



ROAR

The Official Publication of the TOP CATS OF ILLINOIS

PRESIDENT'S PERSPECTIVE



Hi Top Cats,

I'll see everyone at our next general meeting on November 3rd. Be pre-

pared to eat, talk have our election nominations for 2016 and enjoy our night as Top Cats of Illinois.

Start thinking about your favorite Top Cat Memories for 2015. Our Awards Banquet is coming up... and we will be celebrating another great year of riding as Top Cats! Here are a few pictures to jog your memory...



Be Good Everyone!

Mike Bradbury
President

Top Cats – Illinois

*"American by birth,
biker by choice"*



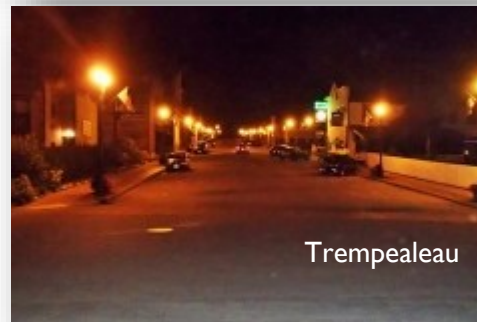
Kick-off Ride to
New Diggins



Little
Angels



Door
County



Trempealeau



Every Ride...
What was
Your
Favorite?

November, 2015

Volume 15, Issue 11

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Upcoming Events

NOVEMBER

- 3 GENERAL MEETING
- 10 BOARD MEETNG
- 21 NISRA FASHION SHOW

DECEMBER

- 1 GENERAL MEETING
- 8 BOARD MEETNG

Talk to Gene Rigsby
and get your ideas on
the calendar!





KAUTION KORNER

Mind the Gap! Riding in Formation: Keeping it Close

By: Dennis P. (Wombat) Dougherty, Road Captain



The greatest thrill as a Road Captain is safely leading a large group of skilled riders on a sun-filled day across miles and miles of open country roads. Your senses are filled with the cacophony of sights and smells that one can only experience on a motorcycle. As much as my riding partner Jan enjoys sharing my Road Captain experience from the rear seat, she said being in front of the pack had two drawbacks. First, all the fun and riding action happens behind us, and secondly, being somewhat derriere-conscious, she was concerned of the profile she projected from the rear. Well, I couldn't argue with the first point. I tried to reassure her and not worry about the latter. No one would have trouble seeing my hand signals with her on the bike. Which brings me to my second greatest thrill as a Road Captain.... being a Tail Gunner.

As Tail Gunner you get to see the best and worst of peoples' group riding skills. There is nothing more inspiring than to see 25 bikes ahead of you maintaining the 1 and 2 second spacing between bikes (as prescribed in G.R.A.S.S. class) as we glide around the undulating curves and hills and dales of the countryside. On the other hand, there is nothing more frustrating than to see experienced Top Cat riders fail to maintain close formation, get lazy, and let the bikes in trail stretch out sometimes to two and three times what they should be. This is not only poor form, it is also unsafe.

Let's review why we ride with 1-2 second spacing, then what impact just a couple of seconds difference in separation can make.

The primary reason we ride with the 1-2 second spacing is SAFETY. At that distance (which depends on speed) the rider following in the same track has ample time to react safely to most road situations. Riders in the adjacent track 'own' a section of the entire lane in front of you if they need it to navigate the road safely. Maintaining those separations consistently provides a 'cocoon' of safety for the entire group.

Keeping the group together in close consistent formation has other benefits as well. First, it discourages other traffic from cutting into our formation creating hazards for our riders. It increases the chances the group will make it through traffic signals intact. When that does not occur, the separated groups can reassemble easier down the road. It also shows respect for others following the group by maintaining a smaller yet safe 'footprint' of riders on the road taking up less roadway from other traffic.

How Close is Close?

We all know how to calculate the separation distance while underway... pick a road sign or seam in the road and when the bike in front crosses it, count "one one-thousand, two one-thousand" for two second separation. If you cross the mark sooner than 'two one-thousand', you're following too close. If you cross it afterward, you are too far behind. So what is the actual distance we are separated in feet, and how long is the entire procession of bikes? That depends on the speed you are travelling.

One MPH = 1.5 FPS (Feet Per Second) [1.47777 FPS actually]. The following table illustrates the distances at various speeds and time intervals.

Seconds →	1	2	3	4	5
Speed (MPH)	Distance Travelled				
10	15	30	45	60	75
20	30	60	90	120	150
30	45	90	135	180	225
40	60	120	180	240	300
50	75	150	225	300	375
60	90	180	270	360	450
70	105	210	315	420	525
80	120	240	360	480	600
90	135	270	405	540	675
100	150	300	450	600	750



KK Continued... Mind the Gap

At 30 MPH you should be 45 feet behind the bike adjacent and 90 feet behind the bike in front of you...about 9 bike lengths. At 60 MPH the distance doubles to 90 feet adjacent and 180 (18 bike lengths) behind the bike in front. It may seem like a long distance, but you're only two seconds from the fender in front of you!

On a ride that includes 25 bikes, following the 2 second separation rule, the length of the 'procession' would be 1,210 feet at 30 MPH ...about a quarter of a mile. At 60 MPH that distance doubles to almost half a mile. That's if everyone maintains the proper spacing.

Now if the separation increases by 1 or 2 seconds (or more), as sometimes happens at higher speeds, the length of the procession for example at 60 MPH can approach three quarters of a mile or more. An extra 1 or 2 second difference may not seem like much to an individual rider but collectively in a large group the impact can be significant. At that point the group can become fragmented and the integrity of it can become compromised. This results in a less safe riding environment for the entire group.

Don't Stay Too Close!

As we become more proficient at riding in formation, there may be a tendency to stay too close to the rider in front or adjacent to you. Some might think it even looks cool and makes you look like a highly skilled rider. However, the opposite is true. It is unsafe.

It is very easy to maintain a visual reference to a bike in front of you (e.g. the bike stays at a certain spot on the windscreen) and is a good way to maintain the proper distance...at a specific speed. However, as the speed changes, so should your distance and visual reference point.

Studies have shown that 2 seconds is the minimum amount of time it takes for a rider to see and react to something *within their path of travel*. That explains what's behind the two second separation rule. The 1 second adjacent rule assumes the adjacent bike will remain out of your path of travel. However, if it should start to drift your way you'd see it coming and could react accordingly while continuing in a relatively straight line. If you are maintaining 2 seconds from the rider in front of you but the adjacent rider is laying back, you will be too close to the adjacent rider. Another thing to consider is visual reference and speed. If, for example, you maintain the same distance from an adjacent rider at 60 mph that you did at 30, you have now cut your reaction time of 1 second in half to ½ second... probably not enough time to react safely.

(Continued on page 4)

VP's Vision

By: Ric 'Clutch' Case

Cold Weather Equipment!



Are you a year round rider? If yes, I have noticed there are many discount offers available on heated electric gear being offered now.

Jackets, gloves, chaps, pants, socks, hand grips just to name a few.

But Take Caution:

When adding heated electric components, make sure your electrical system has the capacity to handle the additional amperes and volts required. Nothing worse than getting away from home and blowing a fuse when you use an additional accessory.



Which reminds me, make sure you carry a variety of spare fuses that work on your motorcycle. And do not forget to discontinuing using the accessory that may have caused a fuse to blow.

Also, here are a few added safety tips for riding in cold weather: Make sure your tires are warm and the road surfaces are warm and dry before making any aggressive maneuvers, look for frost spots and icy surfaces. When addressing them make no sudden moves. Have a happy and comfortable cold weather riding experience if that's your desire.



KK Continued... Mind the Gap

So, the first thing to consider is always maintaining the proper 1 second separation from the bike adjacent to you... based on timing and not visual reference... not the rider in front of you. If the adjacent rider is laying back, so should you. Do not crowd the adjacent bike. On the other hand, if the adjacent rider is crowding their adjacent rider (the one in front of you), then you need to invoke the 2 second rule to the rider in front of you. You need to choose whichever reference point gives you no less than the minimum spacing time and distance for either case. Hopefully they will both be in sync.

If there is a problem with separation with either your front (or rear) adjacent rider talk about separation at a rest stop or mention it to the Road Captain especially if the minimum safe separation distances are not being kept.

Bottom Line: Mind the Gap!

Riding in formation is a learned skill and takes practice. It is a core riding skill that all Top Cats are encouraged to master such that you can consistently maintain proper and safe separation at all road speeds and conditions when riding in our group formations. I've known riders who have ridden for over 30 years and can't track straight in a turn or hold a consistent speed. They can become real hazards in a group formation.

If you are new to group riding and uncomfortable maintaining consistent track, speed, and separation, let the Road Captain know. He will put you near the rear of the pack under the helpful eye of the Tail Gunner.

The Tail Gunner will work with you to ride within your comfort zone for the day and not be disruptive to the safety of the rest of the riders.

During the ride, keep the formation close, from the head of the line to the end. When the gap widens, close it safely at the earliest possible opportunity. When I've had riders tell me they want to have a more leisurely ride paying less attention to spacing and want to ride at the back of the pack. I tell them that's fine, just don't ride with us on that day. We expect the entire group to follow our ride protocol and separation guidelines at all times, front to back.

Ultimately you are responsible for your own safety. Don't override your skill level and endanger yourself or others. Practice riding in formation with two or three other riders. In fact it's a good idea to follow the separation guidelines *whenever* you ride to continually develop and hone your skills. If you have any doubt about your skills or impacts to the safety of the group prior to a ride, have a chat with your Road Captain. He will get you placed into a safe position in the line to help you feel more comfortable and give you a chance to see how the more practiced riders maintain good group riding formation!

Ride Safe!

Wombat





Oil Spots

By Traveler



Indian Motorcycles introduces new custom bike

Indian Motorcycle revealed the "Black Hills Beast," built by Doug Siddens and Nick Jaquez of IndianMotorcycles.net in Sturgis to a strong reception. The Black Hills Beast, based on a new 2015 Indian Scout, was customized to emulate the purpose built nature of historic hill climb motorcycles.



Transforming the look of the Scout started relatively easily with the addition of several new Indian Motorcycle accessories including the 1920 Solo Saddle Seat (MSRP \$379.99) and a set of the accessory laced wheels (\$499.99 each). Custom details that set the bike apart include an elongated custom swingarm, custom handlebar, custom radiator shroud and front number plate with an LED headlight. The 100+ horsepower of muscle in the Scout powerplant chewed up the earth via a custom tire chain designed for maximum grip when charging up a hill.



"Building a hill climber seemed easy enough, but it posed some unique challenges," says Doug Siddens of IndianMotorcycles.net. "Enthusiasts know what a hill climber looks like — so some of the mods were logical — but scaling them to fit the new Scout was the key and took a lot of work and planning. We are very proud of the result and the reception that the bike got at such an important Sturgis milestone, the 75th anniversary. "



Indian Motorcycle will continue to play with this gritty work of art through upcoming celebrations of custom Scout motorcycles, including the International Motorcycle Shows tour as part of the Scout Custom Series launched last year with the Wall of Death Scout, and now including the USO Scout and the Black Bullet Scout inspired by land speed racing.

(Continued on page 6)

Oil Spots, Continued...

Appeals court absolves Cajun H-D In demo ride death lawsuit

Cajun Harley-Davidson, Lafayette, LA, is not liable for the death of a man who was killed in an accident on a group demo ride in March 2010, a state appeals court has ruled.

The wife and son of Ralph Doucet, who according to his obituary was a lifelong Harley-Davidson rider and enthusiast, sued the dealer after Doucet, 56, was killed in the accident. They claimed dealer Jerry Jones didn't take proper precautions to ensure the cyclists' safety during the ride, including "failure to obtain a police escort for the demo ride and their failure to require that the demo riders wear safety gear and use headlight modulators."



On the day, southbound motorist Keith Alleman, himself a motorcycle enthusiast, drove off the roadway, overcorrected and entered the northbound lane where he struck Doucet. Alleman, who later testified he was distracted by the line of bikes headed his way, was cited for driving while intoxicated, vehicular homicide and careless operation of a motor vehicle as a result of the accident.

District Judge Herman Clause issued a summary judgment dismissing Jones and Cajun H-D from the civil suit. The widow and son appealed to the 3rd Circuit, which affirmed the lower court Oct. 7

Neighbors oppose proposed Long Island H-D dealership

A neighborhood already unhappy with helicopter, airplane and train noise is opposing zoning changes to accommodate a Harley-Davidson dealership in New Hyde Park.

Amir Jarrah of **Lifelong Cycles Inc.** is seeking special use permission for a motor vehicle sales and service center and a variance from the zoning board of appeals to allow smaller parking spaces in Long Island, NY.



Jarrah wants to demolish existing buildings to make way for a larger dealership building. Miller Brothers Plumbing & Heating occupied the 614-acre lot since 1924, according to [Newsday](#). The new building would be a 9,806-sq.-ft., 27-ft.-high two-story building.

At a public hearing Tuesday, more than a dozen residents spoke against the plans; Jarrah and project architect John Notaro emphasized that the site is in a commercial area along a busy thoroughfare and is close to a Long Island Rail Road station.

The village board of trustees agreed to leave the hearing open and revisit the matter next month. The board recommended that Jarrah consult traffic, sound and real estate experts for the hearing.



Oil Spots, Continued

Motorcycle Campers

Sometimes retiring doesn't go according to plan. When Bryan and Juanita Nelson sold his family's longtime excavation business in 2005 and decided to move out of New London, he thought his work life was done.

"What does an ex-contractor do? We continue to fix stuff and build stuff," Nelson told the [Duluth Tribune](#).



The couple settled in the Northland and founded [Roadman Campers](#), where Nelson produces about 30 campers a year. They're equipped with tops that fold out into a bed frame — full or queen — and reveal a deep well fit with an air mattress and a tent bag with a synthetic canvas tent that wraps around the camper to produce a snug, water-tight tiny house complete with an awning and porch.

Nelson fabricates tricked-out aluminum motorcycle campers 40 hours a week. Juanita updates the website and processes orders.

The 5-foot-long campers are less than 4 feet across. The aluminum comes in several colors, and every camper is customized with gear like toolboxes, gas cans and hitch shelves rigged for coolers. And bling. "I get a big response to the wheels," Nelson said. Campers start around \$4,500, with non-camper trailers starting around \$4,000.

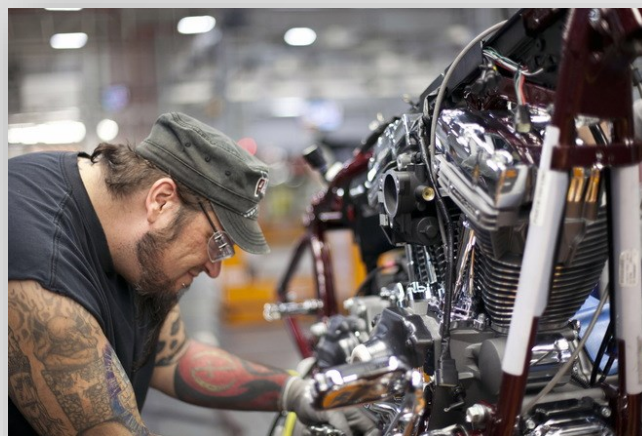
Nelson's trailers can hold up to 500 pounds and still tow without a squeak, without too much tax on the

gas tank. "I lost about four miles to a gallon," he said, "but I got 50 to start with so it's no big deal."

Harley-Davidson plans layoffs, Increased marketing spend to combat weak sales

Harley-Davidson will reduce shipments for the rest of the year and cut its labor force to spend more on marketing next year to reverse a declining sales trend, the company said today.

In the U.S., dealers sold 48,918 new Harley-Davidson motorcycles in the quarter compared to 50,167 motorcycles in the year-ago period. Dealers worldwide sold 72,178 new motorcycles in the third quarter of 2015 compared to 73,217 motorcycles in the year-ago quarter.



In foreign markets, dealers sold 23,260 new motorcycles during the third quarter compared to 23,050 motorcycles in the year-ago period, with sales up 5.1 percent in the Asia Pacific region and 2.4 percent in the EMEA region, and down 11.5 percent in Latin America and 1.7 percent in Canada.

The company intends to fund the "increased demand-driving actions by reallocating existing spending," and expects to incur one-time expenses of about \$30 million to \$35 million in the fourth quarter, primarily for employee separation and reorganization costs.

In 2016, the company will increase its investment in customer-facing marketing by about 65 percent above 2015 levels

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Oil Spots, Continued...

and plans to increase its investment in new product development by about 35 percent from 2015 levels.

The marketing changes represent about \$70 million increase in investment to drive demand compared to 2015, and will be focused in four primary areas:

- Increasing product and brand awareness
- Growing new ridership in the U.S.
- Increasing and enhancing brand access
- Accelerating the cadence and impact of new products

The Motor Co. revised its full-year guidance for motorcycle shipments and now expects to ship 265,000 to 270,000 motorcycles to dealers and distributors worldwide in 2015, which is about flat to down 2 percent from 2014. The company had most recently provided full-year shipment guidance of 276,000 to 281,000 motorcycles. In the fourth quarter, the company expects to ship 47,000 to 52,000 motorcycles compared to 47,157 motorcycles shipped in the year-ago period.

Weak sales in the United States is eroding small gains overseas as Harley reported sales down 2.5 percent in the U.S. and up 0.9 percent internationally for the third quarter of 2015. The overall result was dealer new motorcycle sales down 1.4 percent worldwide for the quarter compared to the year-ago period.

Year-to-date in 2015, dealers sold 217,770 new Harley-Davidson motorcycles worldwide compared to 220,850 motorcycles in the year-ago period, with retail unit sales up 6.9 percent in the Asia Pacific region and down 1.3 percent in the U.S., 5.1 percent in the EMEA region, 5.1 percent in Latin America and 3.9 percent in Canada compared to the year-ago period.

Third-quarter 2015 earnings per share were \$0.69 compared to EPS of \$0.69 in the year-ago period. Third-quarter net income was \$140.3 million on consolidated revenue of \$1.32 billion compared to net income of \$150.1 million on consolidated revenue of \$1.3 billion in the year-ago period.

Gibbs Technologies developing amphibious motorcycles



Motorcycles are fun, and so are jet skis, but do you really need one of each?

Gibbs Technologies doesn't think so. It's figured out how to combine them into a two-wheel amphibious vehicle it calls the Biski, which features a boat-like hull that lets you ride it on land or sea.

It uses a 2-cylinder motorcycle engine that's connected to a water jet, and wheels retract and tuck into the hull when you ride it into the drink. Gibbs VP of Marketing Tom Berchulc says the 55 horsepower vehicle can hit 80 mph on land and 37 mph on water.

It unveiled the Biski at the [AIMExpo in Orlando](#) this week, alongside a larger, turbocharged 135 horsepower Triski model that features two wheels in front and one in the back, similar to a [Polaris Slingshot](#).

Gibbs has been selling its Quadski amphibious vehicle for several years, but its four-wheel layout doesn't allow it to be operated on public roads, since it doesn't have the necessary safety equipment for a car. However, two- and three-wheel vehicles are considered motorcycles, which are easier to get certified for street use, and that's a big part of the reason Gibbs developed the Biski and Triski.

They're just concepts for now, and Gibbs doesn't plan to sell them itself, but is looking to team up with an existing powersports manufacturer to put them in production. Berchulc says the technology is nearly fully-developed, and either vehicle could be on sale within 12 to 18 months of a partner being found.

(Continued on page 9)



Oil Spots, Continued...

KBB study names distracted drivers top safety concern

Even though 46 states have laws in place banning texting and driving, and 14 states ban the use of talking on a cell phone while driving [1], 97 percent of consumers say that distracted drivers who text or talk and drive are one of the biggest safety concerns impacting today's motorists, according to an all-new survey by Kelley Blue Book www.kbb.com, the only vehicle valuation and information source trusted and relied upon by both consumers and the automotive industry. Of those surveyed, 91 percent are aware of current local laws pertaining to texting while driving. In addition, approximately 81 percent of respondents believe Millennials between the ages of 19-34 text most often of all age groups while driving.

"Mobile phone technology offers enhanced convenience and connectivity for consumers, but it is increasingly a source of distraction on the road," said Arthur Henry, senior manager of Strategic Insights for Kelley Blue Book. "In fact, consumers believe drivers who use cell phones are a more significant safety concern than drunk drivers, road rage or weather conditions."

Distracted driving beat out impaired drivers on the road at 75 percent of respondents, followed by road rage at just over half of respondents and weather conditions at 35 percent of respondents citing it as one of the biggest safety concerns impacting today's drivers.



"According to Kelley Blue Book's latest survey, almost half of consumers send text messages while driving because they feel it can't wait," said Rebecca Lindland, senior director of Commercial Insights for Kelley Blue Book. "In order to combat this issue, friends, family and colleagues need to develop situational awareness and avoid texting someone when we know they are driving in an effort to keep them and other drivers out of harm's way. Your text can wait."

Key Highlights from Kelley Blue Book's Texting and Driving Survey

- 97 percent of total respondents selected "distracted drivers on the road (e.g. people texting or talking on cell phones)" as one of the biggest safety concerns impacting today's drivers.
- 91 percent report being aware of current local laws pertaining to texting while driving.
- On average, total respondents think 41 percent of drivers text while driving.
- 66 percent of all respondents think, of all age groups, 19-25 year olds text most often while driving, followed by 26-34 year olds and 15-18 year olds, respectively, at 15 percent each.
- 20 percent of total respondents indicate texting while driving, while 55 percent of Millennials (respondents between the ages of 18-34) report texting while driving.
- 62 percent of total respondents report texting while at a standstill, 2 percent while in motion, and 36 percent both at a standstill and while in motion.
- Just 45 percent of Millennials admit that their ability to drive is compromised when texting while driving, compared to 59 percent of total respondents.
- Nearly half (47 percent) of total respondents say they text while driving because they "feel it can't wait."
- 75 percent of total respondents feel guilty and/or worried when they text and drive. Only 60 and 64 percent of Millennials, respectively, feel the same.

(Continued on page 10)

Oil Spots, Continued...

- 76 percent of total respondents believe "technology that will make it safer/easier to communicate while in a vehicle," such as voice-to-text or text-to-speech, would make them abstain from texting while driving. 27 percent said it would take getting into an accident to make them abstain.
- 50 percent of Millennials report themselves or someone they know personally almost getting into an accident as a result of being on a cell phone, compared to just 29 percent of total respondents.
- Of all respondents with children between the ages of 15-18 living in their household that currently drive:
- 30 percent know or suspect their children of engaging in texting while driving.
- 42 percent know or suspect their children of talking on a cell phone (not using a hands-free method).

Kelley Blue Book fielded this survey from October 8-12, 2015, and the survey had 1,281 respondents. Surveys were completed by members of **Kelley Blue Book's Blue Ribbon Panel**, an exclusive online community for vehicle owners and shoppers who are invited to share opinions that provide valuable and timely insights.

National Motorcycle Safety Fund launches initiative for deaf riders

The National Motorcycle Safety Fund (NMSF), a 501 (c)(3) charitable community organization created in 1980 to augment the work of the Motorcycle Safety Foundation, has created a new grant program to help



rider training sites cover the costs of hiring sign-language interpreters for deaf and hard of hearing students. MSF-recognized Rider Training Sites regularly receive requests to accommodate

students with physical disabilities.

MSF expects MSF-recognized Rider Training Sites across the nation to make reasonable accommodations for people with physical disabilities, in compliance with the Americans with Disabilities Act (ADA) and state laws. A common accommodation is for a training site to hire, often at its own expense, sign-language interpreters.



There are many deaf and hard of hearing car drivers and motorcyclists on the road today. To compensate, drivers and motorcyclists typically employ risk-reduction strategies such as Search/Evaluate/Execute (SEE), maintain longer following distances, make better use of peripheral vision, and check their mirrors more frequently.

The MSF already pays 100 percent of interpreter costs in the states in which it directly manages the training program. However, the NMSF would like to ease the financial burden on MSF-recognized training sites in the other states by offering a grant for each class in which interpreters were used, to cover the actual cost of the interpreters, up to \$750. The NMSF has set aside a pool of \$15,000 in funding for the next 12 months for these grants.

The MSF works with the federal government, state agencies, the military and others to offer training for all skill levels so riders can enjoy a lifetime of safe, responsible motorcycling. Standards established by the MSF have been recognized worldwide since 1973. The MSF is a not-for-profit organization sponsored by BMW, BRP, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio, Polaris Motorcycles, Suzuki, Triumph and Yamaha.



ELECTIONS 2016....

By Traveler



Annually we have the opportunity to either vote to confirm a slate or to choose candidates for our Board of Directors and our Executive Committee for the coming year. Annually, we verify our members who are eligible to vote and who are eligible to run for office based on Club participation, dues, GRASS attendance, committee service, etc, consistent with our Bylaws.

As we approach this key, and critical, Club event all of us should be reminded of the impact of our vote....

Ideally, with our vote we are continuing the great legacy of Top Cats – Illinois into our 21st year and selecting the best possible candidates to run our Club consistent with our By Laws. Ideally, each of us will cast our vote to select or confirm candidates based on their proven performance, dedication, and contributions to the Club. Ideally, our selections will not be based on personal friendships alone, animosity, or in retaliation toward the Club, its leadership, or its members.

When you find yourself faced with a selection decision, simply look at your choices and determine 1.) Who has the best interest of the Club at heart, 2.) Who has a proven record of dedication to the Club, 3.) Who has the experience for that particular position and, 4.) If all else is a tie, ask yourself who you see at every ride, every meeting, every committee activity, every Club event, and every charity ride. That should help you decide.

NOMINATIONS. We have a wealth of eligible candidates this year and we are very fortunate to have each incumbent accept a nomination for another term. The positions up for election / reelection this year are:

Secretary
Two Directors

Eligibility for nomination includes; dues paid, attend a combination of 5 meetings/events per year, GRASS attended within the last 3 years, service on the Board or on a committee. In addition to the incumbents, members eligible for nomination to run for President, Vice President, or director, subject to their acceptance will be published after the 30 Oct due date for dues. At that time we ask that nominations be received by a serving Board member by 15 November 2015.

Please be cautious of candidates who violate Club policy of no campaigning or who try to influence voting. That kind of lack of integrity will only result in a negative impact on one of the finest Clubs in this area....Top Cats – Illinois.



VOTING. To be eligible to vote...by 30 November each year each Top Cat must have been a member in good standing for one year, attend GRASS within the first year of membership and within the past three years thereafter, and attend a combination of 5 meetings/events per year.

The Board can waive certain requirements on an individual basis for unforeseen hardships or circumstances.

Your Responsible Actions
Will Build A Strong Club!



A New Top Cat You Should Know... John Curry

My wife Jamie and I are Barrington residents. I am originally from Chicago, and Jamie is from Buffalo, New York, but she has

lived in the Chicago area since 1978. Despite a few years in Washington, DC, when I worked for the U.S. Department of Justice, I have always lived in the Chicago area, including the western suburbs and the Bucktown neighborhood in the city. I'm a graduate of St. Joseph High School in Westchester, Northwestern University, and Vanderbilt University Law School.

Jamie and I met at a charity event at Navy Pier, and we've been married 18 years. My interests have ranged from politics to kayaking to music of all kinds including opera. Jamie and I enjoy traveling. We've toured Europe extensively. I have family in Ireland and England, and we have visited both countries quite a bit. We also enjoy good cooking and dining.

When we lived in Bucktown 15 years ago, my wife read an article about Vespa opening a dealership in the city. She wondered whether that would be a good commuting option for me to drive to my law office in the Loop. We explored the scooter market, and I bought a 150cc Yamaha Riva. I got involved in the Chicago scooter community, and eventually owned Vespas, including a 250 cc and a 300 cc GTS.

In 2012, Jamie and I took the Vespa to the national Amerivespa meet in Lake Geneva, Wisconsin, where we joined 600 other scooterists from around the country. I really enjoy the Vespa and I still own it and ride it around the area. However, most of my most experienced scooter friends also rode motorcycles. My Barrington friends urged me to move up in class. With a motorcycle, I could ride faster, travel the highways, and go longer distances. I was finally convinced move up last year, and took a certified motorcycle riding course. Last summer, I bought my first motorcycle, an 865cc 2014 Triumph America. This year, I've ridden it to Oregon, Illinois and Kettle Moraine State Park. I also do several charity rides a year, the last one being the Rolling Thunder Ride to benefit veterans.

I am looking forward to enjoying fun rides with my neighbors in the area, and that's why I joined Top Cats.

REAL or AMAZING?

History of ABATE in America...How it all started

The following material was originally published in Easyriders magazine in the early 1970's

Originally published in the October 1971 issue of Easyriders Magazine

You, as an individual, can stand on your roof-top shouting to the world about how unjust, how stupid, and how unconstitutional some of the recently passed, or pending, bike laws are - but all you will accomplish is to get yourself arrested for disturbing the peace.

Individual bike clubs can go before city councils, state legislatures, and congressional committees, but as single clubs, and unprofessional at the game of politics, their efforts are usually futile. Scattered, unorganized, individual efforts have little if any effect against the power structure - it's like hunting big game with a bolt-action .22 rifle. It takes numbers to command respect, to be heard over the din created by the anti-bikers, and worse, the anti-chopper forces. The major problem is not any particular anti-bike movement or organization - the problem is that the people who make the laws are people who know nothing about bikes. The little old lady writes her congressman and complains. There is no one offering rebuttal-intelligent, professional rebuttal-to her unfair charges. The congressman, who doesn't hear any arguments against what the old lady said, but does want to please everybody and does want to get elected again, introduces a bill to ban whatever was bugging the old lady. The bikers in the area don't see the small item, buried in the back of the newspaper along with the hemorrhoid cures, announcing the proposed law for all bikes to have roll bars. Since no one sees it, no rebuttal is offered, and the law is passed. Or if it is seen, and a club or two protest, it isn't a loud enough protest, or it is a disorganized or it is a disorganized protest, or an unprofessional protest, and as a result the law is passed.

Check out more of the story at: http://lake.abateflorida.com/Misc_HTMLs/history%20of%20ABATE%20Easyrider.htm



A New Top Cat You Should Know... Rich Lanute

I was born in Chicago and attended St. Rita High School, and Illinois Institute of Technology where I obtained a degree in mechanical engineering. Diana was born in Laurium, Michigan and raised in Dearborn, Michigan. She attended high school at a private boarding academy prior to college at Andrews University in Berrien Springs, Michigan.

Diana and I have four children, one son and three daughters. We will have been married 44 years on November 20th. My career path has relocated us to Jackson, Tennessee; Charlotte, North Carolina; Orlando, Florida; and Madison, Virginia; interesting places, but we are glad to be back in the Chicago area.

I have always been interested in two-wheeled modes of transportation, beginning with bicycles, which led to motorcycles. I enjoy not only riding them but taking them apart and putting them back together again.

My interest with motorcycles began with dirt bike racing. My first street bike was an H-D Sportster that I purchased new in 1972. Over the ensuing years I have owned several BMWs, a few Hondas, a Ducati, a lot of Husqvarnas and Harley-Davidson motorcycles.

I chose to join Top Cats Motorcycle Club for the joy of riding with like-minded souls.

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Contact Dennis for full details!



GENERAL MEMBERSHIP MEETING MINUTES OCTOBER 6, 2015

Alley 64
2001 N. Rand Rd, Palatine, Illinois

Submitted by Mary Kirkpatrick

The meeting was called to order at 7:30 by Mike Bradbury, Top Cats President.

Guests tonight:

Judy Kaenel, Dukane Abate and Wally Elliot

*Tina Schiffmeyer, Friend of the original members of the club, Wayne Kirkpatrick,
Bard Boand, Tom Malia and Chris Heller*

Joe Savan, Friend of Rox Adonis.

President: Mike Bradbury

Members were asked to stand and say the Pledge of Allegiance

- Mike welcomed all to the meeting and asked the members to open up the evening with a few good jokes. The members complied and told a few jokes... the 'good' part is questionable, though. J
- Mike talked briefly of the things to come in the next few months and invited the members to introduce the guests for the evening.

Vice President: Ric Case

Safety

- The next GRASS is scheduled for October 26th, 2015. Ric reviewed the topics that will be covered in the class and also discussed future meetings including the Road Captain meeting in January.
- Greg Smith was unable to attend tonight, so Ric Case reviewed the Kaution Korner article that was in the October ROAR.
- Wayne Kirkpatrick also addressed some of the new tech information. Some vehicles have safety lights in the cabin that allow the driver to know that there are vehicles in their blind spot. If you see something flashing in a vehicle next to you, it may be YOU in that blind spot. Make sure that you move out into the drivers view...

Past President: Wayne Kirkpatrick

- Election Process was explained by Wayne Kirkpatrick and will be added to the ROAR for the November edition.
- Be sure that you have your dues paid and have attended a GRASS class so that you can be a member in good standing and a part of the election process.

ROAR Newsletter: Mary Kirkpatrick

- The 20th Anniversary of Top Cats has been a great year. The members will be asked to reflect on their favorite moments of the year and they will be collected and published in the December edition of ROAR. Please start thinking about your best moments of 2015...

Treasurer: Greg Ludwig

The 2016 invoices will be mailed out with the payment due date of 10/30/15.

Charity: Noelle Rigsby

Committee:

- June 12th is the date for the 2016 event.



(Continued on page13)



General Meeting,, Continued

- The next meeting will be on Monday, October 26th, 2015.
- Noelle made an announcement with details for the N.I.S.R.A. Fashion Show on November 21st, 2015. She explained the event for the membership and asked for support from the membership for this afternoon.

Jim Purcell mentioned that the raffle item collection can begin as soon as any of us can bring something in... so get started, so that we can have a great event in 2016!

Guest Speakers

Judy Kaenel – President of DuKane A.B.A.T.E. *A Brotherhood Aimed Toward Education.*

Judy gave a short history of A.B.A.T.E. See page 12 for more details, but in brief, there was a demonstration in California, against a movement banning motorcycles from the highways. The turnout was impressive and it was the beginning of realizing, on many levels, that motorcyclists are very politically aware AND ACTIVE!

In Illinois, there have been many times that A.B.A.T.E has been called upon to act on behalf of the motorcycle community. Fourteen million dollars was moved from the motorcycle education fund by Governor Blagojevich. A.B.A.T.E. took the governor to court all the way to the Supreme Court. The final decision was in favor of the motorcycle fund. But, in the end, although there were no clear ways of getting the money back into the fund, the decision set the tone and future funds are safer because of this action.

Judy reviewed the laws that have been enacted over the past few years in the area of motorcycles:

- Dead Red Legislature. Many states have given motorcyclists the ability to move through a red light when their motorcycle does not trip the light to change it to green. In Illinois, the law does designate 120 seconds and then a motorcycle can move through the intersection. This law does not apply in cities that have more than 2 million citizens, for example: Chicago.
- Pre-rides and intersections should be reviewed repeatedly before the ride so that any areas that need to be 'monitored' during a run can be identified.
- LED lights on bikes should not be red or blue because colors can be confused with emergency vehicles.
- Blinking headlights ARE legal in Illinois
- 'Court watchers' are now being used to address the idea of Biker Bias in courtrooms.
- Biker Bias has shown up in courtrooms as well as towns that are making laws that make leather vests unwelcome in all establishments in the town.
- Lane Splitting was discussed and the pros and cons reviewed.... The majority of the membership decided that the ability to 'ride between the lanes' is NOT a safe practice and is at this time still not legal.

Wally Elliot spoke about events that are a part of the Dukane Chapter.

- Wally is the organizer for the 29th Annual Toy and Food Run which will be held on October 11th. Mike Alman (oldest son of Greg Alman) will be the musician at this event. John Drake, lead singer of the Amboy Dukes (Ted Nugent) will also be performing with Mike Alman. There will be 25 legislative personalities along with Governor Rauner.

Activities: Gene Rigsby

- Gene was unable to be present tonight, so Bob Stevenson took the floor and explained the upcoming events for the club.
- New Events include the Fall Colors Ride led by Jim Purcell to Holy Hill Cathedral.
- Bob and Mike both invited members to create events for the club.

Products: Lisa Purcell

Lisa was unable to attend tonight, so no products were presented to the members this time.

50 / 50 Raffle was organized by Jim Purcell: The winner was picked by Linda and Ric Case won the pot.... AGAIN!

Meeting was adjourned by Mike Bradbury at 9:00!





BOARD OF DIRECTORS MEETING MINUTES

OCTOBER 13TH, 2014

Alley 64

2001 N. Rand Rd, Palatine, Illinois

Submitted by Mary Kirkpatrick

Present: Mike Bradbury, Ric Case, Wayne Kirkpatrick, Mary Kirkpatrick, and Gene Rigsby,

Excused: Jeff Tietz, Emil Kornecki and Greg Ludwig

President: Mike Bradbury

- Mike discussed the club status and stated that the last meeting was a bit more low-key and that the Sturgis energy has given way to the fall..... Keeping dynamic speakers during the winter months may help to fight that spirit. Suggestions were made and noted by Mike.
- 2016 Open Board Positions will now include the Treasurer, because Greg Ludwig has resigned. He stated that he is unable to attend to the duties fully.
- The board discussed other possible candidates and reviewed the roster for members to approach to ask them to serve. The board discussed the rewarding aspects of working to keep the club moving forward. It is working on behalf of friends... which doesn't make it work at all!
- Mike will take care of the 990z document and change the agent of record so that the paperwork is current and our club can maintain our 501(c) status.

Vice President: Ric Case

Charity

- BGV Motor Sports, Inc is a Cruiser Club and a very substantial group of Antique Car owners. With hundreds of members, their presence is notable at any event.
- The NISRA Holiday event was discussed and the board agreed to pay \$10 toward each ticket. Final information must be sent in to NISRA by the 20th of October.
- NISRA is having an appreciation event at Stage Left Café in Woodstock. The Date is October 29th at 5pm.

Safety

- The next GRASS class will be on October 25th. The Road Captains who will teach were identified.

Past President: Wayne Kirkpatrick

- Morale is very high...
- The website is missing editions of ROAR for 2015 as well as pictures. It was also noted that older ROARs and pictures are also missing.
- The Illinois State Memorial Fund information was discussed and will be presented to the membership at the next General Meeting.
- The Brick for the Veteran's Memorial at Woodstock will be placed and the Dedication will be on November 7th, 2015 at 11:00 am.
- Movie night suggestions were discussed and other winter ideas included a Shoot-out, and a Chicago night with plays or dinner.
- ABATE's Wally Elliott was interested in the GRASS class. He liked the idea of **teaching** someone to be a road captain.

Activities: Gene Rigsby

- Gene was able to update the board in the upcoming activities that are planned for the next two months. He also reviewed the "usual" winter events that we will have on the calendar.
- The Awards dinner is beginning to be planned. Mike will call the Mill Rose and begin the negotiations.
- Gene updated the Committee Status and suggested that Bob Stevenson become the Committee Chair. to become involved in the writing processes for the club.



Board Meeting, Continued

ROAR: Mary Kirkpatrick

- Mike suggested that a *Top Cats Writers Class* be started. A news crew type of format that would allow the members to become involved in the writing processes for the club.

Membership: Emil Kornecki

- Tina Schiffmeyer's application was presented to the board by Wayne Kirkpatrick who motioned that she be accepted as a new member, Mike was the 2nd and the board accepted Tina as a new member subject to dues payment for 20.

Safety: Ric Case

- The new edition of the PPT is being finalized and will be ready for the October 25th presentation.

Website: Mike Bradbury

- Mike is taking control of the next steps for the website and will address the missing data with the American Creative liaison. He will ask them to give us direction on how we can maintain an updated version of this website.
- Gene will ask Roxray Adonis to be the director of the website. Other members were identified as possible committee chairs for the website.

Meeting Adjourned by Mike Bradbury at 9:00pm

Be Sure to Check out the new

Top Cats.org

Website...

It is a beautiful thing!



**November
Celebrations!**

Let us know your important dates
so we can celebrate with you!!



5th- Mike Bradbury

9th - Jim Purcell

17th - Kathie Bradbury

20th Rich and Diana
Lanute



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Continued on
Page 17



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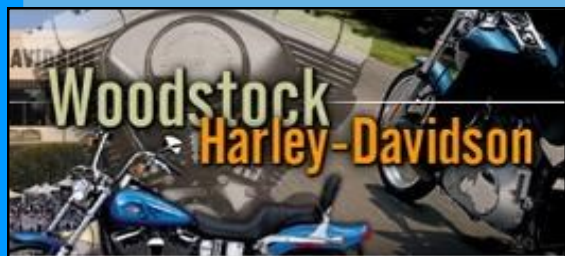
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Membership Has Its Privileges!

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

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



RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, Nov. 3rd	General Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Tuesday, Nov. 10th	Board Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Saturday, Nov. 21st	NISRA Fashion Show	Crystal Lake	Holiday Inn	10:30 am	N. Rigsby
Tuesday, Dec. 1st	General Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Tuesday, Dec 8th	Board Meeting	Palatine	Alley 64	7:30 pm	Bradbury
December 31st	New Years Eve	End of the Year	Safety First Always....	Midnight	TC

All ride and event information along with the Photo Gallery can be found at www.TopCats.org.



Barrington Library

Location and Hours

505 N. Northwest Highway
Barrington, IL 60010

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balibrary.org

See the Top Cats Archive

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



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**

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Founder	Carl 'Virgo' Bender 1941-2001			Motorcycle Community	Wayne Kirkpatrick wkirkpa177@aol.com

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For questions or to submit comments or articles for publication, contact the editors at

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