



ROAR

The Official Publication of the TOP CATS OF ILLINOIS

PRESIDENT'S PERSPECTIVE

March, 2017

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Hello, Brother and Sister Top Cats!

What wonderful weather we have been having lately! I picked up my motorcycle from storage on Wednesday, February 23rd after getting

it maintained and "enhanced" over the "winter". It was Wednesday night and 58 degrees at 9:00 pm which is somewhat unbelievable. The dearth of fair weather, higher than normal temperatures and lack of snow all are

hopefully a foretelling sign that the riding season will be on us soon. Now is the time to begin preparing your motorcycles to ride, ride, and ride.

2017 is projected to be a great year for club riding. Your Top Cat Road Captains, including our new Senior Road Captain, Mary Kirkpatrick have populated our event calendar with some neat sounding rides. Everything from day rides to the Harley Museum, a classic Air Show, a Barbeque Car Show and on to our yearly traditional Sturgis Ride, led by Bard Board, multi-day rides around Lake Michigan, visiting Holy Hill, exploring Nashville, Tennessee, checking out Oconomowoc, WI and

seeing Peoria via Route 66 just to name a few are all offered. Do not hesitate to join in and do a ride!

Your club is more than doing great, interesting rides. We also annually support 2 charities by doing a ride on June 11th called The Ride for Dreams to The Valley of The Kings. All ride and raffle proceeds are donated 100% to the Northern Illinois Special Recreation Association (N.I.S.R.A.) and the Valley of the Kings in Sharon, Wisconsin. It is

important that we all represent our club well and combine all our efforts in putting on the best event we can! All Top Cats should be attending. In ad-

dition, we have raffle tickets that all members should sell. Register now and pick up extra raffle tickets to sell. See Lisa Purcell or any officer or Board member to assist at a General Meeting. For those looking to enhance your group riding skills or refresh your training, we have Group Riding and Safety Seminars (also known as G.R.A.S.S.) throughout the year. In case you have been living in a cave without internet service while being a member and were not aware of it, Top Cats present G.R.A.S.S. to our members and other clubs in the area and beyond.

(Continued on pg. 11)



Upcoming Events

MARCH

- 5 TC'S AWARDS BANQUET
- 7 GENERAL MEETING
- 12 GRASS CLASS
- 14 BOARD MEETNG
- 19 TWIN OAKS FOR DINNER

APRIL

- 4 GENERAL MEETING
- 11 BOARD MEETNG
- 15 KICK-OFF RIDE, 2017!

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



KAUTION KORNER

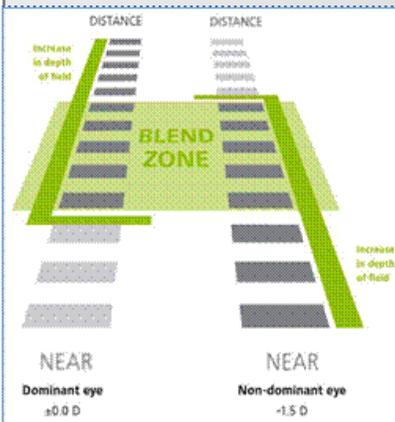
OH SAY CAN YOU SEE?

**BY: MARY 'TROOPER' KIRKPATRICK,
SENIOR ROAD CAPTAIN**



In 2007, I was able to get rid of my glasses! I'd had them for over 40 years! The Lasik surgery was quick and easy and I was excited because I had chosen to have monovision, which gave me one eye for distance and the other eye for reading. My excitement came from the idea that I would never need glasses again! Not for riding motorcycles or reading. I could pick out any sunglasses that I liked and if I lost them, it would be easy to replace them with some new trendy gas station pair. After 40 years... that is a great feeling! I was free!

Since then, I did well, or so I thought. Some things have been happening lately, that made me reconsider how well I really WAS doing. I realized that I've always been hesitant when riding in unfamiliar places. I was never sure why and never really addressed it. I just accepted that I was being 'safe'. But I'm hoping that I've found the reason for my hesitancy and that this knowledge will allow more confidence when riding anywhere and anytime. I'm also hoping that it will make a bit of good reading for the rest of you and motivate you to keep your eyes in good condition. Vision is such an important part of enjoying your ride. Hopefully, you will take stock and face any challenges that will keep you from being the best rider you can be.



I began MY search for answers by analyzing the processes involved in vision. It seems like a simple idea. It's what we see, right? A look at the entire process though, shows something more complex. Our brains have to take in the information, process it from two different sources (both eyes) and then decide how to respond to what we are seeing. If things are familiar and our vision is clear, the identification and reaction process happens quickly. If our vision is blurred or we are in unfamiliar territory, it takes a bit longer to identify and react. If we add in other factors like curves or elevation changes, the time element is drawn out and it strains our ability to accurately respond within the time allowed.

Now, add to that the idea of monovision. Either through surgery or using contacts. All articles stated that monovision sacrifices a certain amount of clarity and depth perception. Dr. Michael Garin states, "We use a number of different tools for depth perception; these tools are known as depth cues. These cues are classified into binocular (both eyes), monocular (one eye), and inferred (combined binocular and monocular cues). A person's ability to perceive distances and sizes depends on which cues are available to them. One potential difficulty with monovision is some loss of depth perception. For some, good depth perception is important to either their daily tasks or their profession." I'd say Motorcycling would fall into our daily summer 'tasks'... and for some of us, it might even fall into the area of profession too!

This provided a huge sense of relief for me! I had been thinking that I was getting 'too old to ride' and would have to make changes for my safety and the safety of those I ride with. But with a pair of glasses that provides me with two distance eyes, my visual clarity and depth perception are improved! Hopefully, this will be an easy fix and I can ride for many years to come! The tests will come this summer... And if the riding is good, who cares about wearing glasses?

(Continued on page 3)



With that covered, let's look at what else can affect our ability to 'see'? The height of our windshield. The placement of the faring in our line of sight. The clarity of the surfaces that we look through to see the road, which includes glasses, helmet visor and windshield. And finally, the familiarity we feel with the surroundings as well as the feel of our bike. All of these affect our 'vision' while on the bike.

Let's start with Windshield height. You can go to any of the manufacturing sights to see what is available and what they advise. J&P Cycles has a video that explains their view and what windshields they carry. There are many things to consider, so here is the link so that you can review it yourself and make choices that suit your riding style.

<https://www.youtube.com/watch?v=6WziCrDgS0Q>

Clearview Shields also has a great article that discusses the various aspects of looking over or through your windshield. It is an easy read and offers things to think about to maximize the vision on your particular bike.

<https://www.clearviewshields.com/blog/choosing-correct-shield-height/>

National Cycle is another manufacturer and they also offer clear, easy to read information on the topic. They also are innovators of a very strong polycarbonate shield that they developed and patented in 1975. Check out their website for details. <http://www.nationalcycle.com/bible-height-windshield>

The next thing to look at is the placement of a faring. In riding, looking ahead is the goal. Always keep your eyes on where you are going to be up ahead. Looking down at what is immediately in front of you is not useful and causes hesitant riding. But for me, seeing the whole picture adds confidence. Looking ahead is the focus, but clear peripheral vision gives me a stronger sense of stability and security. It alleviates the 'fear of the unknown' that I feel with a faring.



Keep your windshield, helmet, glasses and any other surfaces that you look through clean. Take a few minutes at a gas stop and wipe them down. Eliminate the distractions and frustrations that can come with bugs and streaks that reflect light and get in the way of clear vision.

And finally, practice and experience will add to your confidence and 'vision.' When you take to the street, choose to find at least one unfamiliar area to add to each ride. Now, maybe you won't have to follow Wayne into back woods trials, with ruts and gravel in order to improve... but, taking off and finding new challenges is a great way to spend a day... and to build your muscle memory for unfamiliar territory.

Enjoy your summer rides and tell lots of stories of the visions that you experience! With your now CLEAR vision, enjoy what you see!

*I know not where I'm riding
Let the road decide.
It's not the destination...
It's the Glory of the Ride!*





On Your Mark... VP's Vision!



Hello Top Cats!! Is March coming in like a lion???

Spring is so close, but we are not out of the woods yet. I hope you had an opportunity to get out with this great break in the weather we've been having.

Speaking of riding, I just wanted to send a shout out to future RC, Bob Morrison. A relatively new member you should get to know, who is getting involved with his (and your) club, actively participating in events, attending meetings and even stepping up his game on his way to becoming a road captain. Bob has provided his ride details for his ride which will be in MAY!! Wow!! It is loaded in the calendar along with a good number of other riding opportunities, and more to come throughout the year. So please check often!!

Speaking of participation, we have started a new season of our participation card program. Get your card at the next meeting or event and start filling it in. Simple to do, not sure why you wouldn't.

And speaking more of participation, our Top Cats Award Banquet is quickly approaching. We will be hosting at a great new venue this year with excellent food. I hope to see you there.

Looking forward to seeing you there.... Gene "Lucky" Rigsby



Oil Spots



By Traveler

Harley Financial Services Sued Over Alleged Harassment

A Brevard County man alleges he was harassed by frequent collection calls to his cellphone. Michael Oliver filed a complaint in the U.S. District Court against Harley-Davidson Financial Services Inc., alleging violation of the Telephone Consumer Protection Act and the Florida Consumer Collection Practices Act.



The plaintiff alleges that beginning in December 2015, he suffered damages from receiving several collection calls on his cellular telephone. The plaintiff holds Harley-Davidson Financial Services Inc. responsible because the defendant allegedly kept on harassing the plaintiff by placing several calls per day on his cellular telephone using an automatic dialer system.

The plaintiff requests a trial by jury and seeks statutory damages, punitive damages, actual damages, all legal fees plus interest, and any other relief as the court deems just.

Investment Bank Seeks to Bring Excelsior-Henderson Back

Aaron, Bell International will serve as the exclusive agent for Excelsior-Henderson Motorcycles to seek a strategic relationship for the reintroduction of the brand to the marketplace.

(Continued on Pg. 5)



Oil Spots, Continued...

The convergence of several market factors has created a unique opportunity to reignite the heritage-rich Excelsior-Henderson brand. Recent motorsports industry reconfiguration, with Polaris Industries ending production of Victory Motorcycles to focus on its historic Indian Motorcycles, and Arctic Cat's sale to Textron, combined with the strength of American motorcycle manufacturing and sales worldwide, make the market ripe for the reemergence of the venerable "E-H" marque.



Excelsior-Henderson's deep, rich heritage is what elevates this opportunity well beyond the ordinary.

One of the original "Big 3" motorcycle manufacturers along with Harley-Davidson and Indian during the early decades of motorcycling, Excelsior-Henderson's heritage includes owners Henry Ford and Charles Lindbergh, and a long list of 'firsts,' being the first motorcycle to circumnavigate the world and officially 'clocked' at over 100 mph, to engineering and design innovations until ceasing production by owner Ignatz Schwinn of Chicago during the Great Depression.



In the 1990s, that engineering and design legacy was painstakingly carried forward with the rebirth of the brand and the development of a proprietary, new Super

X motorcycle by Excelsior-Henderson Motorcycle. The company produced nearly 2000 motorcycles featuring dual overhead cams, four valves per cylinder, closed-loop fuel injection, integrated cassette transmissions, anti-dive suspensions, and more. Owners of the motorcycles today are just as fervent about the brand as the day they rode them off dealers' lots.

Despite discontinuing production in late 1999, the business opportunity remains relatively turn-key due to its intellectual property and intensely-loyal, active customer base.

An entrepreneur or investor can essentially pick up where the previous company left off, bypass the most difficult

barriers to entry, and build upon the established success of this heritage-rich brand in a highly lucrative industry. It's literally a once-in-a-lifetime opportunity.

Victory Dealers Surprised by Closure

Of 22 Victory dealers from 12 states and Canada most of them said they were surprised to learn that Polaris had pulled the plug on the brand after 18



years. Further, Victory dealers surveyed in large part are in no hurry to find a replacement brand.

The survey shows that 82 percent of the dealers were surprised to learn upon the January announcement from Polaris that the Victory brand had been axed.

When asked if they expect to replace Victory with another brand, 68 percent of the Victory dealers surveyed they did not expect to replace. On the other hand, 32 percent of the respondents said they did expect to replace it. Of those dealers who are considering replacing Victory, they sighted Indian as the most likely to be added.

With about 400 dealerships in the U.S., there is plenty of Victory product on showroom floors. About 55 percent of the Victory dealers surveyed had 11-15 new Victory bikes in stock. About 18 percent had more than 20 new Victory

bikes in stock, and about 10 percent of dealers each had 0-5, or 6-10, or 16-20 bikes in stock.



Major unit sales of new

Victory bikes in 2016 brought a range of responses from the Victory dealers surveyed. About 27 percent of them sold 0-10 new Victory bikes in 2016. About 32 percent sold 11-20 new Victory bikes in 2016, and 27 percent sold 21-30. More than 30 new Victory motorcycles were sold in 2016 by 14 percent of the respondents.

(Continued on page 6)

Oil Spots, Continued...

Saving the Bonneville Salt Flats

The Bonneville salt flats is a unique land formation in northwestern Utah that beckons visitors from around the world. For racers, its surface is unequaled. The hard salt crust is perfect for both speed and safety. But there is a problem. The once 13-mile racetrack is now less than eight miles long due to salt erosion.



For more than 50 years, the land speed racing community has sounded the

alarm that Bonneville is being destroyed by government mismanagement and neglect. The U.S. Bureau of Land Management (BLM) has been the land's custodian since 1946, and the agency's traditional response to the racers' concerns has been to call for geologic studies. At least six studies have been completed over the decades, and a seventh is underway.

Frankly, Bonneville has been studied to death.

The Bonneville Salt Flats is more than 60 miles long and is divided in half by railroad tracks and highways. Land speed racing began in 1914, and the racetracks have been located on the north side and a potash processing plant on the south side since 1932. The two activities existed in harmony until the '60s, when the BLM began issuing leases allowing salt to be transferred south through miles of



ditches north of the highway without scientific proof that there would be no damage to Bonneville. Potash is extracted from the salt through solar evaporation, and the salt is a waste product of the process.

Until 1997, the salt transfer was a one-way street. The BLM allowed an estimated 50 to 75 million tons of salt to be removed from Bonneville and not returned. In fact, much of the salt is currently located in a huge mine evaporative processing pond that sits on land controlled by the BLM.

The racing community and the mine owner created a salt brine return program in the '90s that was implemented with BLM approval. When pumped at average levels of 1.2 million tons per year, the program stabilized Bonneville's crust and demonstrated small increases. However, the pumping has been severely limited in recent years.



The racing community has issued a comprehensive plan for restoring Bonneville.

The community is represented by the Save the Salt Coalition and the Utah Alliance.



The Coalition/Alliance's restoration plan, if implemented, will dramatically increase the amount of salt brine being pumped every year and channel it through the Salduro Loop, an unused salt reservoir artificially segregated from the rest of Bonneville, to increase the brine salinity as it is deposited on the salt flats. Additional pumping infrastructure will be needed, but sources of salt and water have already been identified to accomplish the salt replenishment. Since the BLM has not previously pursued a restoration plan, the Coalition/Alliance is turning to lawmakers at both the state and federal levels to support the effort.



(Continued on Pg. 7)



Oil Spots, Continued

To date, the governors of both Utah and Nevada and the Utah State legislature, along with U.S. Senators and Representatives, have called on the BLM to take action. These efforts have included plans that would direct the BLM to restore the international racetrack to its original 13 miles within 10 years.

Bonneville is listed on the national Register of Historic places and deemed an area of Critical Environmental Concern, yet the BLM has allowed its health to reach critical condition despite these designations.

Indian Motorcycle's New 2017 Roadmaster Classic



Indian Motorcycle has presented the newly crafted Roadmaster Classic, a bike that reimagines what a heritage-inspired American touring motorcycle can be by blending iconic styling with the ultimate in modern touring amenities.

Paying homage to the iconic styling cues of past Indian motorcycles, the Indian Roadmaster Classic features loads of high quality genuine leather, including a premium touring seat, saddlebags with fringe, and a new leather trunk. Large enough to hold two full-faced helmets and constructed with a built-in passenger backrest, the leather-adorned trunk can be kept on for a full touring experience or quickly detached to create a more streamlined look. Further adding to the beauty of the motorcycle, Roadmaster Classic features valanced fenders, chrome details, and stunning two-tone paint options.

The bike's eye-catching vintage style combines cutting-edge technology to ensure rider and passenger travel in comfort. A keyless ignition with proximity fob, throttle-by-



wire cruise control, heated grips and seats, Pathfinder LED headlamps, power adjustable windscreen, adjustable passenger floorboards, tire pressure monitoring system (TPMS), anti-lock brakes (ABS), 100

watt premium audio system, and Indian Motorcycle's much-lauded 7-inch Ride Command infotainment system all come standard.

With power to spare, the Roadmaster Classic's Thunder Stroke 111 produces 119 ft.-lbs. of torque with extraordinary output at low RPM so you can accelerate effortlessly in all six gears. Noted for its smooth ride, Indian Motorcycle's telescopic fork front and air-adjustable single shock rear suspension soak up the bumps while offering superior feedback. Balanced braking comes from dual 300mm semi-floating rotors with four-piston calipers up front and a single 300mm semi-floating rotor with two-piston caliper in the rear, stainless steel reinforced lines and high resolution ABS.

Riders can customize the Roadmaster Classic with a wealth of additional leather and chrome accessories, including passenger armrests and trunk mat specifically designed for the Roadmaster Classic. Additionally, riders can enhance the riding experience with a touring or flare windshield, lower fairings, genuine leather extended reach seat and Infinite Highway Pegs. Roadmaster Classic can be upgraded with an integrated garage door opener or Indian Motorcycle's Premium Touring Console. Complementing the Roadmaster Classic Genuine Leather Trunk and Saddlebags are Genuine Leather Accessories, including grip, lever, highway bar and floorboard wraps, tank pouch, rear highway bar bag, mud flaps and saddlebag fringe.

Harley-Davidson Announces Daytona Bike

Once again Harley-Davidson is the official motorcycle of



the 76th Annual Daytona Bike Week, and the Motor Company is ready to host all riders March 11-18 with special events, parties and free demo rides on all 2017 Harley-Davidson models, including Touring motorcycles featuring the all-new Milwaukee-Eight engine.

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Oil Spots, Continued...

Official Harley-Davidson Bike Week activities are consolidated at one action-packed venue located just off International Speedway Blvd. on the grounds of Daytona International Speedway. Harley-Davidson location will offer:

- Motorcycle demos**
- New Milwaukee-Eight Display Truck**
- H.O.G. Rally Point at the Speedway**
- Harley-Davidson Museum display**



- H.O.G. Rally Rendezvous**
- MDA Women's Ride**
- American Flat Track Daytona TT**
- Amalie Motor Oil NHRA Gatornationals**

For the duration of Bike Week, Harley-Davidson is partnering with three iconic Daytona Beach Main Street establishments as the official motorcycle sponsor at The Bank and Blues Club, Dirty Harry's and the Full Moon Saloon.

Top Cats Award Banquet!

Seasons 52

1170 E. Higgins Rd
Schaumburg, IL 60173
5:00 pm to 9:30 pm



Here's a preview of what is to come!





Is Your Emergency Kit Ready?



EMS Road Docs, Illinois, is a group of volunteer motorcyclists whose full time jobs include work in emergency services. Active and retired doctors, nurses, paramedics, EMTs and Firefighters. They bring the finest America has to offer together in friendship and in service. They are involved in Community Support, Medical Training, and Motorcycle rides. A Charity Ride without a Road Doc is hard to find!

One of their suggestions is making sure you have an Emergency Bag with updated supplies. Make sure that the 'use by' date is current. Replace and /or update those items. As Wayne says,

“We will be using YOUR kit if we need to work on YOU!

With the weather so mild this year, riding time may come sooner than later! Now is the time of year to take inventory of your bag! Here is a list of options for you to include...

- | | |
|--|---|
| <ul style="list-style-type: none"> ✦ 1 4oz Hand Sanitizer Bottle ✦ 1 60cc Irrigation Syringe ✦ 24 Alcohol Prep Pads ✦ 1 EMS Trauma Shears ✦ 24 1" x 2" band aids ✦ 24 2" x 4" band aids ✦ 1 Pen Light ✦ 1 Black sharpie pen and note pad ✦ 1 Convenient Pak – Single use antibiotics ✦ 1 Professional CPR pocket Resuscitator with 2 filters ✦ 6 Non-Latex surgical gloves ✦ 1 Emergency Blanket 52" x 84" | <ul style="list-style-type: none"> ✦ 2 Triangular Bandage 37" x 37" x 52" ✦ 3 One inch surgical tape ✦ 2 Two inch surgical tape ✦ 2 Instant cold packs – Large ✦ 12 4" x 4" 8 ply Sterile Gauze pads ✦ 1 5" x 9" sterile combine ABD pad ✦ 6 4" – 2 ply rolled gauze ✦ 1 Glucose tablets ✦ 1 Rolled Sami Splint (5 ½" X 36") ✦ 1 Bottle low dose baby aspirin (under 100mg) ✦ 7.1 oz Saline wound wash spray |
|--|---|



GENERAL MEMBERSHIP MEETING MINUTES FEBRUARY 7TH, 2017

Alley 64
2001 N. Rand Rd, Palatine, Illinois

Submitted by Mary Kirkpatrick

President's Section: Mike Bradbury

The meeting was called to order at 7:30 pm. Mike Bradbury, President of Top Cats Illinois, asked the members to stand for the Pledge of Allegiance.

- ✦ The Guests were introduced:
 - o Diana Lanute – Rich Lanute
 - o Ron Kostus – Top Cat from years ago
- ✦ 2017 Patch Presentations were made by Mike to the new Board Members.
 - o Vice President – Gene Rigsby
 - o Treasurer – Noelle Rigsby
 - o Director – Ric Case
 - o Director – Lisa Purcell
- ✦ Birthday/Anniversary Announcements: **Mary Kirkpatrick**
 - o Cake was brought to celebrate the Purcell's 26th Anniversary
- ✦ There was a race to the bottom with this month's meeting jokes!



Past President: Wayne Kirkpatrick

- Wayne discussed the very full calendar for this upcoming riding season! It will be a great year for riding with the Top Cats! If you have any ideas, let us know!
- Emil passed out a survey to ask for feedback and suggestions.
- Club History was done this month through a collage of pictures that was passed around the room. If a picture is worth a thousand words, then the collage is a book filled with a whole lot of great short stories!

Charity: Lisa Purcell

- Lisa gave a progress report and asked the membership that were present to start getting the word out NOW! Invite riders, FIND SPONSORS, sell raffle tickets.
- The committee was identified and thanked by Lisa.
- All is underway and it looks like it will be a GREAT event!

Safety: Ric Case

- RC Committee Meeting was reviewed and the overall content of the class was reviewed by the attendees. A few updates and clarifications were identified and they will be in the next GRASS class on March 12th.
- SRC Patch presentation was made to Mary Kirkpatrick ~ who was very surprised and excited to join the long line of GREAT riders and good people who have built the strong traditions that are a part Top Cats History!
- The overview of the Kaution Korner was given by Gene Rigsby. He encouraged all members to read and review all of the past topics that can be found in the ROAR. His Kaution for tonight was to be sure that you are READY for all of the possibilities. He recalled a time when he was riding and felt he had made eye contact with a driver who was going to make a left hand turn. He changed lanes to increase the probability that he would be seen.... BUT, none of that made it safe. The driver turned anyway. Fortunately, Gene had slowed enough to make the stop and all was fine. Moral of the story: BE READY! READ, PRACTICE, REPEAT!

(Continued on Page11)



General Meeting,, Continued

Activities / Awards: Gene Rigsby

- Chili Cook-Off Results were reviewed for the group and the winners were all recognized. It was a great event and allowed everyone to spend some time talking and catching up... The partial showing of "The Davidsons" also gave everyone a quick look at the History of Harley-Davidson. A well done show that is definitely worth a viewing!
- Participation Card Reminders were given and there will be prizes presented at the Banquet on March 5th. The Event Schedule was reviewed with many highlights in the upcoming months. See the calendar for the details.
- The Banquet Reminder was made and the date for payment is coming quick.
- Wayne gave a review of the upcoming Rolling Thunder Ride in May. Hotels have been booked and all is set for this event. See Wayne and give him your e-mail if you would like to attend. He will send you information and keep you updated as the date draws near!
- Jovan's was the where the Brain Trust met and came up with ideas that led to the Top Cat's annual ride to the Motorcycle Mecca, Sturgis. It was 23 years ago when Emil Kornecki, Bard Boand and Jim Henniff sat talking about the need for a little 'kick' to the riding schedule for the Barrington Biker Contingency. That's where the story began. Tonight Bard gave the review of the Sturgis ride that has now become the cornerstone of the riding season for Top Cats!

Meeting Speaker - Ben Chikaraishi – Illinois State Police: Ric Case

Ben reviewed the New Illinois Laws affecting Motorcyclists for 2017. As is his tradition, he is informative, friendly, and humorous. Topics included blue dot lights, stop light wait times, and a discussion with the club on proper etiquette when addressing the officer who has stopped you!

Roxray asked for volunteers for the 'Communication Committee' which would reach out to media, get information

Products: Jim/Lisa P.

Available at the meeting, Men's, Women sized t-shirts and baseball caps:

T-Shirts; M, L, XL; \$18 each T-Shirts; XXL; \$22 each Long Sleeves; \$22

Caps; \$15 Decals: \$3

50 / 50 Raffle was won tonight by Bob Morrison and the money was awarded by Gene Rigsby, because Jim Purcell had surgery on his nasal cavity and jaw. Can anyone imagine Jim with his mouth out of commission? J We wish you the best Jim... you were missed!

Meeting Adjourned by Mike Bradbury at 9:00pm

President's Perspective, Cont.

I firmly believe that we all benefit from learning and demonstrating safe riding protocols while riding together as a group.

For any information on our schedule of events and seminars, refer to the website, topcats.org. Or simply come to a general meeting to learn more. Our general meetings are a great place to commiserate, tell riding tales and plan for riding together.

Be a Top Cat and be involved!

Sincerely,
Mike Bradbury



April Celebrations!

Let us know your im-

Happy Birthday,
Diana Lanute!
April 11th



ROAR



BOARD OF DIRECTORS MEETING MINUTES

DECEMBER 8TH, 2014

Alley 64

2001 N. Rand Rd, Palatine, Illinois

Submitted by Mary Kirkpatrick

Present: Mike Bradbury, Gene Rigsby, Noelle Rigsby, Ric Case, Wayne Kirkpatrick, Emil Kornecki, Rox Adonis, and Mary Kirkpatrick

Excused: Lisa Purcell

President: Mike Bradbury

Call Meeting to Order at 7:30.

- President's Vision for 2017
- There are many rides on the calendar and the club is presently moving forward into 2017 with a very solid Board and activities list. The Board will be updated on Charity as the event moves forward.
- Ric motioned that the board will meet every other month for now and any major issues can be cause for an 'emergency' meeting. Gene seconded the motion and the board agreed unanimously.

Past President: Wayne Kirkpatrick

- Wayne looked into getting more coins made. There has been no new order since 2011 and the company only keeps the mold for three years. So, now there will have to be a new 'mold' created at the cost of \$140. Wayne reviewed the costs for getting 100 coins made. Discussion was had, mainly on the pros of getting this done as there was little negative for this action.
- Wayne motioned that we make the purchase. Mike was the second on the motion. All agreed unanimously.
- It was noted that with each 'minting' of the coin, the color on the bike was changed. Red was the original, Blue was the second minting. White will be the color on this next batch.

Activities: Gene Rigsby

- Banquet status:
- Gene discussed the banquet and the way that awards will be presented this year. As the group will be small, the awards will be limited as well.
- Gene asked that the board send nominations for 'Top Cat of the Year' as well as 'Volunteer of the year'.
- Ric and Gene will look at the lists of rides and determine the points that each Road Captain has earned to determine star awards for the banquet.
- Mike has made personal contact to verify the number of attendees.
- The Participation Card Program will be used during the banquet to award prizes and to begin the process of initiating the program for 2017.
- New activities were discussed and a list of events were identified.
- Participation Card Program is still in the works and we need to continue to push this as it holds potential for ways to engage members in the activities.
- The activities schedule for 2017 is providing the club with the best opportunities to ride and build friendships and experiences.

Membership: Emil Kornecki

- The Survey results were given to the board and 21 surveys were turned in at the General Meeting. The results show:
- Most responders wanted more club rides.
- More than 1/2 of the replies indicated that longer day rides were favorable.
- The longer rides included: North to the Apostle Islands; East - Around Lake Michigan, South to Nashville all had very favorable comments.
- Other suggestions included the Bourbon Train trip for 4-5 days; Galena; Hickory Hideaway Cabins; French Lick, Indiana;
- The New Member candidates were discussed.

(Continued on page 13)



Board Meeting, Continued

Treasury: Noelle Rigsby

- Noelle reviewed the financial results for the 2016 *Ride for Dreams to the Valley of the Kings*.
- Discussion was held on the donation amount for this year.
- Rox moved to approve a \$4200 donation, Mike was the second and the board approved unanimously.

Charity: Lisa Purcell

- Lisa is in Nevada, but she sent the Committee Responsibilities and asked for feedback. All members are fine with their responsibilities.
- She also sent a guide sheet for what can be done to confirm sponsors. That was passed out to the board.
- Cabin Fever is covered by members to hand out *Save the Date* cards.
- Clarification is needed to be sure that all know the 'Kick-off Ride for Woodstock' is truly their kick-off breakfast ride.
- Clarification also needs to be made on the topic of where the breakfast ride will end and where the TC Charity rides ends.

Secretary: Mary Kirkpatrick

- The board had discussion on prospective Secretary candidates.

Safety Committee: Ric Case

- The RC meeting was reviewed along with the changes that were made to the PPT.
- Noelle made a proposal that we make Ben Chikaraishi an honorary member. The board agreed unanimously.
- A number of RC candidates have stepped up for this year. Ric encouraged all of the board to support these candidates.
- There has been a request for a GRASS class to be held at the Fox River Harley Davidson. There is a possibility of 40+ attendees. Ric suggested that they either come to our next class or wait until October so that there could be time to spread the word and maximize the attendees.

Website: Rox Adonis

- Mike asked Rox to establish a content submission process so that we can get our information up on the website quickly.
- Roberta and Rox have a 'drop-box' that is being used to communicate the needs of the club for the website.



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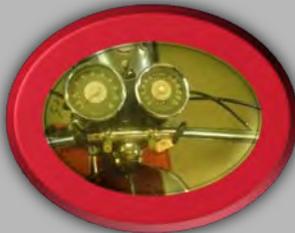


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GRASS Classes are held at the Keller -Williams Offices!
Thanks, Greg for supporting our Top Cat's Safety Class!



Greg Smith

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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
Saturday, March 5th	TC's Award Banquet	Season's 52	Schaumburg	11:00am	Bradbury Rigsby
Tuesday, March 7th	General Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Sunday, March 12th	GRASS Class	Palatine	KW's Offices	8:00 am	Case
Tuesday, March 14th	Board Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Sunday, March 19th	Friends	Twin Oaks	Wilmot, WI	TBD	M. Kirkpatrick
Tuesday, April 4th	General Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Tuesday, March 11th	Board Meeting	Palatine	Alley 64	7:30 pm	Bradbury
Saturday, April 15th	Kick-Off Ride	TBD	TBD	TBD	Bradbury

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

847-382-1300

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.

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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



ROAR



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For more information about the Top Cats visit our website at www.TOPCATS.org

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