eye contact but never

assume that you are seen. Always have your escape routes planned just in case an emergency maneuver must be performed. For example, you see in the oncoming lane a car waiting to turn left across your path - will the car behind also try to go through as well? Just as subtle adjustments in your lane may make you stand out and become more visible, so may brighter colored clothing, driving lights and modulating headlamps.

Stops Signs/Red Lights – Don't assume all dangers are from in front or the side of you; always scan your mirrors as well and anticipate traffic behind you. Leave enough room to allow you an escape route and be prepared to follow that plan (bike in gear and you're scanning the road)!

We can all wear highly visible clothing and have our motorcycles lit up like a Christmas tree but that still doesn't guarantee our safety. Knowing where you are in relation to the potential hazards out there and planning contingencies (constantly) is what will best reduce your risk of an incident.



Addition of Colors to your biking closet also adds safety to your ride!

My First... or... *Why I give Safety Classes!*

By Larry Scalzitti

Ever since I was a young boy I had dreamed about riding a motorcycle. I loved everything about them – the sound, the look, the wind in your face and just the plain adventure of doing something that not everyone does.

I can remember sitting on the porch with my friends during the summer and watching the motorcycles tooling down the wide boulevard that ran in front of my grandmother's house. We'd sit there while taking a break from playing ball or just plain running around and exploring. The kind of youthful exuberance that kids used to specialize in back in the day. Every time we saw a bike headed towards the house, we'd assume the position – arms out feet under our chairs sitting astride our imaginary mounts. As the bike roared by we'd roll on the throttle, shifting and making all sorts of loud motorcycle noises. Most of those times I'd close my eyes and pretend that it was me on the bike riding and not just me and my pals sitting on the porch pretending, but then the bike would fade into the distance, and the sound of each other roaring away was all that was left. Right then we would all vow that as soon as we could gather the money, we'd be riding real bikes.

Well as time moves on, so do friends. We drifted apart, taking different interests, finding other buddies and although I still thought about riding, my first motorcycle gang was gone. I had no one to spur me on. Quite the contrary, I had parents that flat out forbid me to have a bike. Both my Mother and Father had lost friends in motorcycle accidents and they made it pretty clear that as long as I was living in their house there would be no motorcycles for Larry.

Well fast forward to the week after graduation – I bought the first bike my three hundred plus dollars could find. Or at least I tried to buy it - a 1970 Honda SL350 that looked something like this.

I really didn't know much about bikes. I hadn't

done any research, never visited dealerships or even read magazines. Of course there was no internet to search, let alone bike specific forums to visit. The old XL had a lot of miles and a fair amount of wear, but it looked perfect to me. More importantly it was just what I had to spend. I told The owner, we'll refer to him as Bob, that I wouldn't buy his Honda until I could ride it. So we started with a lesson. Once I could ride it, we agreed we'd do a title and cash swap.

This was going to be my first ride on a real motorcycle – I was so excited! Why we chose to conduct the training where we did is still a mystery to me. We met behind a large building in a crowded urban area on an elevated dirt parking lot. It was and is the only parking lot like it that I'd ever seen.

It was at 15 to 20 feet high and was steep sided with a dirt "ramp like" drive that led into a circular path for parking. There was room in the lot for a ring of cars around the outside perimeter of the lot and then there was parking in the middle for one row of about a dozen cars.

Bob was a nice enough guy who gave me the basic introduction. This makes it go – this makes it stop – this is how you change gears – in an emergency pull in the clutch – etc. Well after a few kicks it was running fine and I plunked it



(Continued on page 5)



(Continued from page 4)

down into first gear. I rode around the lot in first gear, then would stop and r

peat again. With each new lap around the track, I felt a little less wobbly, my starts were not quite as jerky and I started feeling a bit more relaxed. Riding a motorcycle was a lot harder than going through the motions on my grandmother's front porch, but it sure was fun.

After awhile Bob seemed to be comfortable with my progress. I was stalling it less and the starts and stops were getting smoother. It didn't take him long before he shifted his attention to a very attractive young lady who was walking to her car. I think Bob pretty much forgot about me as I continued to make revolution after revolution around the lot. That was his first mistake, and then came mine.

I had grabbed the front brake a bit harder on a stop in the middle of one of the long sides of the circular lot. I was surprised how easily the handlebar jerked to the left and how quickly the bike lurched hard to that side. As I tried to keep the bike from falling over I pressed hard on the right handgrip to push the bike back to an upright position. Just as Bob had told me that if something's not going right, just squeeze the clutch, so I remembered to do that. However, I wasn't prepared for the sound of the bike when by pressing on the right handgrip to straighten the Honda also caused the throttle to roll on hard. The old SL's engine screamed loudly as it reached its maximum limit. At this point, I had gotten the owner's attention again. He was on the other side of the lot running towards me and screaming something, but I remained oblivious to what was about to happen. Frozen in time – trying to steady the bike – pulling the clutch in with all my might – engine racing away – I thought I was doing just fine – and then . . .

Did I mention that the bike was now pointed at the rear of one of the cars parked in the middle of the parking lot? Maybe three or four feet away from my front wheel was this old car – the kind with really big fins on the back – the way old cars used to look. I'm not sure what kind it was, all I remember are the fins – they looked kind of like this.

Anyone who has ever taught someone to ride has surely felt the same sense of panic that the owner

of the bike was feeling as he ran towards me. The sound of a high revving engine, with an inexperienced rider astride his bike, with that new rider's hand wrapped tightly around the clutch. Well, you can imagine what happened next.

One minute both of my feet were planted firmly on the ground, the next my hand slipped off the clutch and the bike rocketed skyward. The front wheel shot up as the rear wheel pitched up a roster tail of rocks and dirt and the bike jumped forward. The front wheel bounced on the trunk of that big finned car and then just kept going. Before I knew it I was riding the motorcycle across the roof of the car, and then just as quickly down the hood. I didn't quite sticking the landing as the bike laid over on its side and slid in the dirt, coming to a halt between two parking cars and just inches from the 20 foot drop off.

I was a little dinged up and so was the bike, but I wanted to keep going. Bob wanted to keep going too, but not the same way I had intended. He wanted to leave before the owner of the big finned car came out to look at his car. Actually there was no damage that I could see, other than the tire tracks across the car?! Bob quickly told me that I wasn't ready to own a motorcycle, asked for \$20 for repairs and took off faster than the speed he arrived with. I never saw him again.

Oddly enough I bought almost the same bike the next week and I've been riding ever since. I never did find out who owned the big finned car. I had never seen it in the lot before and never did again. Shortly after my first ride it started raining and the owner probably never knew that I had been using his big finned car as a ramp on my very first motorcycle ride.



FINDING YOUR WAY AROUND A GARMIN

... AND OTHER DIRECTIONAL CHALLENGES

BY: TOM MALIA - TO BEGIN THE COLUMN IN THE 'RIGHT DIRECTION'

INTRODUCTION



As most of you know, I am a huge advocate of using GPS devices. In my view, they enable you to do things you would not otherwise prudently attempt—like setting off to explore Amsterdam at night with little or no local knowledge. Or to survive situations that might otherwise be quite unpleasant like being separated from your riding group in downtown Tokyo. I experienced both situations with very positive outcomes thanks to my trusty Garmin 276C.

The frustration I have in using a GPS device is that, as with most things computerized, you can fairly readily master the basic functions. And a GPS is, after all, a computer with a very specialized application. But it is only with extensive and frequent usage that you master some of the intricacies or shortcuts that are possible and useful. And then, at least in my case, when you do not use the device again for a while, you forget how to do some of those useful functions you previously mastered. Thus my concept for this column is that it would be a compendium *from many GPS users* to explain some short-cut, or little used intricacy, or how to accomplish some complicated task that is not covered very well in the user manual. I would not anticipate that it be devoted to “GPS Operations 101”—although that may be a good topic for another column...give Mary Walters your thoughts. This column will assume therefore that readers already have a working knowledge of GPS operations so we can cut right to the issue at hand without having to cover the introductory basics. So when you discover some little used but attractive feature on your GPS, submit your findings to ROAR. Further, in that the various devices do different things or do similar things differently, each column will have to be written based on the operations of a specific hardware device.

SURVEY

To make future editions of this column as useful as possible, please respond to the following survey by e-mailing our Editor at: ROAR@topcats.org with answers to the following questions:

1. Are you a GPS user today or intent on becoming one?
2. What device do you have today or are intent on buying?
3. What operational issues would you like to see the column cover?



TOPIC #1

TRACK MANAGEMENT USING THE GARMIN 276C



GPS devices basically do two things:

1) Using Routes, Via Points and Waypoints they define a route and facilitate navigating that route.

2) And, using Tracks, they capture the route you actually navigated.

Thus you can go back after the fact to re-create a route diversion you found attractive. The balance of this article assumes you are intent on preserving this record of the routes you actually rode to the extent they are different from your intended route.

On the Garmin 276C, there are two categories of Tracks-Active and Saved. Active Tracks-depending on the level of detail you are capturing-will collect a record of approximately 2 full days of riding. Then, depending on what you have asked the unit to do, it will either no longer capture new data or-in the Wrap setting-it will overwrite the old information with new data. The overwritten information will be lost forever. So if you are intent on preserving this data, you will need to take an active role in Track management.

One solution is to download the Active Tracks to your PC frequently. While on the road, this is not always possible. Another alternative, readily accomplished on the road, is to convert Active Tracks to Saved Tracks. The 276C has the capacity to create 15 Saved Tracks. This Saving is readily accomplished on the unit, but a couple of complexities are worth noting.

Active Tracks are maintained separately with a unique label-using, not surprisingly, the date on which the Tracks were captured- for each time the unit is powered up during the day. Thus the Tracks are much more manageable if you are not turning your unit off and on during a day of riding. This can be accomplished by setting the unit to automatically convert to its battery power any time you shut your bike off--so the unit stays continually

powered up-creating only one Track for the day. When you save the Active Tracks-the unit takes whatever Tracks are in its active memory and saves them as one Track labeled presumably with the date on which you saved the Active Tracks.

This creates two issues to be aware of.

First, if you rode one day in Illinois and then did not use the unit for a while and then used it again for a ride in Colorado, for instance, the Active Tracks will contain a separate record of those two days of riding that would then be saved as a single Track. Thus you probably will want to save each day's record of riding at the end of that day in order to keep dissimilar Tracks separate.

Secondly, if you decide a couple of days after completing a ride to save your Active Tracks, and you do so indoors so the unit is not likely to be able to establish satellite synchronization, the date label on the Saved Track will not be the current date, but will be the date on which the unit was last linked to the satellites. This fact can be a little disconcerting when you go back to find a Track you know you just saved only to find none labeled with the current date. Obviously the unit can only know what the current date is by "talking" to the satellites.





President's Ride to the Harley - Davidson Museum Milwaukee, WI Road Captain: Carl Marcyan





PRESIDENT'S MESSAGE

(Continued from page 1)

rendering of this indictment. Sending a loud signal to the community that such vehicular negligence will not be tolerated is important for our own safety. Drivers need to know there are strong consequences to inattentiveness, recklessness or negligence towards bikers.

THE RIDING SEASON CONTINUES FOR A LITTLE LONGER

I think we can all agree that this past summer was not an optimum one for motorcycling. Here and there we had a good week or two but it was considerably wetter and colder than summers past. However, Topcats has some excellent rides planned for the remaining season. Take advantage of the fall and join us for some great riding. Attend our membership meetings at our new location in Wauconda at Villa Sofia. More room, better food and service. Thanks to Dennis Dougherty and Gary Brandt for locating and arranging for this new spot.

HARLEY-DAVIDSON MUSEUM IN MILWAUKEE VISIT

A large Topcat contingent visited the new Harley-Davidson Museum as part of the President's Ride a couple of weeks ago. The museum is tremendous; you could spend a couple of days looking in detail at all the exhibits. On Fridays, at approximately 11 A.M., the doors are opened to their archives department and H-D historians will give you a tour of the *inner sanctum* not normally opened to the public. There is a restaurant on the premises as well as a gift shop. During summer months on Thursday evenings H-D hosts an outdoor party with live music and outdoor bike displays. Check out the Iron Horse Hotel directly south across the river. The hotel is for bikers and is nicely furnished to appeal to the biker crowd.

See you at the next meeting, and RIDE ON! **Carl**



Galena Ride
Road Captain: Tom Nichols
August 16th





The World According to Andy

BY: ANDY KONSEWICZ

Obama's Financial Overhaul May Affect Your Next Motorcycle Purchase

President Obama's financial overhaul may have an effect on the financial institutions of manufacturers like BMW and Harley-Davidson, manufacturers that provide buyers with loans directly from their institutions.

These companies own state-chartered industrial loan companies that benefit from federally insured deposits and lend money, but are not regulated as heavily as normal banks. The Obama administration's plan would force companies with ILC charters to register as bank-holding companies with the Federal Reserve.

Does this mean you won't be able to get that loan for the tire burning, corner cutting sport-bike you've been eyeing up? No, it may be more difficult for first time buyers to obtain a loan though. It does mean that you might have to go to a real bank to get your loan. The good part is you may not get charged the 20-something percentage rate that comes along with borrowing from some of these institutions.

And don't think these companies will back down without a fight. Even if regulation makes it more expensive, those firms that depend on providing such loans will presumably accept the stricter oversight that comes with owning a bank.

So, if you're under the age of 20 years old, you might not be able to go out and buy a brand new R1 or a BMW K1300S, but I'm sure there are tons of bikes that you can afford without signing your life away at the dealership for 25 percent interest.

Taken from an article by Tyler Hopper



www.lrn2ryd.com 847-438-6588 scalzitti@mindspring.com

Basic Rider Course - Experienced Rider Course – On Street Courses

FALL COLORS

SUGGESTED DESTINATIONS FROM TOP CAT'S MEMBERS



*Kettle Moraine
State Forest
Ride*



150 miles along Rte 12



*290 Miles using back
roads all the way*



*beautiful Brown County
Indiana*



*Starved Rock
State Park
120 miles on back*



Great Hiking Options Too!

Check out these Internet Sites for More Details!

Kettle Moraine:

<http://dnr.wi.gov/org/land/parks/specific/kms/>

Brown County: <http://www.browncounty.com/>

Starved Rock: <http://www.starvedrockstatepark.org/>



Devil's Lake State Park: 153 miles using back roads all the way!

SOMETHING DIFFERENT

“A Wheel with a Motor” or as I like to call it “A Future Visit to the Hospital”

By Mike Bradbury

***If a 2 wheeled motorcycle is better than a 4 wheeled car...
Can a single wheeled vehicle be even better?***

That is doubtful in my book but many have thought otherwise through the years. This is an article about monocytes and monowheels. The definition of a monocyte is a unicycle but a monowheel is a one wheeled vehicle similar to a unicycle. Instead of sitting above the wheel, the rider sits either within or next to the wheel. Many monowheeled designs have been created throughout the years with some even produced into working prototypes. Some are powered by the rider like a bicycle with pedals and others powered by a motor. Most have been the pursuit of individual inventors and small companies who with a bolt of lightning styled inspiration seemed driven to prove that a single wheeled conveyance is achievable and can replace other modes of transportation by offering less expensive single rider machines for individual travel.

The first monowheels were powered by a rider with pedals in the year 1869 and were created by numerous companies and inventors. In 1869, (4) versions of monowheels were invented. Rousseau of Mar-seilles and W. Jackson & Co. of Paris, France produced a version of a monowheel. But Allen Greene and Elisha Dryer of Providence, Rhode Island and George Bergner of Washington, Missouri actually received patents almost simultaneously for the first monowheels that year. Others followed with their designs all similarly based on a single wheel with the rider inside of it.

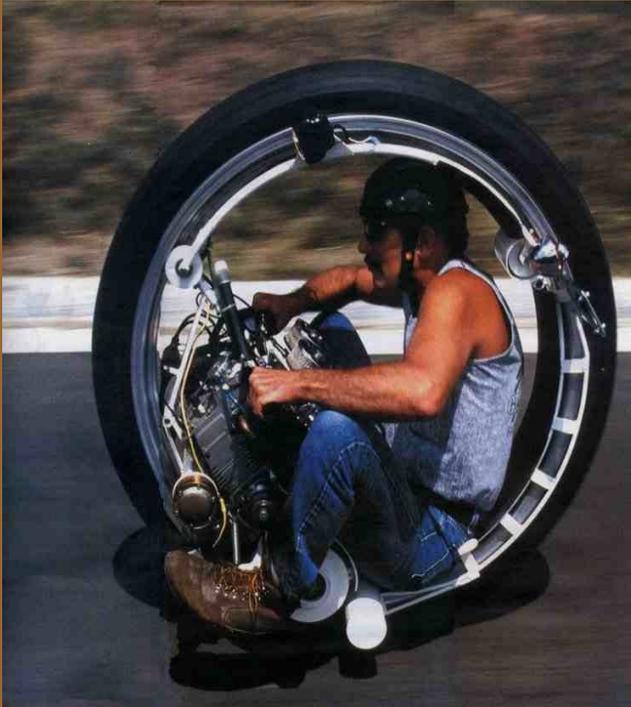
The first motor powered monocyte, called the Garavaglia Monowheel appeared in 1904. Next the Edison -Puton Monowheel was built in 1910 with a 150cc single-cylinder motor. Others followed such as; The Coates Monowheel patented in 1912, and the D'Harlingue Monowheel in 1917. The D'Harlingue Monowheel had the driver sitting behind the wheel which is a unique approach to monowheel driving. Another monowheel was created by David Cislighi who obtained a French patent for his design in 1924.

The Motoruota Company produced a motorwheel fittingly called The Motoruota (“motoruota” is Italian for “motorwheel”) in 1927 with a 175cc engine and a 3 gear system.





Modern Versions of the Monowheels...Want to give it a try??



WANTED

Top Cats Historian

The Top Cats Board is looking for a member to become official historian for the club.

Over the next year we want to create a written and oral history of our club that we can share with existing, new, and potential members.

The club turns 15 in 2010. Many of our legacy members have or will be moving on. We want to capture their and others' stories of our humble beginnings as well as favorite tales of the road.

If you have an interest in becoming Top Cats Historian or being a part of this activity please contact Dennis P. (*Wombat*) Dougherty at wombat@dpdougherty.com





GENERAL MEMBERSHIP MEETING MINUTES SEPTEMBER 1, 2009

HELD AT VILLA SOPHIA RESTAURANT—WAUCONDA

Submitted by Muriel Brandt for Joan DeRango

The meeting was called to order at 7:23pm by Carl Marcyan, Top Cats President

Opening

The membership was asked to stand and recite the Pledge of Allegiance.

Introduction of Guests/President's Comments

Meghan Lazier, from Crain's Business, met with several club members prior to the meeting to get information for an article she is writing.

Carl thanked this year's Progressive Dinner hosts, Gary and Muriel Brandt, Wayne Kirkpatrick, Carl's brother, Chris Marcyan and other helpers.

Three Top Cat members (Don Schaffer, Carl Marcyan and Chris Marcyan) attended the 2nd Annual IL State Police Ride to Springfield. There were 45 bikes at Soldier Field with 95% of them troopers. Top Cats were the only club represented in the whole state which was due to the IL trooper guest appearance.

Tonight's meeting location (Villa Sophia) will now be where our General Meetings will be held.

This month's Board meeting will be held at D&J Bistro in Lake Zurich

Membership-Eileen Perry

No new members were announced this month.

Charity Event Update -Eileen Perry

The final donation to NISRA will be \$15,000. A big thanks was given to all those who helped with the event.

Secretary's Report

(Deferred to October)

Activities – Greg Smith

See Page 15.



BOARD OF DIRECTORS MEETING MINUTES SEPTEMBER 8, 2009

Submitted by Joan DeRango

Board Members Present:

Carl Marcyan, Joan DeRango, Wayne Kirkpatrick, Eileen Perry, Greg Smith and Gary Brandt

Via phone: Dennis Dougherty

Board Members Absent: Mike Bradbury, Tom Nichols

Guests: Bard Board

Meeting called to order- Carl Marcyan

The meeting was called to order at 7:25.

Safety & Awards – Kirkpatrick

G.R.A.S.S. class will be held on Oct 4th. Greg Smith, Gary Brandt, Joe Romanski and Joan DeRango are scheduled to teach.

A Safety Committee meeting was held after the last General Meeting.

A decision was made to rework the Road Captain Day of the Ride Segment of the G.R.A.S.S. class for 2010.

Two Road Captains were nominated and approved for Senior Road Captain status. Mike Bradbury and Dennis Dougherty

Another couple was killed while exiting a gas station on 12 & Quentin. No details available at this time.

No change in the Anita Zeffke case. Potential charges to be filed this month.

Due to time the awards discussion was tabled until the next safety committee meeting.

A motion was made and passed to purchase from Wayne Kirkpatrick the remaining supply of Sturgis Veteran Pins at a cost of \$200.00.

Vice President – Bradbury: via emails to Marcyan

Tom Smith of the Wauconda Fire Department will speak at the next General Meeting.

Mike continues to search for a flag vendor.

Doug Jackson – General Manager at Woodstock Harley Davidson offers a discount to Top Cats members in exchange for advertising in ROAR. The percentage for the discount is under discussion – Doug is offering 10% the club is requesting 20% which is the discount received from City Limits Harley Davidson.

Larry Scalzitti is interested in speaking at a General Meeting. He is currently out of town but will work with Mike on a date.

Mike is also working with the Nolan helmet's representative to speak at a General Meeting.

ROAR/Website/etc – Dougherty

September ROAR is available.

Dennis Dougherty has distributed an editorial list for the board members regarding who is responsible for writing articles.

No progress has been made finding a qualified individual to work on updating the website. Carl requested that Dennis present an upgrade plan to the current board to include costs to be approved.

(Continued on page 18)



BOARD OF DIRECTORS MEETING MINUTES

(Continued from page 17)

Dennis continues to gather font examples to be sent to the board members so a decision can be made on the official Top Cats' font. Dennis wants to insure the font chosen is web friendly. Samples will be forthcoming.

Dennis followed up with John from Villa Sofia regarding the set up and service for our general meeting. Villa Sofia has committed to setting up the room in a more conducive manner. Villa Sofia committed to supplying an additional server. Dennis will continue to follow up with John to insure the changes are made. Despite the shaky start everyone felt this location has the potential to be much better than Village Green. The October meeting will be held at Villa Sofia.

Membership – Perry

Eileen expressed concern about the lack of new members joining the club this year despite a steady flow of guests at our General Meetings. With the riding season coming to an end interest will begin to wane. Eileen will follow up personally with all guests.

Secretary – DeRango

Joan updated the group on Pat Machaud's progress. Special efforts will be made to bring Pat to the October meeting if at all possible.

The proceeds for the Charity Ride will be presented to NISRA at the October General Meeting.

Past President's Comments-Brandt

Gary recommended to the board that associate members Mary Walters and Stewart Johnson be elevated to full member status. Motions were made and approved for both.

Candidates for elections are being finalized. Still open is the secretary position.

Activities – Greg Smith

During the month of September there is a ride scheduled for at least one day of every weekend.

Rides are needed for October.

We need to start to think about a winter activity. Joan DeRango suggested Whirlyball. She will provide information to Greg.

Guest - Board

Bard informed the board that for the last Sturgis ride half of the attendees were guests of Top Cats. 2010 will be Top Cats 15th anniversary and the 75th for the Sturgis Rally. Discussion ensued about what could be done to increase attendance on this ride. A decision was made to survey members on what changes they'd like to see in the ride plan that would encourage them to attend the Sturgis ride in 2010. Bard will create the survey to be distributed to the membership.

Treasurer-Tom Nichols via email to Marcyan

An updated budget was distributed to the board. After review a motion was made and passed to accept the budget as presented.

Old Business/New Business

Wayne expressed his appreciation of how well Top Cats members work together to accomplish rides, training, charity events, etc. Being a member of other riding organizations has given him an even better appreciation of the organization Top Cats of Illinois. He thanked the board for the role they play in making that happen.

With no further business to discuss the meeting was adjourned at 8:35.



Rides & Events

Date	Ride/Event	Location	Destination	Time	Leader
Sunday, October 04	G.R.A.S.S. Class	Keller Williams	Palatine	8:30am	Ric Case
Tuesday, October 06	General Meeting	Villa Sofia	Wauconda	7:30pm	Carl Marcyan
Tuesday, October 13	Board Meeting	D & J Bistro	Lake Zurich	7:30pm	Carl Marcyan
Sunday, October 18	Fall Colors Ride	Rt. 176 & Rt. 60	Mother Nature	8:45am	Mike Bradbury
Tuesday, November 03	General Meeting	Villa Sofia	Wauconda	7:30pm	Carl Marcyan
Tuesday, November 10	Board Meeting	D & J Bistro	Lake Zurich	7:30pm	Carl Marcyan
Tuesday, December 01	General Meeting	Villa Sofia	Wauconda	7:30pm	Carl Marcyan
Tuesday, December 08	Board Meeting	D & J Bistro	Lake Zurich	7:30pm	Carl Marcyan

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For questions or to submit comments or articles for publication, contact the editors at ROAR@TOPCATS.org