



PRESIDENT'S POINT

And Now a Word from your President...



2020! Happy New Year, Top Cats!

There are many good memories to look back on at this time, but looking forward is even better. Before moving on to the new, though, I'd like to THANK Ron Kostus and Noelle Rigsby for their dedication to our Club over the years. They have been valuable in recording our events and managing our responsibilities. We appreciate the work that they have done!

Our new board met for the first time in December and we are looking forward to many new events for 2020. It is a great opportunity to bring one-of-a-

kind experiences to our club. With the new year comes new energy... so bring your riding game to the meeting next Tuesday and let's make this year a year of sharing good rides with good friends!

And as always, plan your safety checks while the weather is ride-prohibitive. T-clocks is a simple way to start...See what you can accomplish on the days you have this winter.

As always, please feel free to reach out to me at anytime via my email:

Gene.rigsby@gmail.com, or phone, 847-770-9425.

Look Forward to seeing you there!

Gene "Lucky" Rigsby



KAUTION KORNER

New...But Should you Trust It??

By: Wayne 'Traveler' Kirkpatrick
Senior Road Captain



New stuff isn't, necessarily good stuff. Too often, we believe that, if it's new, it must be OK and...safe. This is not always the case and, we need to be careful of not becoming overconfident of new or rebuilt items like; engine rebuilds, tires, brakes, fluids, etc.

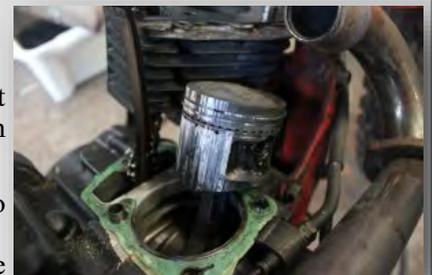
If so, here are some cautions.

ENGINE

Let's start with a new engine or an upgraded engine. Perhaps you had a big bore kit installed or, simply had your engine "Refreshed" with new rings, etc., due to high mileage.

RISK: Engine seizure, blow up, or lock up if not properly broken in. This can lead to a catastrophic accident.

CAUSE: Engine parts must wear – in together and if not properly broken in, can pose a big hazard.



(Continued on page 3)



KAUTION KORNER

The valves, cylinder bore and piston rings in a new engine all need time to wear in so they mate properly with the surfaces they interact in. If the valves don't seat correctly against the cylinder head combustion chamber, the engine can lose compression and proper combustion. This, in turn, can lead to a blow-by of exhaust gases, which causes power loss, and compromises the reliability and longevity of the engine.



A new, or rebuilt, engine's cylinder bore may look smooth, but it can still be somewhat rough from the machining at the factory and the piston rings need time to create a good seal. This is needed to keep the combustion gases separate from the engine oil. If the cylinder bore is not run-in properly the walls can become glazed which in turn will cause lubrication problems, leading to overheating, loss of performance, premature wear to the cylinder and possibly a catastrophic seizure.

CURE: For a new bike, the best method is to follow the manufacturer's recommendations found in your owner's manual. In general, most manufacturers suggest that for the first 500 miles you do not use full throttle and avoid high engine speeds at all times. Avoid aggressive starts and stops except in an emergency. Don't over rev when cold and don't lug the engine. Always downshift before the engine begins to struggle.

It is not a good idea, as some people suggest, riding a new motorcycle at a constant speed for long periods of time. It's better to use the rev range, including short intervals of high revs. One of the worst things you can do to a new engine is be overly cautious with it, but you also shouldn't be running it so hard it's bouncing off the rev limiter. There's a happy medium between the two, which will work best for breaking in a new engine.

For the first 500 miles you should stick with conventional mineral oil in the engine. SAE 10W-40 is the best option and if you're not sure what oil is in your new bike change it out for this and replace the filter too. You can change out for synthetic oil at 1500 miles.

If you have your engine rebuilt, the same break – in procedures should be followed.

One caution on a rebuilt, or upgraded engine is dyno tuning. Using a dynamometer requires running the engine at high revolutions. This is OK if the engine has been broken in before dyno tuning. How do you do this without riding 500 miles? Most shops will run the engine through numerous heat cycles i.e. warm the engine to operating temperature, shut it down to cool, run it again, cool it again, etc. This procedure helps mitigate any damage caused by high RPMs on the dyno. However, experienced riders will still follow the 500-mile break in procedure after dyno tuning just to be safe.

BRAKE PADS



RISK: Slow or no braking power. Particularly surprising when you thought you had new brake pads.

CAUSE: Rapid and aggressive braking induces heat into the brake pads and causes glazing. Glazing is when your brake pads get coated with a hard shellac – like substance that reduces their ability to provide efficient friction on the brake rotor for stopping power.

CURE: After having your brake pads replaced and before you take the bike for a test ride, be sure to check everything one more time. Make sure the brake levers feel normal. When you do go for the test ride, make sure not to go haul ass or put yourself in heavy traffic right away. Once you are confident that the brakes are working properly, begin the break-in process.

Engage hard braking at 40 mph. Do not come to a complete stop. Then, go 50 mph and jam the brakes just to the point of engaging ABS all the way down to 10 mph. Do not come to a complete stop, repeat this process 4 times. Now, go 65 mph and slow the bike down to 15 mph to finish it up. Park the bike and let the brakes cool down for 20 minutes. This helps to seat-in the ads and avoid glazing.

(Continued on page 4)

Kaution Korner, continued...

If your pads glaze, you might be able to salvage them by removing them and block sanding them but, replace the pads for best results. Please note that modern sintered pads do not utilize the chemical binders that can cause fade, so the above information applies mainly to the use of organic pads.



BRAKE ROTORS

RISK: As with brake pads, new rotors require breaking in. If

not done properly, become too hard and smooth to efficiently stop the bike. This is typically known as brake fade.

CAUSE: New brake rotors can overheat, turn bluish and become too hard if not “Bedded” properly with the brake pads.

CURE: The same as your new brake pads. This process is often called “bedding in” or burnishing, which is the process of gradually warming up your brakes through repeated brake applications to transfer pad material to the rotor for a nice smooth working surface.

Try not to have long gaps in between the hard stops and do not come to a full stop with the brakes pressed hard, as it will imprint the pad on the rotor which will cause vibration. You may notice a blue tint and dark grey color on the brake pad surface of the rotor as the brake pads are embedding into the rotor. You may even hear squeaking sounds, see smoke, or smell an odor; this is normal due to break-in period. It will take approximately 400-500 miles of moderate driving for the pads to be fully embedded into the rotors which will then give optimal performance.

TIRES



RISK: New tires will be slippery until broken in. If not done properly, riders risk a major loss of traction and, consequently, an increase in falling.

CAUSE: It is common for tire manufacturers to use chemical release agents to help get tires out of the molds. That results in slick tire surfaces causing untimely falls.

CURE: New tires need to 'heat-cycle' a couple of times before they can begin to offer 100% of available grip. This break-in procedure is typically accomplished after the first 50 turns and 50 miles of use. Using sandpaper on a new tire in an attempt to accomplish break-in process does not work!

Many manufacturers recommend that you warm your tires up to 165-degrees for at least 10-minutes before pushing the performance of the tires. Why? For the sole purpose of bringing the tires up to temperature and allowing them to get warm enough to leech out oils and chemicals that can make them slick.

Most of us are casual street riders that like to let loose now and then on the weekends, and it's not likely that we'll be carrying around a temp gun to check our tire temperature. A safe rule of thumb is that 20 minutes of moderately hard riding should bring your tires up to the proper operating temperatures. Making sure that your tire pressures are properly set to the manufacturer's specifications are equally as important.

HYDRAULIC FLUIDS

RISK: Incorrect, old, and improperly filled fluids like brake and clutch fluids can cause the clutch or brakes to become weak or even inoperative.

CAUSE: Modern hydraulic fluids are hydroscopic. They can absorb moisture which can corrode brake and clutch internal parts. A used container of hydraulic fluid can absorb moisture and should be discarded after initial opening. Also, using an incorrect fluid like DOT 4 when your system requires DOT 5, can cause rapid deterioration and failure of your system. And, finally, if your hydraulic system isn't serviced correctly, you may get air in it which will reduce the efficiency of your system.

CURE: Types of brake fluid like DOT 4 or DOT 5, are so designated because they meet specific federal standards and our brake, or clutch, systems are designed with materials that are compatible with that particular specification.

NEVER use the wrong DOT spec in your bike. If it calls for DOT 4, that's what you must use. Never use an old container of fluid as it probably has absorbed moisture even if you believe it has been kept sealed. Always use new fluid.

Fluid loses it's viscosity (thickness) over time. That's why we need to replace our brake and clutch fluids as specified in our owners' manuals.

And, whenever your fluid is replaced, bleed the system to assure that all, and any, air is removed. Otherwise, you'll have a “Spongy” feel to your brake or clutch pedal/lever.

FINALLY: Remember....new doesn't, necessarily, equal efficient, or safe. Always follow the manufacturer's specs and recommendations and....ride safe regardless.





Oil Spots

By Traveler



2020 FLHTCUTG and FLRT Trike motorcycles.

Unintended activation of one rear brake could lead to an unexpected change in vehicle direction, which may increase the risk of a crash.

The potential number of units affected is 12,624.

Harley-

Davidson has notified owners, and dealers will update the traction control system software, free of charge. The recall began Dec. 2, 2019.



Radar signs to reduce accidents



Road sign manufacturers, TWM, have come up with a new illuminated sign that uses radar to detect bikes riding above a recommended speed threshold into likely accident locations.

The 1020mm x 463mm sign's reflective 'THINK' motorcycle image is then highlighted by a blue LED border that illuminates along with the words 'BACK OFF' in white.



"Crash site signage/road hazard signs are a great way of providing a safety alert to motorists indicating a known hazardous area," say TWM developers.

"The interactive sign is designed to be situated at locations that are known for vehicle incidents and speeding vehicles, with particular reference to speeding motorcyclists (This image can be amended to show any vehicle)."

There's no word yet as to whether the sign has any takers or if trials are going ahead anywhere in the UK, but.....stay tuned.

Harley-Davidson recall related to traction control system

The National Highway Traffic Safety Administration announced that Harley-Davidson is recalling certain 2019-

SHOEI releases light intelligent shield for ADV lineup

SHOEI Safety Helmet Corp has launched the highly-anticipated CNS-2 Transitions light intelligent shield.

Specially designed for the SHOEI Hornet X2 dual-sport/adventure touring helmet model, the CNS-2 Transitions light intelligent



shield expands the range of photochromic shield offerings available for SHOEI helmet models. Motorcyclists have been enjoying the benefits of the CWR-1 Transitions shields on their X-Fourteen, RF-1200, and RF-SR road helmets since 2013, and the all-new CNS-2 Transitions shield now allows the advanced photochromic technology to be enjoyed by adventure riders, as well.

Whether dominating the racetrack or out for a pleasure ride, motorcyclists know the importance of clear, crisp vision. Traditionally, riders deal with changing light conditions by carrying two shields (one clear, one tinted) with them at all times. Transitions light intelligent shields not only eliminate the need to carry multiple shields, they actually enhance vision by seamlessly adapting to the optimal tint in all conditions (and clear at night).

The perfect match for a variety of riding terrain and light conditions, the Hornet X2's all-road versatility can now be further enhanced with the all-new CNS-2 Transitions shield. The technology is activated by UV light and blocks 100% of UV rays, protecting the riders' eyes and providing a more comfortable ride, free of squinting and eye strain.

(Continued on page 6)



Oil Spots, continued...

10 ways to prevent bike theft



A recent report last year predicted that over 30,000 motorcycles would be reported stolen. And with only 40% expected to be recovered – not necessarily in running or even recognizable condition - that

would leave around 18,000 + bikes left unaccounted for.

While you might think that it's just the owners of high-priced sport bikes or luxury cruisers who need to sit up and take notice of the situation, the reality is that no bikes are off limits for thieves. In fact, one of the reasons why lower end machines are also targeted, is because they are easier to part out or resell.

It's a stark reality that the possibility of your bike being stolen is relatively high, so keeping your two-wheeled pal under top security is key. Here is a list of 10 ways to protect your bike from theft.



1. Don't advertise that you've got a bike worth stealing

First and foremost, resist the temptation to showcase your bike on your driveway. Thieves often have order lists

comprising of vehicles their buyers are after and will scout around trying to find suitable bikes to fulfil 'customer needs'. By keeping your bike out of sight and safely tucked away inside, you'll reduce the chances of it being stolen. Also, it goes without saying that you should avoid leaving your motorcycle outside anyway.

2. If you leave it outside, park it somewhere highly visible

If you do need to leave your bike parked outside (overnight or during the day), make sure



it's left somewhere bright and open where it's highly visible. Some riders think that hiding their bikes in dark alleys will reduce the chances of them getting stolen, but the opposite is usually true. Dark alleys provide the perfect cover for thieves to spend some time bypassing security measures and ultimately getting away with your bike. Look for well-lit areas and, if you can find them, places where there is video surveillance and plenty of people around at all times.

3. Make your garage super secure.

If you have a garage, make the most of that extra layer of protection by beefing up its security. Start with the access points (doors and windows). Check all the locks and consider adding more to further increase security where necessary.



While they don't look that attractive, metal bars fitted to windows are a great deterrent to bike thieves - or anyone who wants to break into your garage for that matter.

4. Be vigilant



As already mentioned, motorcycle thieves often have a "shopping list" they need to fulfil. Keep your eyes peeled for any unusual activity or people you don't recognize near your home. Bike thieves

are likely to scope out a potential target before they strike, but this means they have to do their homework and visit the location several times beforehand. Local neighborhood watch groups are great for monitoring suspicious activity.

5. Your bike's steering lock is your first line of defense

While it's generally regarded that steering locks on bikes can be overcome quickly by experienced thieves



(Continued on pg. 7)



Oil Spots, continued...

(brute force usually does the trick), they do, nevertheless, provide an extra hurdle. Steering locks also make it difficult for your bike to be easily maneuvered, reducing the chances of it being pushed out of sight where a thief can operate undetected. It's also useful to note that insurers love safe bikes, so the more security features you invest in, typically, the lower your insurance premium could be.

6. Consider removing the spark plug



It's a very simple tactic, but removing the spark plug from your bike can sometimes be enough to thwart a thief. And while it's obviously not foolproof and you might not want to do it every night, this simple step is definitely worth considering if your bike is going to be stored away for a period of time (just be sure to plug the hole with a clean rag to prevent debris getting into the engine).

7. Get a disc lock



Disc locks are often used by motorcycle owners to reduce the chances of their vehicles being stolen. They are excellent at deterring casual thieves, often providing just enough reason to

look elsewhere. However, a disc lock won't prevent organized gangs from lifting your bike into a nearby van/truck and driving off. Likewise, some disc locks can be overcome with readily available tools like bolt cutters, which is why you should consider spending a little extra on one that's made from hardened steel and is approved to recognized security standards. Some high-end disc locks even have built-in alarms, which provide an audible alert when moved, helping to draw attention to any unwanted interest in your motorcycle.

8. Use a heavy-duty chain and ground anchor

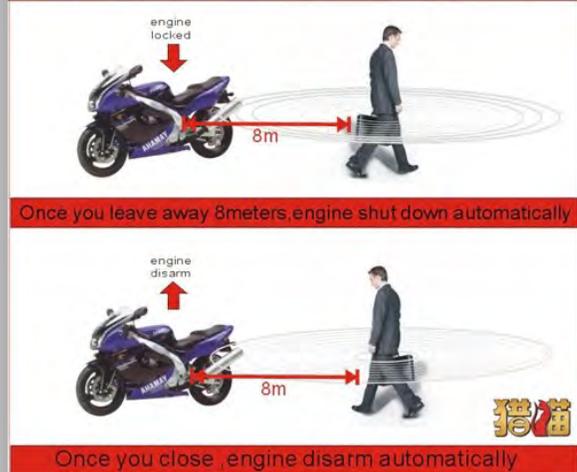
Heavy duty hardened chains and ground



anchors are a formidable combo when it comes to motorcycle security. Either cemented into the ground itself or securely fixed using bolts that cannot be easily done, ground anchors are the last thing a bike thief wants to see when they enter your garage. When securing your bike with a chain to a ground anchor, always make sure you go through the actual frame and not just a wheel. A thief will happily leave a wheel behind if it means they can steal the bigger prize. The same goes for when you are parking your bike outside. Look for immovable objects like lamp-posts and rails to chain your bike to.

9. Install an alarm/immobilizer system

Motorcycle immobilizer alarm system (Avoid robbed and stolen)



While this one can be quite costly, having an alarm/immobilizer professionally fitted to your bike can be a worthwhile investment. Not only can they prevent theft but could also reduce your insurance premiums. Just be sure to look for alarm/immobilizer systems that have excellent reviews and are guaranteed to adhere to certain security standards.



(Continued on pg. 8)

Oil Spots, continued...

10. Install tracking devices and identification systems

Even though a GPS tracker isn't going to prevent your bike from being stolen in the first place, it may just lead to your bike being recovered and you getting it back in the near future. It is also very likely that a professionally installed tracking device will reduce the cost of your insurance too, making it a win-win for motorcycle owners. Most modern GPS trackers require an annual subscription and have a movement/shock sensor, switched ignition operating alarm, precise location detection and they are powered from either the bike or tracker internal battery. You can view the bike's location on a smartphone or PC and they operate on a standard Sim card.

While each of the steps outlined above alone may not be enough to save your bike from being stolen, utilizing several of them together could significantly reduce the risk and in-turn the cost of your insurance premium.

Noise cameras rolled out in France



A French town on the outskirts of Paris' Orly airport has begun tackling loud motorcycles by installing a 'noise radar' capable of identifying the offending vehicle, pinpointing their location and automatically issuing a ticket. Located in the center of Villeneuve-le-Roi, as reported by Reuters, the system is set to go live once a law permitting the technology is passed, with the device linked to Police CCTV cameras in order to automatically issue fines.

Much like the UK, France already employ a noise vehicle limit, however it relies on the police's ability to catch them in the act. Created by Bruitparif, this new system uses four microphones to measure decibel levels every tenth of a second. This can be used to track the original source of the noise, illustrated as a series of colored dots behind the machine, known as 'acoustic wake.'

Away from the urban sprawl, noise is now also being tracked in the hills of Saint-Forget, outside Paris. A popular route with bikers, a further two devices are set to be installed in central Paris in September.

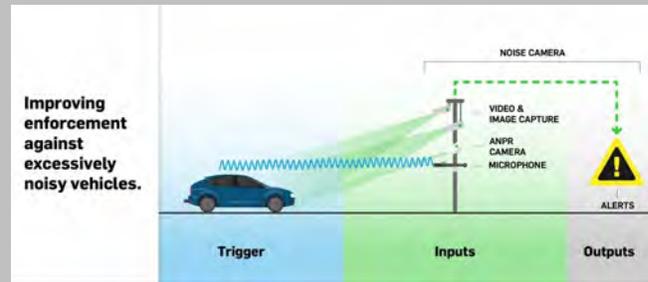
Noise cameras to be tested in UK in a bid to cut down on illegal exhausts



The UK Department for Transport has announced that they will be testing new 'noise cameras' designed to crack down on motorists exceeding legal noise limits. The cameras will be tested at several locations

over seven months and, if successful, could be further developed across the UK.

Aimed at drivers and motorcyclists with illegal exhausts, as well as those that rev their vehicles excessively, a microphone will record the sound of a passing vehicle and video and image capturing cameras will collect visual evidence against the offending machine.



Enforcing legal noise limits is currently done subjectively by patrolling police officers, however these new systems will be able to determine whether the law has been breached by taking into account the class and speed of vehicle, relative to the camera's location.

CEO of the Motorcycle Industry Association, Tony Campbell, also said: "With growing pressure on the environment, including noise pollution, illegal exhausts fitted by some riders attract unwanted attention to the motorcycle community and do nothing to promote the many benefits motorcycles can offer.

"All manufacturers produce new motorcycles that follow strict regulations regarding noise and emissions, and we welcome these trials as a potential way of detecting excessive noise in our community."

The trial comes after studies revealed that continuous long-term exposure to noise can cause both physical and mental health implications, with stress and high blood pressure being just two of the conditions linked.

(Continued on page 9)



The Future of Motorcycle Crash Protection

Chris Riley, CONTRIBUTOR

In 2018, the NHTSA reported a total of 4,985 motorcyclists killed in road accidents. While that figure is still frighteningly high, it actually illustrates an impressive 5% decrease in motorcycle fatalities on the nation's roads. The drop is to be celebrated, but there's still room for improvement as motorcyclists are still represented by a disproportionately high number of fatalities when compared to other road users. That 5% drop can be attributed to many factors.

Improved Rider Training

There's no doubt that the quality of motorcycle training has drastically improved in recent years, and many riders are taking advantage of further training and advanced rider classes. The results translate into safer riding on the nation's roads. Unfortunately, of all the fatal motorcycle accidents recorded in 2017, a staggering 29% of them involved riders not in possession of a valid motorcycle license.



tune of 131%. This figure has reduced dramatically in recent years thanks to the success of outreach programs such as Motorcycle Awareness Month and public information campaigns that give other motorists a better understanding of motorcycling. These campaigns promote the importance of observation, judgment and ultimately, safety.

Motorcycle Awareness

Between 1998 and 2008, there was a massive increase in fatalities involving motorcycles and car drivers—to the

With such a high-percentage of motorcycle-related deaths on the roads, it's no wonder that many apparel manufacturers are working hard to develop the best motorcycle protection available. Over the last

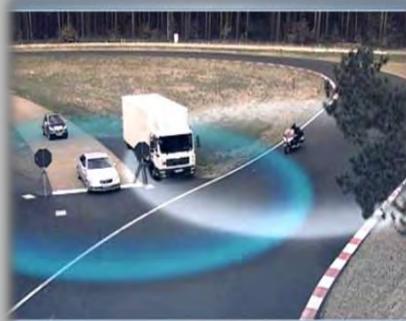
few years, advances in technology have helped to convert some potential fatalities into minor injuries. Protective gear has really helped save lives, but is it enough?

Today, riders can buy motorcycles with incredible performance statistics thanks to engines with outrageous power outputs capable of hitting impressive high speeds. But is motorcycle safety gear evolving in time with these bikes? Or is it always a step behind?

Next Generation Of Protection

In short: the future of motorcycling and rider safety looks brighter than ever. Thanks to radical advances in technology, things that were once stuck in the realms of science fiction will be available at a consumer level. Some of these advances are already being rolled out. Air-bag

jackets are becoming widely available, carbon fiber is now common-place, and highly advanced ABS systems feature as standard equipment on most motorcycles—but what else is out there?



Vehicle-to-Vehicle Communication

One of the most exciting advances in technology that will benefit motorcyclists is the increasing interest in vehicle-to-vehicle communication systems.

Improvements In Protective Wear

While better training and increased motorcycle awareness can help prevent accidents from happening, they don't offer much in the way of protection when an accident physically happens. According to the latest data from the NHTSA, motorcyclists are 28 times more likely to die in a motor vehicle traffic crash than car occupants.



(Continued on page 10)

These systems are specially developed chipsets that broadcast data from one vehicle to another, and alert drivers and motorcyclists of impending dangers before they have a chance to happen. According to studies from industry leaders, vehicle-to-motorcycle (V2M) technology is predicted to reduce road accidents by up to 80%.



eCall Rescue Initiation

Other smart advances have already been trialed and rolled out. The BMW eCall is one of the most interesting things around. First installed in cars in the late 90s, this new technology is making its way to motorcycles. Essentially, the eCall system is an intelligent “rescue trigger” that activates in an emergency, and automatically transmits your details and location to a trained BMW call center worker, who will initiate a rescue using local emergency services.

The system is programmed to understand the difference between a major and minor accident using sensors on your motorcycle, giving the emergency services a better idea of what situation they need to respond to.

In the case of an emergency or an accident, the intelligent eCall system, which is either automatically or manually triggered, sends out the position data, i.e. the coordinates of the motorcycle accident site, to the qualified BMW Call Center to initiate the rescue chain. This is great for accident management, but it doesn't prevent them from happening.



HUD Helmets

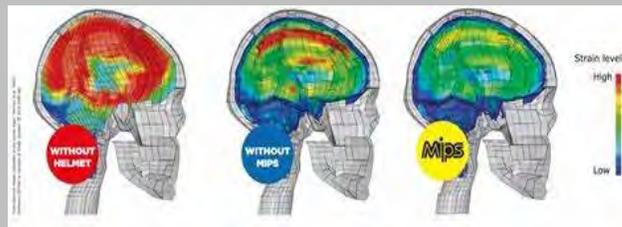
HUD (Head-Up Display) helmets promise to be the next stage in the evolution of motorcycle helmets.

These helmets also won't prevent an accident from happening, but they can help riders from getting into precarious situations.

Using a helmet's visor as a screen, or using a special small screen, HUD helmets use a combination of integrated technologies and augmented reality to provide a ride experience that allows you to focus on the road without getting distracted. Wireless connectivity, noise cancellation, front and rear integrated cameras and in-built GPS are some of

the features on offer. Combined, these features can give you a better awareness of what's going on around you, and thanks to the GPS technology, a better idea of what's on the road in front of you.

Fancy technology is one thing, but a microchip won't help you when you're thrown down the road at 50 miles per hour, will it?



Multi-Directional Impact Protection System (MIPS)

Helmets aren't just getting smarter thanks to the addition of smart technology: they're being designed better in general. Helmets used to be built to protect against linear impact, protecting the skull at the point of impact. Research has suggested that that rotational impact is just as important though. Rotational acceleration of the brain can cause severe brain injuries, and in the last few years helmet manufacturers have been taking this more seriously.

Multi-Directional Impact Protection System technology was once reserved for motorsports but is now becoming commonplace. To make a helmet more protective, manufacturers install an additional low-friction layer of protection between the helmet's shell and liner that works by letting the head move with the brain, with integrated shock absorption to protect the head.

Dyneema

Dyneema isn't new. Neither is Kevlar. However, new weaves and textile blends are being developed every day, and it won't be long until one of them replaces cowhide leather as the most protective motorcycle gear available. Kevlar is considered to be seven times stronger than steel. Dyneema, a special denim-blend fabric is actually 15 times stronger than steel, and absorbs no water either, making it an incredibly useful fabric. Will it replace cowhide? So far, it hasn't, but time will tell.



(Continued on pg. 11)



Crash Protection, Continued

D3O Armor

D3O Covert

First designed for the French Gendarmerie, in collaboration with Leo Auer, the D3O Covert is a new range of armor protection designed to be worn under clothes. Ideal for use by ambulance officers and motorists, the modular design and soft impact protection allows for a discreet, lightweight, breathable and flexible garment.



You might have heard about Dyneema, but D3O armor might be new to you. Developed by D3O, this special armor is essentially flexible

orange goo that hardens on impact and protects against blunt force trauma. It's lightweight and fully wearable, but stiffens when struck, absorbing any impact and returning to a gooey state after the blow. It's all thanks to advanced polymer chemistry.

Currently, the technology is being trialed with the military

and police force, but there are some manufacturers using it for motorsport and extreme sport protection. It's not a popular material yet, but it may be the motorcycle armor of the future.

But What About Protection Available Today?

Even with modern technologies and fancy materials, the best way to protect yourself today is to wear the best gear that you can afford and ride responsibly. Modern motorcycle helmets offer higher levels of protection than ever before and quality jackets, pants, gloves, and boots are all important tools in your arsenal. It's important that you wear the best protection that you have when you're out on the road, because after all: the best gear is the gear that you want to wear.



V.P.'s Vision

By: Mary 'Trooper' Kirkpatrick

Riding Redemption!

Sooooo.... How many of you got out to ride during the Holiday week? According to Facebook, it looks like many of us took advantage of the 'break'. For all of the crummy riding weather we had during the summer, we have had some great opportunities to "Redeem" the year! The roads were dry and leaves blown out of the way, so the riding was just right for spring.... But EXCEPTIONAL for a day in December in the Midwest! Another opportunity to feel blessed!

Hope that all of you were able to count this as just one of your MANY blessings in 2019, and that 2020 will bring many more blessings filled with family, friends and festive times! That and Safe Rides with our Top Cats Family. Our Road Captains are already planning for the spring and we would appreciate your ideas as we put the calendar together. We will be gathering in a few weeks for the Annual TC Banquet, so bring your ideas with you and lets get this year started!

Meanwhile, we will be able to get together and build the excitement at each general meeting and other planned events. Keep an eye out for the ROAR and the BLASTS that will detail gatherings throughout the next few months.

While we wait to ride again, I wish you beautiful Winter Scenes to make the wait acceptable!

Happy New Year and See you Soon!





Respectfully Submitted
by:
Ron Kostus.

GENERAL MEMBERSHIP MEETING MINUTES DECEMBER 3RD, 2019



Announcements:

Birthdays: Emil Kornecki, 17th
No Anniversaries this month!

Gene Rigsby

- 7:02 pm, meeting called to order
- Pledge of Allegiance
- Guests: no guests present at this meeting.

Vice President: Mary Kirkpatrick

- “Roar” was completed and sent out.
- No further news this meeting.

Past President: Wayne Kirkpatrick

- Wayne reviewed the nomination requirements and member qualifications for the election slate.
- Mary Kirkpatrick – Vice president, Diana Lanute – Secretary, Don Delordo – Treasurer, Ric Case Director. All candidates ran uncontested.
- Wayne Kirkpatrick called for a vote of the slate and all candidates were voted into their respective positions.

Safety: Ric Case.

- Kaution Korner – “Driving Blind Spots; the A,B,C pillars described” presented by Ric Case. See the “Roar” for complete details.

Safety Video presentation: Ron Kostus

- “How to winterize your bike by RevZilla.com” – Well received topic and presentation

Membership: Ted Makarewicz

- New membership cards will be available in January.
- Gene Rigsby reminded us to pass out the T/C business cards to potential members; cards available on the table.

Activities: Jim Purcell, Greg Smith

Recent activities:

- ✦ 12/1 Toys for Tots with Ted Makakrewicz – cars were taken due to weather concerns.
- ✦ Top Cats are looking for a new place to host the annual chili cook-off; McHenry Harley has closed. Ideas please present to Gene Rigsby.

Future activities

- ✦ 2/8/2020 International Bike Show – Gene Rigsby
- ✦ 2/8/2020 Top cats Award Dinner – Onion of Barrington

Charity: Lisa Purcell – not in attendance

- “Ride for Dreams” charity ride date hasn’t been set yet.

Products review: Lisa Purcell – not in attendance

- E-mail Lisa Purcell your needs and she will bring them to the next meeting.
- Products available Long sleeve shirts \$22.00, short sleeve shirts \$18.00, Hats \$15.00, Decal \$3.00

50/50 Raffle winner: Ric Case donated the winnings back to charity. Meeting adjourned at 7:38.

Meeting adjourned: Gene Rigsby at 7:38



Respectfully Submitted
by:
Ron Kostus.

BOARD MEETING MINUTES DECEMBER 10TH, 2019

President's Section: Gene Rigsby

- 7:02 pm, meeting called to order
- Charity Committee meeting has not been scheduled as yet – pending new date.
- New Board members introduction – neither in attendance at this meeting.
- “Get Well “ gift approved for Diana Lanute.

Past President: Wayne Kirkpatrick

- Charity ride flyer needed NOW to be distributed to other clubs and biker organizations to be put on their calendars.

Vice-president: Mary Kirkpatrick

- Mary asked Ric Case to provide “Kaution Korner” schedule for 2020; Ric suggested using same schedule as 2019.

Activities / Awards: Greg S.

- 1/25/20 Chili cook-off – Gene Rigsby is seeking a place to hold this event.
- 1/26/20 Road Captain Meeting – Keller Williams, Barrington – Ric Case
- 2/8/20 International Motorcycle show – Gene Rigsby coordinator
- 2/8/20 Annual T/C's Award dinner – The Onion, Barrington
- 6/14/20 ‘Ride for Dreams” charity ride – Woodstock Harley. Date to be verified with Volo Auto Museum.

Safety: Ric Case

- Safety Committee chair has yet to be determined; Ric still seeking a candidate.
- Ric to touch base with Mike Bradberry and review road captain ride documentation for 2019
- Ric to complete committee meeting preparation for 1/26/20 meeting
- Ric Case asks that the current Road Captains start providing rides and dates asap for the 2020 season.

Membership: Ted Makarewicz

- Ted reviewed the current “paid” membership list with the Board.
- We are generally a “word of mouth” invitation type club has been the basis for new membership.
- The group discussed some membership “drive” ideas.
- Possibly joining some internet chat groups, etc. would help spur interest.

Charity Ride / Products: Lisa Purcell – not in attendance

- 6/14/20 “ Ride for Dreams” charity ride – date and costs to be verified with Volo Auto Museum.
- Ric Case will try to obtain raffle prize or prizes from “ On Target” in Crystal lake.

Treasury: Noelle Rigsby

- Noelle reviewed our general account and charity account balances with the Board.
- Account information is available to the membership if you inquire with the Treasurer.
- Request and motion passed for \$600.00 for invitations, stamps, awards, etc. for the upcoming “Awards diner”.
- Noelle was thanked for her dedication to the club’s financial strength and was awarded the T/C’s gold coin for her service as Treasurer.

Secretary: Ron Kostus

- Ron gave thanks for the Board’s support for the last 2-1/2 years serving as Secretary.
- Gene Rigsby thanked Ron for his service to the club and keeping records. He awarded Ron the T/C’s gold coin for his service to the club.

Meeting adjourned : Gene Rigsby: 7:40 pm.



*Family, Friends
and Festive
Times...
May you be
Blessed with All
of these in the
New Year!*



*Happy
New Year
2020*

December Birthdays and Anniversaries!



- Birthdays
- 1- Wayne Kirkpatrick
 - 2 - Noelle Rigsby

Happy Days to our Top Cats Celebrities for January!!
Let us know your special Dates so that we can celebrate with you!

Anniversaries

None in January!
No Cold Hearts here!



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A JANUARY EVENT?**



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your fellow
Riders here...**



Support the TOP CATS Patrons



Doug Jackson and Staff Support our Top Cat's Ride for Dreams!



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Home to Alley 64,
Top Cat's Monthly Meeting Spot!

GRASS Classes are held at the Keller -Williams Offices!

Thanks, Greg for supporting our Top Cat's Safety Class!

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Winter Wonderlands...
Time to explore before the Riding Begins!





RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, January 7th	General Meeting	Palatine	Alley 64	7:30 pm	Rigsby
Tuesday, January 14th	Board Meeting	Palatine	Alley 64	7:30 pm	Rigsby
Tuesday, February 4th	General Meeting	Palatine	Alley 64	7:30 pm	Rigsby
Tuesday, February 11th	Board Meeting	Palatine	Alley 64	7:30 pm	Rigsby

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

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ROAR



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