



# ROAR

November 2010

Volume 10 Issue 11

The Official Publication of the TOP CATS OF ILLINOIS

## PRESIDENT'S CORNER

By Carlton R. 'Top Cat' Marcyan



We have had the benefit of ongoing, decent weather through the first half of October. One of the biker events in which Top Cats participated and enjoyed the fantastic weather was Rolling Thunder Chapter 2's ride. Over 200 bikes, plus autos and military vehicles; this was a wonderful event that recognizes POW's, MIA's and the guardians of our country.

It was an honor for Topcats to participate.

Soon Top Cats will be the beneficiary of a new administration. Hopefully the board, during the past two years, has achieved accomplishments to your satisfaction. Undoubtedly, the new board will bring new thoughts, approaches and innovations. This is the great thing about new leadership; it brings rejuvenation and increased energy to the Club. Make sure to support the new board. They work hard to keep the Club moving with events, rides and activities.

As you know, we have been testing out new locations to find a new, monthly home for our membership meetings. So far we have been to Anthem Grill in Palatine and Flatlanders in Lincolnshire. In November we will try out Eskape Restaurant and Entertainment Center. Hopefully, an ongoing regular location will be earmarked beginning 2011.

That's it for now Top Cats. Take care and,

Ride on,

Carl

### Inside This Issue

<b>KAUTION KORNER</b>	2
<b>TECH TALK</b>	3
<b>TC ELECTION PROCESS</b>	4
<b>BB&amp;B Ride</b>	7
<b>Rolling Thunder</b>	8
<b>Andy's World</b>	9
<b>Cold Weather Rdg</b>	10
<b>NISRA</b>	15
<b>GENERAL MEETING</b>	16
<b>BUSINESS MART</b>	18
<b>TOP CATS Patrons</b>	19
<b>RIDES AND EVENTS</b>	19

### Upcoming Events

#### NOVEMBER

- 2 General Meeting
- 9 Board Meeting

#### DECEMBER

- 7 General Meeting
- 14 Board Meeting



The November meeting will be held at the new location at the following.....

## eSkape

350 McHenry Rd  
Buffalo Grove, IL 60089  
847-821-9000



[www.eskape.us](http://www.eskape.us)



## KAUTION KORNER

### Fall Riding and Hypothermia

By Greg Smith

When riding a motorcycle in the fall you must be a weather forecast addict. Keeping in tune with your local forecast is important because you can properly prepare what riding cloths to wear and also take with you.

For example, in the fall, you can start a ride at 11:00am at 65 degrees F but by 6:00pm the sun is setting, rain is drizzling and the temp has dropped to 40 degrees F. If you didn't take a rain suit and only had a medium weight jacket, you have set yourself up for hypothermia.

Everyone usually thinks hypothermia only occurs in extremely cold temperatures, but that doesn't have to be the case. Hypothermia is caused by extended exposure to cold temperatures and/or a cool damp environment, and can happen anytime you're exposed to these conditions.

### New Wind Chill Chart Wind (mph)

Calim	5	10	15	20	25	30	35	40	45	50	55	60
40	36	34	32	30	29	28	28	27	26	26	25	25
35	31	27	25	24	23	22	21	20	19	19	18	17
30	25	21	19	17	16	15	14	13	12	12	11	10
25	19	15	13	11	9	8	7	6	5	4	4	3
20	13	9	6	4	3	1	0	-1	-2	-3	-3	-4
15	7	3	0	-2	-4	-5	-7	-8	-9	-10	-11	-11
10	1	-4	-7	-9	-11	-12	-14	-15	-16	-17	-18	-19
5	-5	-10	-13	-15	-17	-19	-21	-22	-23	-24	-25	-26
0	-11	-16	-19	-22	-24	-26	-27	-29	-30	-31	-32	-33
-5	-16	-22	-26	-29	-31	-33	-34	-36	-37	-38	-39	-40
-10	-22	-28	-32	-35	-37	-39	-41	-43	-44	-45	-46	-48
-15	-28	-35	-39	-42	-44	-46	-48	-50	-51	-52	-54	-55
-20	-34	-41	-45	-48	-51	-53	-55	-57	-58	-60	-61	-62
-25	-40	-47	-51	-55	-58	-60	-62	-64	-65	-67	-68	-69
-30	-46	-53	-58	-61	-64	-67	-69	-71	-72	-74	-75	-76
-35	-52	-59	-64	-68	-71	-73	-76	-78	-79	-81	-82	-84
-40	-57	-66	-71	-74	-78	-80	-82	-84	-86	-88	-89	-91
-45	-63	-72	-77	-81	-84	-87	-89	-91	-93	-95	-97	-98

**Frostbite occurs in 15 minutes or less**

$$\text{Wind Chill (}^\circ\text{F)} = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$$

Where, T = Air Temperature (°F)  
V = Wind Speed (mph)



## TECH TALK

Technology That Can Impact Your Life

### How to Prepare Your Bike for Winter

By Andy K. Taken from [bikebandit.com](http://bikebandit.com) by D. Carey

Just to clarify, this will work for both Harley's and metrics.

Water is the eternal enemy of your bike's inner works, and a bike that hasn't been properly winterized is a sitting target for creeping moisture. A properly winterized bike is safe from moisture and corrosive compounds. When you do it right, you can start your motorcycle right up when spring arrives and be ready to hit the road.

#### **Clean Your Bike**

Cleaning your motorcycle may seem simple, but it's an essential step in winterizing. Bug splatters and corrosive chemicals that are allowed to sit on your bike over the winter can damage your motorcycle's finish. Give your bike a thorough all-over wash, and make sure it's dry before you store it.

#### **Coat Engine and Spark Plugs in Engine Oil**

The engine and motorcycle spark plugs are prime targets for moisture over a long period of disuse. To protect your bike, you'll need to coat your piston rings, valve seats and cylinder walls in engine oil. Start by warming up the engine to drive off moisture. Remove the spark plugs, and squirt some warm engine oil into the holes. Turn the engine over by hand to coat the cylinder walls, and then replace the plugs.

#### **Change the Oil**

The chemical makeup of your motorcycle oil can change over long periods of disuse and become acidic. To protect your engine, change your oil before storing for the winter. Ideally, you should change oil again in the spring, so it's not necessary to change your oil filter for winter. However, if you plan to ride in the spring without changing the oil again, change your filter now.

#### **Lube Everything**

Before you park your bike for the season, lube everything that needs lubing. Lube your throttle and clutch cables. If your bike is a chain drive, clean and lube the chain. If you're feeling really ambitious, lube your motorcycle pivot points, such as shifter, kick stand and foot pegs. Anything you'd normally lube during routine maintenance, lube.

#### **Fill the Gas Tank and Add Stabilizer**

Moisture is bad for metal, and your gas tank is made of metal. This means you've got two ways to safely store it for the winter: drain it completely and make sure it's dried out, or fill the gas tank full and add fuel stabilizer. The simple option is to fill up the tank on the way home from your last outing, and add fuel stabilizer based on the capacity of your tank. A full tank prevents moisture from creeping in and fuel stabilizer keeps your gasoline from turning into sludge over the winter - very important if you want to avoid expensive repairs when spring arrives.

*(Continued on page 6)*



## 2011 ELECTION PROCESS

By Gary Brandt

Once again we have a full slate of candidates willing to step up and serve. The Top Cats have been blessed over the years to always have such members who are willing to give of themselves for the betterment of the organization.

This year we will have an uncontested slate. With the concurrence of the Top Cats Board of Directors the slate is presented as follows:

<b>President</b>	<b>Mike Bradbury</b>
<b>Vice President</b>	<b>Wayne Kirkpatrick</b>
<b>Treasurer</b>	<b>Stewart Johnson</b>
<b>Secretary</b>	<b>Muriel Brandt</b>
<b>Director</b>	<b>Mary Walters</b>



A single voice vote, for the entire slate will be conducted at the December general meeting.

Gary Brandt,  
Past President.



*(Continued from page 2)*

Riding a motorcycle at 40 degrees F in the rain at 50 mph, the wind chill can feel like 26 degrees F. This can cool your body temperature down so that your core temp of 98.6 degrees F can fall rapidly. Your weight and health also effect how fast hypothermia can set in. For example, people with diabetes have a lower tolerance to cold and can develop symptoms quicker than a person with no health problems.

Hypothermia is extremely dangerous, especially when riding a motorcycle because the symptoms usually begin slowly and aren't always noticed until a serious and sometimes lethal mistake is made. As you develop hypothermia, your ability to think and move often becomes clouded, and in most cases you're unaware you need help. Symptoms of mild hypothermia are: stumbling, mumbling, changes in your motor skills and coordination, having to think about your control placement, missing gears, being wobbly at stops, hands may start feeling stiff and tight, and you may experience shivering. If you start to experience any of these symptoms, stop immediately and warm up. If you are wet, try to dry off as best you can. Drink plenty of warm liquids and stay hydrated. Avoid alcohol and cigarettes because they have a tendency to constrict blood flow. Stay in a warm environment until you can ride without any of the above symptoms.

Proper riding gear can help prevent hypothermia. Ware layers of light clothing and always ensure that your head is covered because most of your body heat escapes through the head. Waterproof boots and insulated gloves are a must, and always carry a rain suit for protection in rain and drizzle. A rain suit is also great insulation from the cold wind when worn over other clothing on dry days.

There is nothing like riding a motorcycle on a warm fall day with all the colored leaves swirling around you. Remember that the days are shorter and the temperature drops. Understanding the weather, your motorcycle, and your body will increase your chance to enjoy a perfect Fall Ride.





(Continued from page 3)

### **Store Your Battery on a Tender**

It's not good for your motorcycle battery to be left alone in your bike for a long period of time, and leaving it for the winter definitely counts. Remove your battery from your motorcycle and store it on a battery tender. At the same time, check the fluid level in your battery and clean any corrosion from the posts. If your bike has the right connection, you may be able to plug a trickle charger in to your bike without removing the battery.

### **Drain the Float Bowls**

In a carbureted bike, you may want to drain the float bowls. To drain the float bowls, you'll need to turn your fuel petcock off and drain the gasoline from the bowls. Every bike is different, so consult your owner's manual for details. Gas that you don't drain can turn into sludge and hamper your bike's performance in the spring, and potentially lead to costly repairs.

### **Make Sure Your Bike Coolant is Safe**

If you're storing your bike in physically cool temperatures, use a hygrometer to check the anti-freeze. You may need to add anti-freeze to protect your bike's system. You should drain and replace the antifreeze every two years as part of your winterization process.

### **Protect Your Bike from Moisture**

If you're storing your bike on bare concrete, roll your bike onto a piece of old carpet, plywood or MDF. Moisture can collect and ruin your rubber tires if you let your bike sit on cold concrete. Check your tire air pressure periodically and top it up as the temperatures drop.

### **Plug Your Pipes to Protect from Pests**

Rodents and other small pests may try to climb into your motorcycle exhaust to shelter for the winter. Plug your pipes to protect your bike from small pests. Make sure you remember to remove the plugs before you go for your first spring ride!

### **Store Your Bike Covered**

Store your bike under a breathable motorcycle cover. If possible, store your bike in a heated garage; if not, make sure you complete the winterization process to protect your bike from moisture. With proper winterization, even a bike that's stored outdoors can be ready to start up and run smoothly when spring arrives.



***This would not be a good idea***



## THE BURGERS, BRATS AND BONFIRE RIDE

BY: MIKE BRADBURY

The weather was predicted to be on the cold side with a strong chance of rain and for the most part it did not disappoint. As I was preparing to do the ride I thought, what am I crazy? I love riding my bike as much as the next bloke but I am never anxious to ride in wet and cold weather. I can stand wet weather and I can stand cold weather but I strongly dislike wet AND cold weather. That is a combination I generally go out of my way to avoid.

But this ride was different. I was mentoring Jeff Tietz as part of the process for him to qualify to become a road captain. Jeff has met all the other qualifications such as being a member in good standing for a year, attending a GRASS class and attending the road captain section of a GRASS class. We had pre-rode the BB & B ride, now Jeff was completing his final and most important RC requirements by planning and executing a ride. I mean, what it's about is leading rides.

Jeff has talked about this ride for most of the year and he was passionate about it. He did his legwork in setting up the emailed announcement and updates. But now it is the day of the ride, and it is time to carry it out and enjoy ourselves.

There were 16 bikes and about 21 people that showed up. Jeff did his pre-ride and we were off. The ride started at the gas station on the Northwest corner of Highway 12 and Lake Cook Road. Our destination was Galt Airport in Greenwood next to Wonder Lake. Of course, to get there we started south. The ride carried on as we rolled and meandered through Palatine, Barrington, Cary, Crystal Lake, McHenry, Buffalo Grove, Woodstock, and Wonder Lake to the airport. The clouds were heavy and we also got a little wet with a mild drizzle but arrived at Galt with no casualties or losses. Hooray for us!

We stopped at Jeff Tietz hangar first. Jeff has a '99 Christian Eagle biplane designed for aerobatic flying. Jeff also had a '72 purple Dodge Challenger for us to oogle and look at. Once fin

ished, Jeff zipped up the "Man Cave" and we drove down the taxiway to an area in the back of the airport.

Galt airport has a newer cabin that includes a deck with a roof and a fire pit all in front of a small lake facing west. Jeff had already stocked up with wood and we had already stocked the site with our food and beverages and Jeff's gas grill. Everyone parked in the grass next to the cabin and if needed, plywood kickstand pads were provided. Some club members and their guests also showed up by car as we were getting our fixin's ready for the eating.

Jeff aka "George Foreman" or "American Iron Chef" grilled up the burgers and brats. Some people brought some fabulous food including Debbie's caramel topping dish for sliced apples and Tom Malia brought bacon wrapped water chestnuts. Others came too with some homemade concoctions. All to eat was good and a volunteer had started the fire early so we had a roaring blaze even before our bellies were full. This was indeed helpful to stave off the cooler temperatures.

Eventually we all were surrounding the fire and staying warm. No one had any ghost stories to tell but there were plenty of stories to share and hear. I had a good time and I suspect everyone else did as well. It was a fine 1-1/2 hour ride through local roads that were minimal in traffic, tree lined and scenic and all with a bonus; a meal at the end of it. After this ride, I am recommending Jeff become a road captain, which the board has agreed to, and he will be announced at the general meeting in November at Ekscape in Buffalo Grove as a new Road Captain.

Good job, Jeff!



# ROAR



**SUNDAY, Oct 10, 2010**



**Rolling Thunder 9th Annual  
The Never Forget  
Thunder Run  
and  
Toys For Tots**

**Bring new toys for the Marine Corps Toys for Tots Drive**

\*\*\*\*\*  
Proceeds from the Rolling Thunder 9th Annual  
 Thunder Run will be donated to Toys for Tots  
 1000 Central Expressway, Suite 100, Danvers, MA 01923  
 www.toysfortots.org



**ALL VEHICLES WELCOME**







## the World According to Andy

### **Truths For Mature Humans**

I think part of a best friend's job should be to immediately clear your computer history if you die.

Nothing sucks more than that moment during an argument when you realize you're wrong.

I totally take back all those times I didn't want to nap when I was younger.

There is great need for a sarcasm font.

How the hell are you supposed to fold a fitted sheet?

Was learning cursive really necessary?

Map Quest really needs to start their directions on # 5. I'm pretty sure I know how to get out of my neighborhood.

Obituaries would be a lot more interesting if they told you how the person died.

I can't remember the last time I wasn't at least kind of tired.

Bad decisions make good stories.

You never know when it will strike, but there comes a moment at work when you know that you just aren't going to do anything productive for the rest of the day.

Can we all just agree to ignore whatever comes after Blue Ray? I don't want to have to restart my collection...again.

I'm always slightly terrified when I exit out of Word and it asks me if I want to save any changes to my ten-page technical report that I swear I did not make any changes to.

I keep some people's phone numbers in my phone just so I know not to answer when they call.

I think the freezer deserves a light as well.

I disagree with Kay Jewelers. I would bet on any given Friday or Saturday night more kisses begin with Miller Lite than Kay.

I wish Google Maps had an "Avoid Ghetto" routing option.

I have a hard time deciphering the fine line between boredom and hunger.

How many times is it appropriate to say "What?" before you just nod and smile because you still didn't hear or understand a word they said?

I love the sense of camaraderie when an entire line of cars team up to prevent a jerk from cutting in at the front. Stay strong, brothers and sisters!

Shirts get dirty. Underwear gets dirty. Pants? Pants never get dirty, and you can wear them forever.

Sometimes I'll look down at my watch 3 consecutive times and still not know what time it is.

Even under ideal conditions people have trouble locating their car keys in a pocket, finding their cell phone, and Pinning the Tail on the Donkey - but I'd bet everyone can find and push the snooze button from 3 feet away, in about 1.7 seconds, eyes closed, first time, every time!

The first testicle guard, the "Cup", was used in Hockey in 1894 and the first helmet was used in 1974. That means it only took 100 years for men to realize that their brain is also important.



## COLD WEATHER RIDING

By Larry Scalzitti



**Introduction** - Cold is a relative term. If the temperature jumped to 50 degrees tomorrow we would set aside our jackets and walk around outside in shirt sleeves. Reverse that situation. How would you respond to a 50 degree day in July? Same temperature, same person, but different reactions, it's all relative. Each of us will react differently to a drop in temperature regardless of the situations and each of us will draw the line for when we won't ride. I've learned that if you have the proper gear and avoid the slick spots, riding in cold weather can be just as comfortable and fun as riding on warm days. Well, okay you naysayers, almost as comfy!

Speaking of limits, even I have limits when it comes to riding. For me, here are the boundaries I put on my winter riding. Your own boundaries may be more or less restrictive than mine.

**1 - Air temperature needs to be above 20 degrees.** I worry about the effect of cold temperatures on my tires. The traction capabilities of the tires diminish as the temperature drops and 20 seems to be where most put the limit. Even when the roads are clear of snow your tires will provide you with less traction because the road surface is cold and so are your tires. Colder temperatures affect the rubber compounds in motorcycle tires by making them more rigid and less flexible than they are in warmer weather. This means that the tire has a weaker grip on the roadway surface.

**2 - No snow or ice coating the road.** When these conditions exist you should stay off the road. I must confess that I'm thinking about taking an older set of knobbies and putting sheet metal screws in them for some strictly off road snow riding. Crazy, yeah, but it should be a blast. Again only try this technique if you are comfortable with the bike sliding around beneath you. They also make chains for motorcycle tires.

**3 - Limit riding to the daylight hours.** I will occasionally bend this rule and ride at night on well traveled roads that I'm familiar with. The rationale for daytime riding is the sun. When solar radiation warms the pavement there is less risk of icing and

in the winter nothing feels better than the warm sun on your face.

**4 - Take breaks more frequently than normal.** On longer winter rides, your body will appreciate some time out of the elements. I'm better able to maintain my core temperature as I ride, when I've been inside the gas station or a restaurant every few hours. It also gives me time to stretch my muscles and get the blood flowing throughout my entire body.

**Preparing your ride** - Here's a list of things to check and do before you take the bike out for the winter. For a year round rider, this amounts to little more than normal maintenance.

Check over the motorcycle for any mechanical problems.

Change the engine oil and oil filter.

Make sure you have plenty of tread on your tires. You will need all the traction that you can get.

If you don't already have one, add an accessory socket. It will allow you to plug in your electric clothing.

If you don't already have a windscreen on your bike, get one installed. Blocking that cold air will go a long way towards remaining warm and comfortable.

At the end of the day make sure you park the bike with a full tank. Less empty space in your tank will decrease the chance for condensation to form inside of it.

Keep a Battery Tender or similar trickle-charger around. In the serious cold, I'll charge each of my bikes overnight once a week. Nothing's worse than losing a good riding day to a dead battery.

Clean and wax the bike before the weather turns real cold. Clean it whenever you can after that. Try to ride when the road salts are minimal. If you can see cars stirring up the dried salt from the road, you may want to hold off a day and let that salt layer dissipate.

*(Continued on page 11)*



(Continued from page 10)

If possible, keep the bike in a warm garage. If not, keep the bike covered.



**Preparing yourself** - This time of year, many magazines have terrific articles about cold weather riding. Take the time to read them and you'll probably pick up something that you can use. I'd recommend looking at the American Motorcyclist Association's web site ([www.amadirectlink.com](http://www.amadirectlink.com)) or subscribe to their magazine. My favorite motorcycle magazine is Motorcycle Consumer News ([www.mcnews.com](http://www.mcnews.com)). Both have regularly run excellent articles on this topic. The internet is another great source of information. Just do a web search for cold weather riding and thousands of articles will appear. Remember the first thing that you need for winter riding is attitude – You've got to want to ride to make this fun! If all you want to do is moan and groan about the weather – stay home.

The greatest danger of riding in the cold is what it does to your body. If you're not dressed properly, your body temperature will eventually drop. This drop in core temperature will result in slower reaction times, decreased manual dexterity, and an inability to concentrate. Be on guard for these signs of hypothermia. I've had this happen to me, even in the summer – windy, wet, cloudy sky and dressed for much warmer weather. When your ability to be sharp and respond quickly is affected, you should get off the bike. This becomes problematic because you may not realize that you've become hypothermic. Hypothermia is defined as a drop in core temperature

of just 2 degrees Celsius. That small drop will prevent your body from working in a normal manner. If you start to shiver you're already there. Your body is trying to generate heat by muscular friction and that's just not very efficient.

**Clothing basics** – The right choices in clothing will be the difference between a comfortable ride and one that leaves you wondering why you're out riding in the cold. Let's break down clothing into three layers. Each layer has a specific function and understanding how these layers work will allow you to extend your riding season. No matter the temperature, you should always be aware of these layers, because being properly dressed also applies for hot weather and rainy weather riding. Moisture management might be a better title for this section than clothing since that's what cold weather clothing is really about.

**The wicking layer** – Wicks away moisture from the body so it can evaporate and won't rob your body of heat. It should be either a synthetic material or silk. Never put cotton next to your skin. It will only absorb and hold the moisture that your body produces. If you have an off the rack type body, you can easily pick up this layer online. Steep and Cheep (<http://www.steepandcheap.com>), CampMor ([www.campmor.com](http://www.campmor.com)) or REI ([www.rei.com](http://www.rei.com)) always have gear on sale. Local outdoor stores like Dick's, Bass Pro Shops and Cabela's also stock plenty of this gear. The nice thing about shopping locally is you get to try everything on to make sure it fits.

**The insulating layer** – traps warm air next to your body. This layer should be wool or fleece. I use a variety of insulating layers based on the outside temperature and the duration of my ride. 100 weight (lightweight) fleece is for shorter or warmer rides and for colder trips I switch to 200 weight (mid-weight) fleece. There's also heavy-weight or expedition weight fleece, 300 weight, but I've never felt the need to try the heavier material. I keep a number of jackets, vests and pants in my closet and use them for all sorts of winter activities. I will pack extra winter clothing whenever I ride. You never know, it may get colder or your riding partner might not be as prepared as you. Conversely, I like to keep some

(Continued on page 12)



(Continued from page 11)

space open in my panniers, so if it gets warmer I can strip off a layer and have someplace to store what I've shed. Most of my riding gear also has zip-in liners. On super cold days and/or long rides I'll use both the zip in liners and the fleece as two insulating layers. Remember part of staying warm is about creating layers of air that will help insulate you, too. Between each layer of clothing is a layer of air. Although it can get bulky, that's the trade off for some extra warmth.

There are some new materials on the market that are nice to have as well. Some fleece being sold today has a windproof layer. That can be a big plus on a blustery day. I also have gloves and a jacket with this wind blocking material and they're fantastic. In my opinion the biggest thing since Gore-Tex is here. It's called Outlast and it's truly a modern miracle. At the core of the technology is the phase changing material that helps to regulate your body temperature. Read more about it at ([www.outlast.com](http://www.outlast.com)).

You can find this layer at any of the locations listed in the previous section. Another great resource is Aerostich Rider's Warehouse ([www.aerostich.com](http://www.aerostich.com)). I could spend all day on this site – once you visit, you'll see why.

**The weatherproof layer** – Keeps the weather out, specifically wind and water. Gore-Tex or other similar material is the most desirable. Breathable enough to let your accumulated moisture escape, but with a pore size that prevents outside moisture coming in. This is the layer that most of us see. Be careful and remember it's better to feel good than look good. Of the three layers this one is the one that should be motorcycle specific. Not only should it be weatherproof, but it should have the two characteristics required in protective clothing, abrasion resistance and impact resistance. In my opinion, this is the hardest layer to buy. There are a lot of choices, but from my point of view nothing that offers everything that I want, so good luck shopping. Did I mention that one of my pet peeves is most stores that sell motorcycle clothing either don't stock all styles or don't stock all of the sizes. They do however don't hesitate to charge you a restocking fee if what you order doesn't fit. Go figure?!

Here's a few links to places that offer a great selection of outerwear. One of my favorite places is Aerostich – see the section above for their link. They will actually custom cut clothing for you. Another plus is their gear is all made in the USA and since they're not too far away - Duluth, MN – you can combine a ride and a shopping trip into one.

Premium outerwear is very expensive, but is loaded with quality and innovation. Here's a few that I'd love to own one day, but can't afford right now.

RUKKA (<http://www.rukka.com/lfashion/rukka/rukkawww.nsf/0/19295913EDB61DEFC2256F6D0044044E?opendocument&expand=1.6>)

BMW (<http://www.bmwmotorcycles.com/us/en/index.html>)

REV'IT (<http://www.revit.eu/en/#/home>)

Good mid grade manufacturers can be found a number of local dealers. For me, these manufacturers offer decent quality garments for an excellent value. These are the ones, I've owned. There are many others in the category that offer excellent gear.

First Gear (<http://www.firstgear-usa.com>)

Tourmaster-Cortech (<http://www.tourmaster.com>)

**Generating body heat** – I can't say enough about the benefits of heated clothing. I carry an electric vest all year long. It packs small, but carries a big punch. On cold days, I always wear it. For longer rides I will add electric arm chaps and occasionally even electric gloves. The gloves that I have are very bulky so I rarely use them. If I were to buy another set, I'd try the thinner electric glove liners like those marketed by Gerbing ([www.gerbing.com](http://www.gerbing.com)) and then use them with my regular gloves. Other electric accessories, like leg chaps and socks, can also be found. Rather than heated chaps, some manufacturers have pant liners. There are a number of heated clothing manufacturers, Tourmaster, Warm & Safe (<http://www.warmnsafe.com/>), Aerostich, and Gerbing. Whichever one you buy make sure you get a thermostat –the old on/off set up is not very comfortable. Just like at home, with the thermo-

(Continued on page 13)



(Continued from page 12)

stat you just dial in a temperature and you get just the warmth you need, not too much or too little.

Some manufacturers are now offering an air bladder in their insulating layer. Just blow in more air for additional insulation and release it for less. Sounds great, but I haven't owned anything like that yet.

There are those that like the chemical hand warmers ([www.warmers.com](http://www.warmers.com)) as an alternative. I think they're fine for a heat boost, but I wouldn't recommend them for a long ride. The web site does offer a few good ideas. I think I'll order the sleeping bag warmer. My toes are cozier just thinking about it. Who knows it might get me back into winter camping.

Another hint is to get fully dressed indoors. Before you leave for the ride and whenever you stop; whether you take a break or gas up, it will help you raise your core temperature and prevent you from having to recover lost body heat. I used to head back out with the coat unzipped, no hat or gloves; because I thought it looked cooler. Now I'm old enough where I don't care about looking cool, I care about being warm.

**Odds and ends** – There are some other things to mention that are necessary for a successful and comfortable winter ride. Don't forget to protect your head, hands and feet.

**Wear a full face helmet.** It serves as both your insulating layer and your weatherproof layer. You can't beat the protection it offers. Add a balaclava or at least a neck gaiter and you'll be toasty from the neck up. The last two items are now being sold with wind blocking fabrics, so try to purchase them for extra protection from the elements. We lose around 30% of our body heat from our head and neck, so if you keep your noggin covered, you'll feel much better.

Face shield fogging can be an issue, but there are solutions. Keeping your shield clean is a step in the right direction. You can add breath shields or an anti fog layer to existing face shield. There's a new product on the market that promises to be a great solution. Check it out at ([www.pinlockusa.com](http://www.pinlockusa.com)). I use a Foggy Mask ([\[racing/foggy\\\_mask/\]\(#\)\), which works great for those of us who wear glasses.](http://www.respro.com/products/racing/road-</a></p></div><div data-bbox=)

**Wear winter gloves.** Remember that layers work here too. Silk or synthetic glove liners are a must for really cold and or long rides. You can find them at any outdoor store. A good winter glove will have both insulating and weatherproof layers. I think these manufacturers make an excellent product, Held (<http://www.heldusa.com/warmndry.html>), First Gear, Olympia (<http://www.olympiagloves.com>) and BMW.

**A good pair of boots and socks.** They not only offer protection but will also help keep your toes warm. Layering works here again. Silk or synthetic boot liners can be coupled with a wool or fleece sock. I'm a big "smart wool" fan ([www.smartwool.com](http://www.smartwool.com)), but on long cold rides I'll wear my favorite fleece socks. One important fact that some of us overlook is to avoid over packing your boot. It's better to leave a layer off so you can wiggle your toes. By leaving enough room in your boot, you'll insure that blood can freely circulate in your foot.

**Keep the cold air out.** Finally you should eliminate places where the cold air can enter your clothing. Some riders cover up openings with duct tape, but that's pretty old school. Most of us with modern clothing just need to make sure that our zippers are zipped and our velcro is secured.

**Riding Tips** – Now that we've prepared our bikes and our bodies for the cold we need to review a few ideas about riding techniques. First and foremost - don't panic. Easier said than done, but you've got to relax the white knuckle grip to enjoy the ride.

Riding on snow requires that you slow down, act in very smooth movements, and allow plenty of time and distance to stop. All of the control inputs that you make with your brakes, clutch, steering and throttle, should be small, steady and precise.

Try to make sure that no one is following too closely. Falling down at low speed on a slick surface probably won't hurt you (snow is a good cushion and the gear that keeps you warm will

(Continued on page 14)



(Continued from page 13)

help keep you safe), but if the car behind you can't stop or doesn't know how to, it can get nasty. One winter I took a spill on a busy two lane road and the scariest part of the fall was watching the cars whiz by me, mere inches from my rolling body.

Don't expect drivers to understand that two wheels handle differently than four wheels. Don't let an aggressive driver force you to ride outside of your comfort zone. Remember you can always pull over, change lanes or stop for a rest.

Falling snow will make you harder to see and cagers will be even more likely to cut you off, turn in front of you, and stop without any warning.

The other hazard of cold weather is ice. If you think there may be a patch of ice ahead, act like there is. Keep the bike slow, straight and steady, and minimize your control inputs – throttle, brake, clutch, lean. A good technique is to squeeze the clutch and coast across the ice. That will keep you from applying either too much or too little power to the rear wheel. Don't make any sudden changes and you'll be fine.

Beware of bridges – ice will form there long before it will on surface roads. Watch for shady areas, the sun may never warm some of the asphalt and black ice may be lurking there. Also remember that the wind will lower temperatures and hasten the formation of ice.

Another thing to look for is the sand, salt or gravel that can pile up in corners or on the centerline. Those piles of traction reducers are a danger all year long, so don't overlook them now.

Before you ride make sure to check the weather and road conditions. Check more than one station and then plan accordingly.

When you're bundled up, you may not be able to turn your head as much, so turn your body and your head when you need to check for traffic behind you.

**My Challenge To You** - Ride with me one day this winter. I'll try to lead a ride once a month. Rides will start around 10 and finish by 3. Count on a few stops with one for good lunch. It will probably work out to spending half the time riding and the rest warming, eating and chatting.



Happy Anniversary  
to  
Larry and Judy Scalzitti  
November 20<sup>th</sup>

Carl and Ana Marcyan  
November 29<sup>th</sup>

And Larry Scalzitti is retired  
15 years on November 1<sup>st</sup>!

Send your special dates to us at  
Roar@topcats.org so that we can cele-



## CHARITY RIDE DONATION PRESENTATION

BY: ANDY KONSEWICZ

Not only were the Topcats checking out a possible new meeting location at Flatlanders Restaurant and Brewery in Lincolnshire IL at the October general meeting, but it was also a time for celebration by offering NISRA a check from the 2010 Topcats Ride for Dreams charity ride. With Brian and Gillian from NISRA in attendance, Joan DeRango and Mike Bradbury were proud to present this year's charity donation of \$17,000 dollars. Brian mentioned that over the years, the Topcats have donated almost \$250,000 to NISRA and he and Gillian accepted the check with a huge smiles on their faces. We didn't have the heart to tell Brian that the oversized check he was holding wouldn't go through the ATM machine.

Congratulation Top Cats on another successful charity ride and thank you for all your hard work.





## GENERAL MEMBERSHIP MEETING MINUTES

### OCTOBER 5TH, 2010

FLATLANDER'S RESTAURANT AND BREWERY 200 VILLAGE GREEN LINCOLNSHIRE, IL

Submitted by Muriel Brandt

The meeting was called to order at 7:34pm by Mike Bradbury, Top Cats Vice-President

#### Opening

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

Vice President, Mike Bradbury asked members to let the board members know what their thoughts were on the meeting location.

#### Guests

Larry Minutillo, Glenn Bergman, Hans-Juergen Lutz, Karsten Striewe, Mari Henry Leigh, Geff Blaydes, and Ned Meisner

#### Special Guest Speaker

This month's guest speaker was Mike Mastrangelo, the Midwest representative from Zero Motorcycles. Mike spoke about the many good things about the electric bike which included being 100% recyclable, no maintenance other than checking the tire pressure and cold weather has no effect on it. A charge will only take 4 hours from a completely dead battery. He also mentioned that the newer models will have more battery life and higher speeds.

Mike arrived an hour before the meeting time giving Top Cats an opportunity to ride the electric motorcycle. 9 Top Cats took advantage of this. Mike asked the members who rode the bike for their feedback.

#### Past President-Gary Brandt

Nothing to Report

#### Activities-Larry Scalzitti/Greg Smith

Larry mentioned that more ride dates were open and asked if anyone was interested in leading a ride before season end. Larry talked about the upcoming hot dog ride 10/19 at Delicious Reds in Lake Zurich. Larry asked members to think of social activities during the winter months.

Greg told members to watch the website for last minute rides that might be posted

Greg thanked Jeff Tietz for leading the recent Burger Brat and Bonfire ride.

Greg asked members to attend the Rolling Thunder Toys for Tots Ride, 10/10.

Wayne talked briefly about the Rolling Thunder ride/parade which will have a police escort. The Top Cats were given an option to ride together to the start location.

Rolling Thunder uses the proceeds to buy newspapers for 300 patients at the VA hospital among other things.

He asked if members had any used laptops to donate to Walter Reed for injured soldiers who do

*(Continued on page 17)*





(Continued from page 16)

have any of their belongings when they are brought from the battlefield to the VA hospital.

## **Charity-Joan DeRango and Mike Bradbury**

A 17,000.00 donation was presented to Brian Shahinian and Jillian Giese from N.I.S.R.A. This was from the proceeds from our Top Cats Ride for Dreams. Mike thanked all members for their efforts and hard work for making the event a success. Brian report that to date the Top Cats have donated over 242,000.00 to N.I.S.R.A.

## **Membership-Stewart Johnson and Eileen Perry**

Stewart reported that there were no new members for October. Stewart had Top Cat flags and pins available for members

## **ROAR -Website- Dennis Dougherty, Andy Konsewicz and Mary Walters**

Andy announced that ROAR was finished the 1<sup>st</sup> of the month and asked for more people to write articles.

## **Secretary's Report**

Nothing to report

## **Safety/GRASS/Road Captains-Wayne Kirkpatrick/Don Schaffer/Ric Case/Gary**

### **Brandt.**

Wayne talked about the last G.R.A.S.S. class held on Oct. 3<sup>rd</sup>. The schedule for the 2011 G.R.A.S.S class will be out soon. He reminded everyone that the class must be taken during the first year of membership and that it is required for all Road Captains to keep their status.

Wayne spoke about a ride he was on with fog and suggested to riders that if you can't see because conditions are bad to get off the road as soon as possible.

Don Schaffer announced that 3 people completed requirements for Road Captain and would be recognized at the Nov. general meeting.

The Safety Tip was given by Mike Bradbury. Mike talked about how to avoid road hazards by remembering 5 things.

Scan 2. Identify 3. Predict 4. Decide 5. Act

Mike Bradbury presented a Top Cat coin to the guest speaker tonight.

## **50/50 Raffle**

This month's winner was Joan DeRango

With no further business meeting was adjourned at 8:35pm



## TOP CATS BUSINESS MART

*BUSINESSES OWNED AND/OR MANAGED BY TOP CATS MEMBERS*



**ANKONN TECHNOLOGY CORPORATION**

**1-888-GET-WRLS**

*Your source for audio communications, large format displays, and all IT related business needs*

Contact: Andy Konsewicz  
andy@ankontechology.com

---

Wireless		Corded	
	Conference		Monitors
			Wireless



*Take this coupon to Buffo's and get \$5 off a large cheese pizza!*

**Compliments of**  
**Top Cat's own Lenny Innocenzi!**  
**Buffo's Italian-American Restaurant**  
**431 Sheridan Road**  
**Highwood, Illinois 60040**  
**847-432-0301**



**WILLIAMS**  
**REALTY**  
**Team Realty**  
Each Office Independently Owned and Operated

800 E. Northwest Highway  
Palatine, IL 60073  
Direct: (847) 241-2237  
Office: (847) 241-2200  
Fax: (847) 241-2205  
E-Mail: gbrandt@kw.com

**Gary Brandt**  
**REALTOR®**



**www.lrn2ryd.com    847-438-6588    scalzitti@mindspring.com**  
**Basic Rider Course - Experienced Rider Course – On Street Courses**



## Support the TOP CATS Patrons



Top Cats Get 20% Off Certain Parts and Merchandise at City Limits Harley-Davidson



Top Cats Get 20% Off Certain Parts and Merchandise at Woodstock and McHenry Harley-Davidson

### Membership Has Its Privileges!

All suppliers and vendors who support the Top Cats by providing discounts to Top Cats members will be listed in ROAR.

## RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, November 02	General Meeting	<b>eSkape</b> Buffalo Grove, IL	TBD	7:30pm	Carl Marcyan
Tuesday, November 09	Board Meeting	D & J Bistro	Lake Zurich	7:30pm	Carl Marcyan
Tuesday, December 07	General Meeting	TBD	TBD	7:30pm	Carl Marcyan
Tuesday, December 14	Board Meeting	D & J Bistro	Lake Zurich	7:30pm	Carl Marcyan



# ROAR



**TOP CATS OF ILLINOIS** is a group of motorcycle enthusiasts with similar interests. Members consist of responsible Leaders, Presidents, Chairmen, Owners, Proprietors, Partners, principals, CEO's, and other 'Top Cats' of large, medium and small organizations, institutions, and companies.

For more information about the Top Cats visit our website at [www.TOPCATS.org](http://www.TOPCATS.org)

ELECTED OFFICERS & DIRECTORS		COMMITTEE LEADERS		ROAR	
<b>President</b>	Carlton R. Marcyan cmarcyan@sdfllaw.com	<b>Activities</b>	Muriel Brandt meo1957@comcast.net	<b>Executive Editor &amp; Board Liaison</b>	Dennis P. Dougherty wombat@dpdougherty.com
<b>Vice President</b>	Michael Bradbury bradbundy@comcast.net	<b>Charity</b>	Joan DeRango jmderango@comcast.net	<b>Editor-in-Chief</b>	Mary Walters mwalters@WTHS.NET
<b>Treasurer</b>	Tom Nichols thomas.nichols@comcast.net	<b>Membership</b>	Eileen Perry epphia@comcast.net	<b>Publisher</b>	Andy Konsewicz andy@konsewicz.com
<b>Secretary</b>	Muriel Brandt meo1957@comcast.net	<b>Email</b>	Muriel Brandt meo1957@comcast.net	<b>ASSOCIATE EDITORS</b>	
<b>Past President</b>	Gary Brandt cgb002@comcast.net	<b>Safety</b>	Don Schaffer numbersman@cjbs.com	<b>Executive &amp; Board</b>	Carlton R. Marcyan cmarcyan@sdfllaw.com
<b>Director</b>	Dennis P. Dougherty wombat@dpdougherty.com	<b>Website</b>	Dennis P. Dougherty wombat@dpdougherty.com	<b>Safety &amp; Road Captains</b>	Gary Brandt cgb002@comcast.net
<b>Director</b>	Wayne Kirkpatrick wkirkpa177@aol.com	<b>Hotline</b>	Muriel Brandt meo1957@comcast.net	<b>Membership</b>	Eileen Perry epphia@comcast.net
<b>Director</b>	Larry Scalzitti scalzitti@mindspring.com			<b>Charity</b>	Joan DeRango jmderango@comcast.net
<b>Director</b>	Stewart Johnson studawn@sbcglobal.net			<b>Events &amp; Calendar</b>	Greg Smith vethog@comcast.net
<b>Founder</b>	Carl 'Virgo' Bender 1941-2001			<b>Humor &amp; Human Interest</b>	Andy Konsewicz andy@konsewicz.com
				<b>Motorcycle Community</b>	Michael Bradbury bradbundy@comcast.net

© Copyright 2010 **TOP CATS OF ILLINOIS**

ROAR is the official publication of the **TOP CATS OF ILLINOIS** and is published on the 1st of each month.

The content and opinions expressed in articles are those of the authors and not necessarily those of **TOP CATS OF ILLINOIS**

For questions or to submit comments or articles for publication, contact the editors at [ROAR@TOPCATS.org](mailto:ROAR@TOPCATS.org)