



# ROAR

July, 2015

Volume 15, Issue 7

The Official Publication of the TOP CATS OF ILLINOIS

## PRESIDENT'S PERSPECTIVE

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Hi Everyone!  
I was at blue sky North-western Montana riding horses in the beginning of June and consequently missed our

RC's and soon to be ones, let's see what you got! Your club appreciates what you do and we want to see more of it!

June general meeting. The trip reminded me of what Daniel Boone once said, "All you need for happiness is a good gun, a good horse, and a good wife". Well I have one more to add and that is to be part of a great group of guys and gals riding steel ponies in a good club called the Top Cats of Illinois.

Our 20<sup>th</sup> Annual *Ride For Dreams* charity ride for N.I.S.R. A. is completed. Thanks to our hard working committee chaired by Noelle Rigsby with help and support from 17 other Top Cat members too numerous to mention here. The day was fun but the day's weather predictions were a little "iffy". Turn out could have been better but after the hoopla was completed it looks like we will have a sizable donation similar to last years to support our charity. More details are forthcoming at the July general meeting.

From all reports, the meeting went well due to Ric Case's efforts for providing a guest speaker named Jo Giovannoni, AMA Motorcycle Museum Hall of Fame member with her friend Diane Fruscione. Jo is an influential motorcycle journalist and the Top Cats received her well. It is great to hear of the meeting excitement her presence helped generate. We all need to get excited and look for our Road Captains and Senior RC's support in getting day rides on our calendar. There is much riding season left and we could all use a welcome spin on the motorcycle to a favorite or interesting place for lunch. If you are interested in becoming a road captain, ask an RC to help and mentor you. Come on

Thanks to Mary K. for leading the "Ride the Door" multi day ride. The ride had its challenges but Mary handled it well and the riders had fun! We have (2) multi-day rides scheduled for July. One is "The Trempealeau Tour" and the other is "Bike Time". The Trempealeau tour is all set with 14 riders coming and lodgings booked up. Watch for future announcements about "Bike Time".

The end of July and leading into August will see "The Top Cats Ride to Sturgis 75<sup>th</sup>". This will be led by veteran Sturgis rider and Senior Road Captain, Bard Board. Expect the same exciting routes and activities you have come to know and love with this trip.

(Continued on page 9)

### Upcoming Events

#### JULY

- 3-5 TREMPLEAU
- 7 GENERAL MEETING
- 14 BOARD MEETING
- 17-19 BIKE TIME
- 26 GRASS CLASS
- 28- AUG 4, STURGIS 75TH

#### AUGUST

- 4 GENERAL MEETING
- 11 BOARD MEETING

What ideas do you have for destinations this summer?  
Bring your ideas to your favorite Road Captain....

And...  
Let's  
Ride!



## **KAUTION KORNER**

### Loading Up Your Motorcycle For a Road Trip

By: Bard Boand, Senior Road Captain



We aren't going to talk about what to bring (that's a topic for a another article) but HOW to load what you DO bring....

**Low, Center, Tight and Secure** is the key to carrying a month's worth of stuff for your weekend get-a-way. Loading a motorcycle properly is very similar to getting the weight and balance factor correct on a cargo aircraft, or even a small plane. The CG, or center of gravity is critical for proper and safe flight, and on a motorcycle needs to be as close to the middle of the bike as possible, and as low on the bike as possible too.

Heavy tools should be in the front of the saddle bags, and on the bottom, NOT up in your tour pack on top of your rain gear. Rule of Thumb: All heavy items in the lower bags, light items in the tour pack. Items you may need to access in a hurry, like rain gear, should be on top in the bags or the tour pack. And, if you are traveling solo, favor using the rear seat area for storage of heavier luggage vs. the tour pack.

What you are trying to accomplish is the elimination of a "polar moment" caused by having excess weight hanging off the rear of the bike, which would aggravate handling and may cause the rear of the bike to come swinging around towards the front in a panic stop or in wet road conditions. Speaking of wet conditions... use plastic garbage bags to wrap or cover stuff you want to stay dry. Even HD hard bags and tour packs sometimes leak.

Tie downs are an important part of packing!

ROK Straps vs. Bungee straps....

<http://www.rokstraps.com/index.html>. Watch this video about ROK straps...I guarantee once you've used a ROK strap you will never use a bungee again. They are safer, tighter, adjustable, and the only way to fasten a load securely.

Oh, did I say, don't bring so much? The tendency is to over pack. Do you really need 6 tee shirts knowing you're going to buy 3 or 4 tee's while at Sturgis? Also, think of using the Post Office, UPS or FedEx to ship extra stuff home the day before you leave. All three have a variety of boxes you can choose from.

BEFORE departure, pre-load your bike and go for a 10 mile ride and cross a few RR tracks and hit some bumps. Then back in your garage see what came loose and shifted...surprise, surprise, surprise. Also, pay close attention to recommended tire pressure and shock absorber settings and air pressure as outlined in your owner's manual for heavier loads. Recommended settings and pressures are much different for a fully loaded up bike.

Now... Have a nice trip!



## VP's Vision

By: Ric 'Clutch' Case



### *Halftime Progress!*

Now would be a great time to assess your progress toward your riding seasons goals and objectives. We are just about at the midpoint of the 2015 riding season.

*Here are some areas of thought and questions to consider:*

#### *Riding Skills*

- Have you elevated your riding skills? How do they match up to where you thought you would be? Are you further along or are you behind or just about where you thought you would be? What do you need to do for the rest of the remaining 4 or 5 months available to you? Do you have a plan? If you do not how about making one for the rest of this season

#### *Contributions*

- How are your contributions to Top Cats? Are they on target? Do you want to do more? There are still lots of opportunities to make a difference! Many of you have already done that and we as your Board REALLY appreciate that you have made a BIG contribution and a difference with Top Cats!

#### *Safety Goals*

- What kind of progress have you made toward your safety goals? Are you a safer rider than before the season started and what can you accomplish toward that object for the remaining time available? Are your safety goals and objectives reasonable and achievable?

#### *Road Captain*

- Did you have any ambitions toward becoming a Road Captain? If no, have you reconsidered? If yes, how is your progress going? Are you still interested in leading more rides in order to increase your skills and make a contribution to Top Cats to your sisters and brothers of Top Cats?

One observation I have of the organization is that the sisterhood and brotherhood continues to grow and foster. Many years ago the membership would barb and tease each other. As dissension occurred we lost some of that closeness. I am very happy to see that friendship and togetherness returning in droves within our club and I see it spilling over and out of our organization and into to others. I believe it is healthy for us and others in the motorcycling community. Keep up the great work so that we make great strides for the remaining 2015 riding season.

Ride Safe!  
Your very appreciative VP



# Meet Jo!

By: Mary Kirkpatrick

Linda 'Jo' Giovannoni began her presentation to our club on June 2<sup>nd</sup>, 2015, by highlighting the adventures of two



sisters, Augusta and Adeline Van Buren. These were two of the original women motorcyclists and earned a respected reputation when they took off in 1916 to ride cross country. It should

be noted that the *respected* part of their reputation came many years later. Along their trip they were arrested 8 times for wearing men's clothing. But, they made it... long before there were highways OR before women could even vote. Another leader in the field was Dot Robinson, the woman who began the *Motor-maids* and was actually racing bikes in the 1930's. These, and many other stories of industrious women, were the influences that motivated Jo as she worked in her own way to advance the place of women in motorcycling.



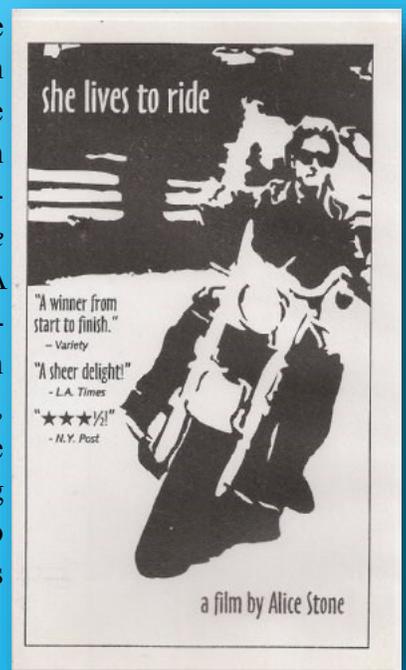
Now... Jo. She began her life wanting to work on cars. Didn't like motorcycles, but her boyfriend at the time decided she should try to ride her own.... She was hooked and continued to ride. In 1986, she began the second chapter of and helped to promote the now International Group called *Women in the Wind*

and documented all of the great adventures in the first woman's motorcycle magazine, *Harley Women's Magazine*. She highlighted the progress that women were making in this field and in 1996, she was inducted into the National Motorcycle Hall of Fame.



Now, Decades later, after having to work through all of the details that are a part of a motorcycle accident, she works for Huppy and Abraham as an accident investigator. She knows the pain of having to deal with the paperwork while trying to recover from the events caused by thoughtless motorists. The industry, as well as Motorcyclists, are lucky to have someone so experienced working on their behalf.

The stories of the many notable women in the Motorcycle Culture have been preserved in a documentary called, *She Lives to Ride...* A great movie on Women Riders. It is worth a movie night! Gene, get the date! This one is good for inspiring both XX and XY to try new adventures and push the limits!





## New Top Cats You Should Know...

### John and Lyn Canger



Originally from the Northwest side of Chicago, John Canger attended Steinmetz High School and North Park College. His pursuit of a Psychology degree was highlighted when he saw his life in print under the title of *Abnormal Psychology*. He was able to maintain his cover, though, and graduated with a degree in Psychology. Lyn's story includes traversing many roads from Virginia and Tennessee to a variety of Chicago suburbs, finally settling in Barrington where she and John met. Her music degrees, both undergrad and graduate degrees, were the perfect therapy for John and they settled into life together in April of 1984.

Over the years, they have shared a passion for bicycling which took them on many rides including 100k and 100 mile rides. When their three children arrived, they took them camping and got involved in Martial Arts. Lyn, John and the older two children have all earned Black Belts in Kung-Fu. Then Softball called, and the entire family became involved in co-recreational leagues for many years.

Today, their older daughter Megan, has two little girls of her own. Lily is 7 years old and Katelyn is 5. John and Lyn spend time with them traveling to places like Disneyworld. Nick, the Canger's son, owns a 2005 Fatboy and rides with John often. Their youngest daughter, Jessi is presently at home, but looking to move to Chicago soon.

As their children have grown and Lyn and John have time to look into new interests, they purchased a town-home in Lake Geneva. John was investigating ways to get around town, and after being saved by Lyn from buying a scooter, they have owned Kawasaki's, Harley Softails and recently purchased a Street Glide. Both John and Lyn have taken the motorcycle class, and Lyn has pursued riding her own bike.... She is practicing on her Honda Shadow Phantom as this article is being finished. It is reported that she is mastering the twisties in her neighborhood... and will be riding with us soon!

When asked why they joined Top Cats, John replied, "I met this really scary dude at a health club in Lake Zurich. His name was Emil or Emily or something like that. I remembered being particularly fascinated by the fact men and women alike just seemed to swarm him. One day I saw him ride up on a BMW touring bike. We started talking motorcycles and after that he was relentless! He brought me to a couple of meetings a few years back, but being that I'm not much of a joiner on my own, I never pursued membership. Once Lyn caught the motorcycling bug, she thought it would be fun to join a group and expand the scope of our riding adventure. So far, a great decision! I need to listen to her more after 31 years. Just think... I could be a Scooter Jockey instead of a badass Cat!"

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## Oil Spots

By Traveler

Mederski, special projects director, told Dealernews.

The Museum is a separate, 501(c)3 corporation and there is no corporate management relationship with J&P. "These changes do not

impact the Museum," Mederski said in an email update.

### J&P Cycles leaves Iowa, National Motorcycle Museum stays



ANAMOSA, Iowa - J&P Cycles, the V-twin-focused retail business of the Motorsports Aftermarket Group, said it is leaving northeast Iowa but might

leave a retail store somewhere in the area.

The nearby National Motorcycle Museum, a separate organization from J&P, will stay at its current location.

The big mail order and online retailer will move its warehouse to Louisville, Ky., to take advantage of shipping cost efficiencies. Its management offices will move to Texas and call center operations will relocate to Daytona Beach, Fla.

The company said it will continue to ship products through Anamosa for the time being but expects to finish relocation efforts in 2016. In Anamosa, 125 employees are affected.

MAG said the decision will not impact plans for this year's Open House Rally at the nearby Jones County Fairgrounds.

It's unclear at this stage whether the potential loss of "ride by" traffic will affect the nearby National Motorcycle Museum, built by J&P founders John and Jill Parham. Organizers say the museum will remain in place. "We already keep the pedal down to drive traffic through events, meetings and new exhibits," Mark

"If you have donated or loaned motorcycles, they will still be at the Museum, in Anamosa, Iowa, and the Museum will be open daily, year-round," he added. "The Museum and J&P Cycles do promote each other in their respective marketing work, and with J&P Cycles' reach to over a million customers, it has been, and we trust will continue to be a helpful marketing partner for the Museum."

For the founders, whose son is an executive with J&P/MAG, the news is bittersweet. "While I know that improving customer service is important to hold a strong position in the market, and with the Internet, people want everything now, it is painful to see the company that Jill and I built here in Anamosa move its headquarters," said John Parham. "Having retired from the company a few years ago, we wish the employees and the leadership, including our son, Zach, who serves as Vice President/General Manager all the best, continued success and growth. And I must say we are very grateful for all of you who continue to lend your support to the National Motorcycle Museum."

### Traction Control Systems

If you haven't noticed, computers are taking over our motorcycles. In some cases, computers are more efficient at operating our motorcycles than we are. I recently spent some extensive time on a bike with linked brakes. That is, the front and rear brakes are applied simultaneously above 35 mph with automatic front / rear bias. I am now a believer! So, it is to our benefit to at least understand emerging systems.

(Continued on page 7)



## Oil Spots, Continued...

### System: Dynamic Traction Control

**Applications:** Cutting-edge superbikes such as the Aprilia RSV4 APRC, Ducati 1299, Yamaha R1 and BMW S1000R/RR, as well as advanced all-rounders like the BMW S1000XR, Ducati Multistrada 1200S and KTM's 1190 Adventure and 1290 Super Duke R.

Integrating every form of traction management that engineers can cram into a production chassis, the latest TCS is nothing short of magical.



With massive amounts of power to control, these cutting-edge systems have to provide the very highest fidelity in slide detection and power control response available. Power intervention is smooth, and depending on the vehicle, is often highly adjustable.

Much of this refinement comes from the huge amount of data each bike uses to determine vehicle dynamics and cornering forces. Multiple accelerometers and gyros are used to determine the bike's roll, yaw and pitch, along with lateral forces in each axis, to determine chassis attitude and lean angle, in addition to the usual inputs for basic TCS like wheel speeds, engine speed, throttle position and so on.



On the new Yamaha R1 and updated Ducati Multistrada, these sensor packages are combined into self-contained Inertial Measurement Units (IMUs) that inform the various electronic subsystems and rider aids aboard the motorcycle. The net result is a smarter TCS that will not only provide faster and smoother traction management, but is able to adapt to three-dimensional vehicle dynamics and change to suit rider preferences and road conditions.

**What's it like to ride?** As of this writing, the latest IMU-equipped machines have not been ridden by anyone outside their respective factories, so devices like the 2015 YZF-R1's Slide Control—a MotoGP-derived system that manages full vehicle slides using a separate control methodology from regular rear wheel slip—remain beyond review at this time. But the S1000RR and RSV4 have been tearing up tracks for years with the industry's most advanced TCS on-board, and both offer insights into how the latest systems will operate.



On the BMW, each riding mode is integrated with matched DTC settings, with more aggressive settings offering less intrusive traction control.

Each mode also determines the lean angle limits for when traction control stages engage. For example, in Rain, the traction control will cut in early and often, at relatively minimal lean angles, to preserve traction at all costs. But at the opposite end, Slick mode is designed for racing tires on clean asphalt, so the DTC will allow very deep lean angles and more tire slip before metering engine torque. Wheelie control in the more aggressive modes is also progressively reduced. Although the BMW doesn't offer the very smoothest TCS intervention, it is easy to see how each mode affect when and how the DTC activates.

(Continued on page 8)



## Oil Spots, Continued...

Aprilia doesn't use the term "IMU" when describing its Aprilia Performance Ride Control (APRC) system, but in terms of both components and function, it is all but identical. At the moment, the Aprilia RSV4 and Tuono V4R are easily considered to have some of the best TCS on two wheels, as both bikes use dual accelerometers, dual gyroscopes, and allow separate adjustment of each individual subsystem.

Once the rider dials in the traction control to their liking, the Aprilia V-4 provides extremely smooth intervention that never gets in the way of the ride, often smoothing out inputs completely unnoticed under the rider's nose. You can often hear it working, as the engine's exhaust note will flutter despite steady or increasing throttle, but otherwise, the bike simply rockets along the intended course. It's intoxicating on a known race track, but it is worth repeating—the speeds permitted by a bike like the RSV4 APRC are simply outrageous—so all due caution should be the aim, no matter how smart the TCS may be.

### Nearly 8,000 signed AMA anti-E15 petition

Nearly 8,000 individuals have joined the American Motorcyclist Association to oppose the spread of higher-ethanol blended fuels across the country, the motorcyclist advocacy organization announced.



The AMA is asking for signatures to its online petition that urges the U.S.

Environmental Protection Agency not to increase the proposed renewable fuel volumes this year and, instead, to adopt lower mandates. As of June 18, about 7,800 people had signed.

The Renewable Fuel Standard proposals announced

May 29 by the EPA would increase the risk of misfueling for motorcyclists and all-terrain-vehicle owners by forcing the widespread availability of higher-ethanol fuel blends, such as E15.

At the same time, the U.S. Department of Agriculture unveiled a \$100 million plan to double the number of higher-blend renewable fuel pumps to market E15/E85.

"The EPA calls for higher ethanol blended fuels, and the USDA spends taxpayer dollars to make it happen, despite knowing that none of the estimated 22 million motorcycles and ATVs in use in the United States is approved to use E15 or higher ethanol blends," said Wayne Allard, AMA vice president for government relations. "Using those fuels in motorcycles and ATVs is illegal and may cause engine and fuel system damage and void the manufacturer's warranty."

The EPA opened a comment period to allow the public to voice its opinion on the proposed rule. The AMA plans to submit every name and address with its comments to the EPA on July 26.

"Our goal is to present more than 10,000 signatures supporting our stance against the wrongheaded policies of the EPA and the USDA on this matter," Allard said. "There is nothing more powerful than thousands of riders joining to express their concern with unsafe fuel for their rides."

Anyone can sign the AMA petition by visiting the AMA Federal Action Center here: <http://bit.ly/1J4jGLG>.

The EPA intends to take final action on this latest proposal by Nov. 30, which would return the agency to the program's statutory timeline for issuing RFS annual rules.

(Continued on page 11)



## Oil Spots, Continued...

### EVERY MONTH IS CHECK YOUR MOTORCYCLE HELMET MONTH



Helmets are a choice in our state however, it makes no sense to wear a helmet that is

- 1.) Not DOT approved,
- 2.) is damaged or old, or
- 3.) hasn't been checked over for a while.

While your helmet might look clean and shiny it does not mean that it is not ready for replacement. Worse yet, a single drop to the ground might be enough to cause you to consider replacement, according to the manufactures.

#### *Here are some industry helmet guidelines:*

- ✦ Helmet manufacturers recommend replacing your helmet every 3 to 5 years, depending on use, to ensure optimal protection.
- ✦ Over time, UV rays, internal adhesive and component aging can deteriorate a helmet's protective qualities by degrading the interior protection layer.
- ✦ Exposure to gasoline, insect repellent, cleaning fluids, exhaust fumes and excessive heat can degrade helmet materials.
- ✦ If a helmet has been dropped or suffered an impact, it should be replaced immediately.
- ✦ A helmet is designed for only one impact, even a small one. An impact may fracture its outer shell as well as compress the inner liner, neither of which may be visible.

Now it is your head so you need to make the decision, but you should at least check out your lid to make sure there are no major issues. You can also go to [HelmetCheck.Org](http://HelmetCheck.Org) to get some additional information.

#### The President's Perspective... continued

A group, led by Wayne Kirkpatrick, will be taking the long way home. See the article in this month's ROAR to learn more about that.

We are extremely fortunate to have members who plan and execute an event, ride or committee activity with a commitment that we can rely on. We are fortunate that the Board members, committee chiefs and committee members are committed to serving their fellow club brothers and sisters in Top Cats. Those of us who come to enjoy and rely on those who serve in these levels should all appreciate what they do and offer a hearty thanks to them all at the soonest opportunities. Better yet, find a way to serve and contribute so we all can continue to be proud to be Top Cats!

Top Cats of Illinois  
Ride Safe!

*Michael 'Motorcycle' Bradbury*  
President, Top Cats Illinois  
*"4 wheels move the body,  
2 wheels move the soul"*



CELEBRATE GOOD TIMES, COME ON!

## Top Cats' 20th Anniversary Adventure 20

By: Traveler



How does a rider celebrate a Top Cats' anniversary in an appropriate way? Ride 4,000+ miles out west and back in less than two weeks, with a group of your best friends, that's how! Gear up, tune up, pack up and get ready for our 2015 20<sup>th</sup> Anniversary journey to the Black Hills and beyond!



We only have 27 days until we saddle up so at this point in time, you ought to be doing your research on time, budget, routes, hotel reservations, and what you're going to pack. To help you put your trip together and plan your time, here is the concept for our 20th Anniversary Black Hills Blast and Adventure Ride 20.



As with everything related to the sport of two – wheeled travel, flexibility is the foundation of executing a multi – day group ride. That's why we're referring to this as our concept, rather than a hard, fast plan. We understand also, that some riders' schedules might not allow them to make the entire trip or to ride with a particular group. Over the 20 + year history of Top Cats, we typically have riders return home from Sturgis on their own or meet us out at Sturgis and...that's OK.

We usually buy them a drink in sympathy of all the fun they missed riding solo.

This year, we'll have two groups of Top Cats for planning purposes...one group riding out to Sturgis on 28 July 2015 and one group riding back home via the Santa Fe Trail starting on 4 August 2015. Group 1, led by Bard Board, is leaving on Tuesday, 28 July and arriving in Rapid City on Thursday, 30 July. The reasoning is that this year is the 75<sup>th</sup> Black Hills Rally anniversary and it will be packed. Room rates have also skyrocketed. Arriving early will afford us better room rates, less crowds and...the same opportunity to ride the Black Hills as we have in the past 20 years.

Group 2, led by Wayne Kirkpatrick, will form up at the Alex Johnson Hotel, in Rapid City and depart on a six day ride home via the Rocky Mountains, Pikes Peak, Garden of the Gods, The Great Sand Dunes, Angel Fire, NM, Red River, NM, and the Santa Fe Trail to Dodge City and Boot Hill. Six days? Yes, recall the thesis that good rides are based on flexibility? This ride will be about 2,000 miles over 6 days with the option, on any given leg of the trip, to cut the ride short and head directly back home for those who have to be back by a particular date / time. We'll buy you a drink in sympathy.

Now, why ride the Santa Fe Trail back? Just because it's a cool thing to do. Imagine this conversation...  
*“How was your ride to Sturgis? We had a great ride, great time, and great friends. When did you get home? We left on 28 July and got back on 8 August how about you? Wow, what took you so long? We took a few days and rode the Santa Fe Trail home with side trips through the Rocky Mountains, Cripple Creek, Pikes Peak, and Garden of the Gods, The Great Sand Dunes, Angel Fire, Red River, and the Santa Fe Trail...”*

See what I mean about the cool factor? Interested by now?

Well come along on my pictorial pre ride on the next pages and see for yourself...



Post Sturgis Adventure Continued

**4 Aug, Tuesday**

**Rapid City, SD to Colorado Springs, CO  
Via RT 385, 85, and I 25 (470 miles)**



Picture 1 RT 385, South Dakota



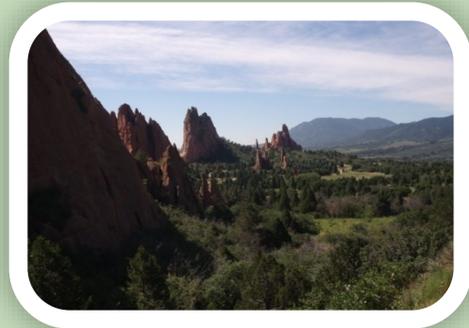
Picture 2 RT 85, Wyoming



Picture 3 Colorado Springs, CO, Pikes Peak

**5 Aug, Wednesday**

**Colorado Springs, CO  
(Local Tour) (150 miles)  
Garden of the Gods**



Picture 4 Garden of the Gods, Colorado Springs



Picture 5 Garden of the Gods

Pikes Peak  
(Optional)



Post Sturgis Adventure Continued



Picture 7 Pikes Peak Very Challenging Ride

## Cripple Creek



Picture 8 Cripple Creek, CO

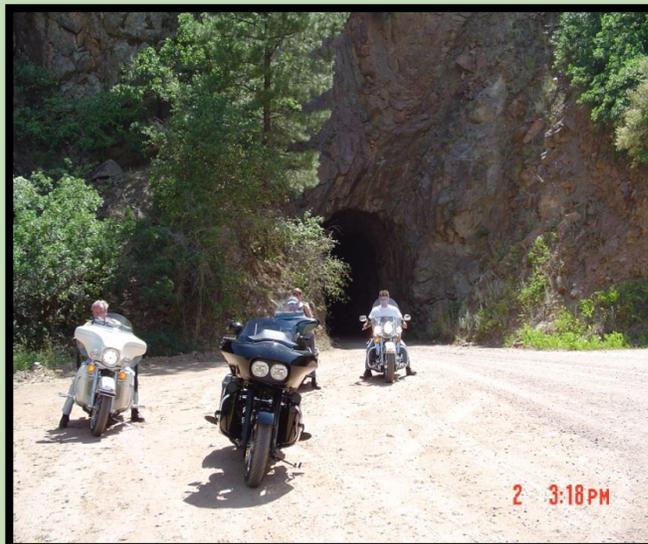
Phantom Canyon Trail (Optional)  
Extremely Difficult for Touring Bikes



Picture 10 Phantom Canyon Trail - Difficult!



Picture 9 Cripple Creek Casinos



Picture 11 Phantom Canyon Trail

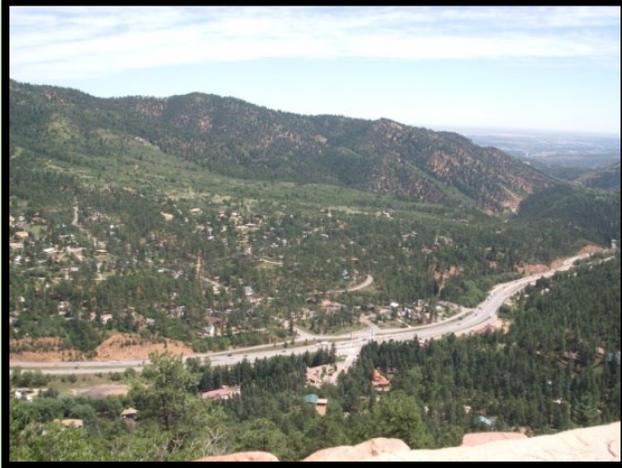


Post Sturgis

**6 Aug, Thursday**  
**Colorado Springs, CO**

**Via Million Hwy to Red River, NM**  
**(229 miles)**

**Million Dollar Highway**



Picture 12 Million Dollar Highway, Colorado



Picture 13 Million Dollar Highway, Morning Fog

**Great Sand Dunes**  
**National Park, Colorado**

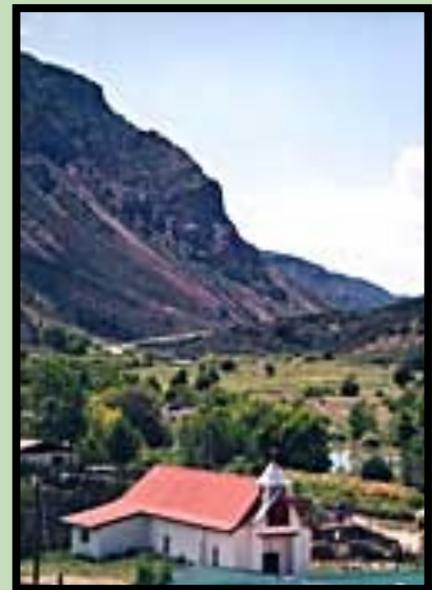


Picture 14 Great Sand Dunes, One Mile Away

**Red River,**  
**New Mexico**



Picture 16 Red River, NM, Ski Resort



Picture 17 Red River, NM



Post Sturgis Cont.

**7 Aug. Friday**

**Start Home via Santa Fe Trail  
to Dodge City, KS, (~400 miles)**

**Angel Fire, NM**



Picture 18 Remote Town of Angel Fire, NM



Picture 21 Santa Fe Trail, Miles of Nothing

**8 Aug. Saturday**

**Dodge City, KS to Springfield, MO, Optional  
Departure Home Day (260 miles)**



Picture 19 Angel Fire Viet Nam Veterans Chapel



Picture 22 Santa Fe Trail, Kansas

**Santa Fee Trail**



Picture 20 Santa Fe Trail, Southern Cimarron Route



Picture 23 Santa Fe Trail, Missouri



Post Sturgis Cont.

**9 Aug, Sunday**

**Springfield, MO  
to Chicago, IL (450 miles)**



Picture 24 Final Stretch Home



Picture 25 Chicago-Sturgis-Colorado-New Mexico-Oklahoma-Kansas-Missouri-Illinois

Excited? Well now is the time to schedule your vacation, and start making plans. All of the information for making your reservations is on this page. If you have any other questions contact Wayne at

[Wkirkpa177@aol.com](mailto:Wkirkpa177@aol.com)

**Tuesday and Wednesday, August 4<sup>th</sup> and 5<sup>th</sup>**

*Best Western Executive Inn and Suites  
719-576-2371*

*Booking info under Top Cats, Contact: Max  
1440 Harrison Rd*

*Colorado Springs, Colorado 80905  
Group Discount: \$94.99+tax= \$104.10  
4 King Rooms  
4 double Queen Rooms*

**Thursday, August 6<sup>th</sup>**

*Laguna Visa Lodge  
575-377-6522*

*Booking info under Top Cats, Contact: Sue  
51 E. Therma St.*

*Eagle Nest, NM 87718  
W/Discount (AARP, AAA, Military)  
Discount: \$76.50 Total with tax: \$86.46  
6 queen cabins  
1 King Cabin  
1 King Room*

**Friday, August 7<sup>th</sup>**

*Dodge City – Travelodge,  
620-277-2125*

*Booking info under ‘Top Cats’, Contact: Perla  
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**Saturday, August 8<sup>th</sup>**

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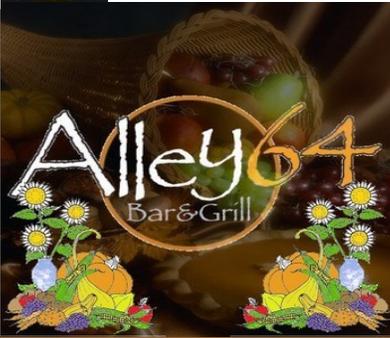
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## GENERAL MEMBERSHIP MEETING MINUTES JUNE 2ND, 2015

Alley 64  
2001 N. Rand Rd, Palatine, Illinois

Submitted by Mary Walters



Our President, Mike Bradbury is out of town tonight.  
Vice President, Ric Case is taking over for the meeting tonight.

*Guests: Jo Giovannoni*

*Diane Fruscione*

*Mano Gawat brought two friends: Robert Laroco and Wilson Chua*

*Jurgen Lutz was visiting from Germany*

### **Vice President: Ric Case**

- Ric called the meeting to order at 7:35 and asked the members to stand and say the Pledge of Allegiance. He introduced the guests for the evening and gave an overview of the events for the evening.

### **Past President: Wayne Kirkpatrick**

- Wayne gave details of a recent accident that was experienced by a group coming back from Rolling Thunder. The lessons learned included:
  - ⇒ Emphasis on evaluating and discussing speed and distance while riding on the highway.
  - ⇒ Being aware of your surroundings and staying focused on the ride.

### **Secretary: Mary Kirkpatrick**

- Mary thanked the club for the interest in writing articles for the ROAR.

### **Treasurer: Greg Ludwig**

- Greg will be in attendance next month and will be able to give an updated summary of the monies in the accounts. We will also be able to identify the amount raised by the *Ride for Dreams* which will be held on June 21<sup>st</sup>.

### **Activities: Gene Rigsby**

- Gene reviewed the events that will take place over the next three months and asked the Road Captains to begin planning one day rides. The calendar is open and needs to be filled!

### **Membership: Emil Kornecki**

- Emil welcomed the newest members, John and Lyn Canger and gave them their new member packets.

### **Safety: Ric Case**

- Ric discussed the difference between a Road Captain, who creates and executes a ride and a Ride Leader who will execute a ride that has been developed by a Road Captain.

(Continued on page 19)



## General Meeting,, Continued

**Website: Jeff Tietz.** Jeff was unable to attend tonight.

### Charity Update:

- Noelle Rigsby updated the members on the progress for the Charity run. All is in place and with good weather, this should be the best run yet! The meeting tonight was highlighted by two donations.  
Mano Gawat donated \$100  
Huppy and Abrams \$100

### Guest Speaker: Jo Giovannoni

- Jo's presentation was very well received. She is an inspiration to all those who listen to her story. The humility that she embodies is admirable in light of the accomplishments that she has made for women in motorcycling. See the article in this edition of ROAR for the details... This story deserves its own page!

Mano Gawat won the 50/50 money and donated it to the charity along with his \$100.  
Huppy & Abrams Shirts were won by Noelle Rigsby, Ric Case and Ric Agrimonte.

Meeting Adjourned at 9:30 by Ric Case



## July Celebrations!

### 4th of July - United States of America!

7th—David Whiteside

8th—Laura Whiteside

**Please Let Us Know  
Your Important Dates  
So That We Can Celebrate With you!**



## BOARD OF DIRECTORS MEETING MINUTES

**JUNE 9TH , 2015**

**Alley 64**

**2001 N. Rand Rd, Palatine, Illinois**

**Submitted by Mary Walters**

**Present:** Mike Bradbury, Wayne Kirkpatrick, Ric Case, Gene Rigsby , Mary Kirkpatrick, Emil Kornecki and Jeff Tietz

**Excused:** Greg Ludwig

After stories of challenges board members have faced while traveling, the meeting was called to order at 7:39 pm by Mike Bradbury, President of Top Cats Illinois

### **President: Mike Bradbury**

- Mike asked Ric to give him an update on the last meeting and any other issues that came up during the week while he was gone. Ric stated that everyone was very receptive to the presentation by Jo Giavannoni as well as the recap of the details of the accident that was experience by members of Rolling Thunder on their way home from D.C.
- Mike stated that he will lead a pre-ride for the *Ride for Dreams* on Saturday, June 20th. All Road Captains should meet at 9:30am and KSU at 10:00 am.
- Mike also mentioned that the lack of a Road Captain Committee Chair affects the ability to get members to take the initiative to become Road Captains.

### **Past President's Comments: Wayne Kirkpatrick**

- The complexion of the club is changing. Kelly Glass has mentioned that she feels very comfortable with all members of the club. She feels that there is a dedication to safety and also the ability for all members to get along. The comfort level for all is strong and sincere.
- The \$40 memorial brick at Woodstock Harley Davidson will not allow for the Top Cats Logo. After a discussion by the board, Wayne made a motion that we purchase a \$80 memorial brick. Emil was the second and the board unanimously agreed. Wayne will change the order to reflect the board vote.

### **Vice President/Safety/Charity: Ric Case**

#### **Ride For Dreams**

- The Ride for Dreams route was discussed. There is a left hand turn out of the dealership that is of concern. The discussion identified a better option that would allow the groups to get out of the area with the use of traffic lights. The changes will be sent to Jillian Geisse so that the roads can be correctly identified by NISRA on Saturday. Other details will be worked out at the pre-ride.
- Final Preparations are coming along well. All things that are needed are in place and final ideas will be addressed.

### **Activities: Gene Rigsby**

- Ride for Dreams is on the 14<sup>th</sup>.
- The next two months rides were reviewed by Gene and there are great rides coming up! There are a few days still open for possible rides... Genie and Bob Stevenson have ideas that they may be able to add to the calendar. Day rides are preferable at this time.

(Continued on page 21)



## Board Meeting, Continued

### Products / Membership: Emil Kornecki

- Three new applications were presented to the board:
  - ⇒ Ken Voegel
  - ⇒ Rich Anderson
  - ⇒ Kelly Glass
- Emil Kornecki made a motion that the applications be accepted and Jeff Tietz was the second. The board accepted them unanimously and will welcome them at the next meeting.
- The new members seem to have a great deal of enthusiasm and are ready to ride this year!

### Treasurers Report: Mike Bradbury for Greg Ludwig

- Greg sent Mike the account statements that reflect the totals at the end of April.
- Mike has asked Greg to send out the payables twice a month.

### Secretary's Report; Mary Kirkpatrick

The ROAR has many good articles for the June issue. Members have been expressing an interest in writing articles. Hopefully, this will lead to an increase for member involvement in all areas of the club.

### Website: Jeff Tietz

Jeff stated that American Custom is dealing with large volume and a challenge in obtaining qualified staff. We will end up with a very quality website. There will be a prototype finished by next week and a final product on June 30<sup>th</sup>. This will not end the interaction with American Custom. The company will support our club as we develop new aspects of the website.

### New Business:

Wayne has been handing out the new flags to the members. He has the rest of the inventory and will bring them to the next meeting.

The meeting was adjourned at 8:50 by Mike Bradbury.

Remember, Top Cats of Illinois is recognized as a premier, top notch club by it's members, other clubs and non-club motorcycle riders as well. All members should be proud of your club affiliation and supportive of our activities. Wear your Top Cat's patch on your gear and display our flag when you ride. Together, as like minded Top Cats, we are strong, invincible and set an example as the place to be for sharing fun, interesting rides and activities together. Come on, Let's Roar!

Motorcycle Mike  
President

Top Cats of Illinois

*"4 wheels move the body, 2 wheels move the soul"*



## Ride For Dreams Highlights...





## TOP CATS BUSINESS MART

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*Network with your fellow  
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See Mary Kirkpatrick for  
Information*

## Support the TOP CATS Patrons



Top Cats Get 15% Off Certain Parts and Merchandise at Woodstock and McHenry Harley-Davidson



Top Cats Get 15% Off Certain Parts and Merchandise at City Limits 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.

## HELP WANTED WEBSITE EDITOR

The Top Cats Board of Directors is looking for an enterprising and creative individual to assume responsibility for coordinating the content on our soon-to-be upgraded website. No 'technical' website experience is required.

The primary responsibility will be to work with the webmaster and various individuals who 'own' certain areas of the website to ensure our content is fresh and inviting as well as come up with ideas for additional content and enhancements to the site to bring more value to our members.

For more information contact any board member or

Richard Flynn

[RichFlynnJr@aol.com](mailto:RichFlynnJr@aol.com)

## 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](mailto:wombat@dpdougherty.com)



## RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Friday/Sunday July 3, 4 and 5	Trempealeau	NW 14 and 176 Shell/McDonalds	Trempealeau, WI	8:00 am	Bradbury
Tuesday, July 7th	General Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Tuesday, July 14th	Board Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Friday/Sunday July 17, 18, and 19	Bike Time	TBA	Muskegon, MI	8:00 am	Bradbury
Sunday, July 26th	GRASS Class	Palatine	Keller Williams	8:00 am	Case
Tuesday/ Tuesday July 28 to Aug 4	Sturgis - 75th	NE 12 and Ela	Sturgis, SD	8:00 am	Boand
Tuesday, August 4th	General Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Tuesday, August 11th	Board Meeting	Palatine	Alley 64	7:30 pm	Bradbury

All ride and event information along with the Photo Gallery can be found at [www.TopCats.org](http://www.TopCats.org).



**Barrington  
Library**  
Location and Hours  
505 N. Northwest Hwy  
Barrington, IL 60010

See the Top Cats  
Archive  
847-382-1300  
balibrary.org

**FREE ADVERTISING in ROAR for  
TOP CATS Business Owners**  
*Attention all Top Cats business owners!*

As part of our ongoing philosophy to support our members and goal to provide a more value-rich publication, we are now offering free advertising space in ROAR for Top Cats business owners. Each business owner can submit advertising content and graphics up to 2 X 3.5 inches (Business Card size) for their company.

We will run the ad for 3 months after which you will need to resubmit it.

This offer is for Top Cats business owners only. We are not accepting advertising for other businesses at this time.

Submit your ad along with contact information to the ROAR editors at [ROAR@TOPCATS.org](mailto:ROAR@TOPCATS.org)



# 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>	Michael Bradbury bradbundy@comcast.net	<b>Activities</b>	Gene Rigsby- gene.rigsby@gmail.com	<b>Executive Editor &amp; Board Liaison</b>	Mary Kirkpatrick Mawalters57@gmail.com
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<b>Treasurer</b>	Greg Ludwig	<b>Charity</b>	Noelle Rigsby genoe88@gmail.com	<b>Publisher</b>	Open
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<b>Founder</b>	Carl 'Virgo' Bender 1941-2001			<b>Motorcycle Community</b>	Wayne Kirkpatrick wkirkpa177@aol.com

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