



ROAR

July, 2020

Volume 20, Issue 7

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Upcoming Events

JULY

7 GENERAL MEETING!
AND, AS WE BECOME MORE FAMILIAR WITH SAFE STRATEGIES... YOU WILL GET UPDATES ON RIDES!

AUGUST

WATCH FOR BLASTS WITH EVENT UPDATES...

LET'S KEEP LOOKING TO MAKE RIDES HAPPEN!

Talk to Greg Smith and Jim Purcell and get your ideas on the calendar!





PRESIDENT'S POINT

And Now a Word from your President...



Hello Top Cats!!

I hope you are all doing well. We are now in phase 4 of the Illinois COVID 19 recovery plan.... So what does this mean for us....???

**It means our July general meeting is on!!
Woo-hoo!!**

We will of course, follow the recommended guidelines for safe gathering. Which means that you should come with a mask and take care to keep your 'safe space' so that we can all return next month too!



Regarding our "first" official club ride opportunity, Mike Bradbury led us to a great lunch stop and dining location as part of his Meaty ride on June 13th. He is now working on the next ride. More to come on that from him soon. To be fair, Mary did find an earlier ride opportunity for the Top Cats (sorry Mike), which was a fantastic time...

We rode with the folks from NISRA, around the area to some of the homes they work with, just to say hello and you are not forgotten for the folks that cant get out as they would have normally. Like us... wanting to get out and ride. It was a win-win, which I think we will do again. Thanks Mike and Mary!!!!



As we mentioned last month, the Ride for Dreams will be moved out to a later date. We are looking at September 13th as the event date, so lock it in now. Further plans will be available soon, so please keep watch for them.

Don't forget to "buddy check". Send me a note, letting me know how you are doing. I received some responses in the last few weeks, but I know we can do better, so please do.

Buddy Check... gene.rigsby@gmail.com...

It would be great to hear from you. Let me know how you are keeping busy.

Our Top Cats family is why Top Cats - Illinois is the premier motorcycle riding club in the Chicagoland area.

Please feel free to reach out to me anytime via my email: Gene.rigsby@gmail.com, or phone, 847-770-9425.

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



KAUTION KORNER



Loading up for a Long Trip!

By: Bard Board,



We aren't going to talk about WHAT to bring. That's a topic for another article! Here, we will

talk about HOW to load what you do bring. Low, center, tight and secure is the key to carrying a months-worth of stuff for your weekend get-a-way.

Loading a motorcycle properly is very similar to getting the weight and balance factor correct on a cargo aircraft, or even a small plane. The CG, or center of gravity is critical for proper and safe flight, and on a motorcycle packing weight needs to be as close to the middle of the bike as possible, and as low on the bike as possible.



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

What you are trying to accomplish is the elimination of a "polar moment". This would occur when coming to a quick stop or if the pavement is wet and the weight, which SHOULD be center and low, is hanging off the rear of the bike. This would aggravate handling and may cause that weight on the rear of the bike to swing around towards the front by a 'polar moment of inertia.'



Good Tie Downs are an important part of keeping your packs in place. Bungees have been traditionally used, but take of look at these ROK Straps. This video, ROK Straps vs. Bungee straps, is a great start.

<http://www.rokstraps.com/index.html>

I guarantee once you've used a ROK strap you will never use a bungee again. Safer, tighter, adjustable, they are the only way to secure a load securely.

Oh, did I say, don't bring so much? The tendency is to over pack. Do you really need 6 tee shirts knowing you're going to buy 3 or 4 tee's while at Sturgis? Also, consider using the post office, UPS or FedEx to ship extra stuff to your destination a few days before you leave. Then, all you will have to pack are the supplies you will need while on the bike! All three shipping options have a variety of boxes you can choose from.



For those things you DO pack on the bike, the use of plastic garbage bags or vacuum storage bags are great options to wrap or cover stuff that you want to stay dry. Even HD hard bags and tour packs sometimes leak.

Once you have all of these decisions made, check the recommended tire pressure, shock absorber settings and air pressure as outlined in your owner's manual for heavier loads. Recommended settings and pressures are much different for a fully loaded up bike!

(Continued on page 4)



KK continued...

(Continued on page 5)

Now that you have your strategies set, pack up early and BEFORE departure, pre-load your bike and go for a 10 mile ride and cross a few RR tracks and hit some bumps. Then back in your garage see what came loose and shifted... hopefully your pre-planning keeps things in place. No one, not even Gomer Pyle, likes to hear 'surprise, surprise, surprise' at this place and time!

That's it! You now have the basics for HOW to pack!
Ready, Set, Go! And...Have a nice trip!



Oil Spots

By Traveler



Riding after drinking:

If your fellow rider pulls out his bike keys after drinking a couple of beers, talk him out of riding. It will be safer for him, better for motorcycling, and easier on his next - of - kin.

Motorcycle Mistakes That Make You Look Stupid



Motorcycles make us look cool. But a few stupid moves can melt that cool image to a puddle. Things like putting your foot down in oil at a stop and dumping your bike, locking the front brake out of panic, or hitting the

starter button with your bike in gear on the side stand.

Whether they end in crashes or not, some signs immediately indicate that the rider is, at best, an unaware amateur. At worst, they are short of a few links in their drive chain.

Anywhere and everywhere you'll see the full range of stupidity like:

Riding while smoking:

Hot ashes can, not only fly in your face but, your fellow riders' as well. Distractions can kill.



Riding in shorts:

Tank tops and shorts cross the line into stupidity. They aren't even stylish. And, the cherry on the stupidity cake is sandals.



Foot-dragging:

A major indicator that the rider is inexperienced and lacks confidence in their ability to control the bike, as they drag their feet

thru the intersection or thru a turn in a parking lot. Remember, with their feet off the pegs, they can't operate the rear brake.

(Continued on page 5)



Oil Spots, continued...



Leaving without looking:

When the light turns green, this rider simply goes without a sideways glance. It's like Darwinism in action.

Bottom line:

Looking like an amateur does nothing for your image. When you ride like a pro, it simply enhances the rest of your image and....makes you, and your fellow riders much safer.



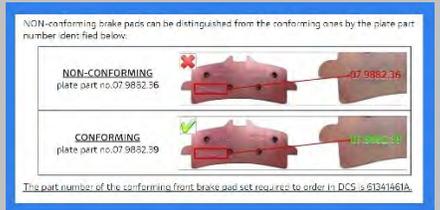
Using just the rear brake:

They may not be obvious every time, unless you look at their right hands as they come to a stop. They are more obvious when something surprises them and their conditioned response keeps them from squeezing that front brake lever—and about 70 percent of their bike's potential stopping power. Experienced riders make the front brake a part of every normal stop.



Motorcycle Brake Pad Recalls

Earlier this month motorcycle manufacturers Ducati and Triumph voluntarily informed the National Highway Traffic Safety Administration (NHTSA) that combined they would be recalling 3,788 motorcycles worldwide manufactured between 2017 and 2020 for the same defect with the brake pads.



According to the recall campaign documents from Triumph, Ducati and NHTSA,

the defect is corrosion on the brake pad backing plates causing the friction material to delaminate. The supplier of the brake pads for both Ducati and Triumph is Brembo S.p.A and the manufacturer, according to NHTSA documents, is the Tungaloy Corp.

The delamination of the friction material can cause increased stopping distances and cannot be balanced with a single action on the brake master cylinder. Brembo advised in both Part 573 recall reports for Triumph (20V-236) and Ducati (20V-322) the root cause for the pad separation was due to the following factors:

- ✦ High concentration of Nickel in the compound does not favor the sintering process on the back plate and consequently causes a reduction of the adhesive area percentage.
- ✦ High porosity of the compound that allows infiltration of salt and water at the interface between the compound and back plate.

(Continued on page 6)



Sunglasses at night:

Or a dark face shield. Vision is already reduced at night, and things like oil slicks and sand don't go away, they just try to disappear from sight.

Depth perception, distance estimation and speed sensing are all diminished under reduced visibility.

Bald / Underinflated tires:

Bald tires are an invitation for a variety of disasters. Safest bet is NOT to ride with Bald tires and....don't ride with someone who has bald tires. Underinflated tires can affect handling and your ability to stop. Air is free....use it.





Oil Spots, continued...

✦ Micro cracks on the backing plate copper surface which promote the penetration of salt and water. As a result, the level of corrosion of the brake pads is higher than the maximum acceptable and indicated in the related drawing. This may result in high corrosion of the brake pads and, as a consequence, the detachment from the back plate during vehicle use, specifically in corrosive environment.

Both Ducati and Triumph are informing dealers and owners of the recall. Triumph received 12 reports from the field of the defect, the first incident was reported in September 2019.

INDIA'S TVS ACQUIRES NORTON MOTORCYCLES

TVS Motor Company, a manufacturer of two-wheelers and three-wheelers, announced the successful acquisition of Britain's most iconic sporting motorcycle, "Norton," in an all-cash deal for a consideration of GBP16 million by acquiring certain assets of Norton Motorcycles (U.K.).

This will be one of the most interesting acquisitions of a storied motorcycle maker in recent times and will reflect TVS Motor Company's and India's rapidly rising prominence in the international two-wheeler market.

Founded by James Lansdowne Norton, in Birmingham, in 1898, Norton Motorcycles is among the most popular British motorcycle brands of all time and is one of the most emotive marques today. Since the 20th century, Norton Motorcycles is renowned for their classic models and eclectic range of luxury motorcycles ranging from authentic retro classic reboots of the famous Commando to their contemporary 200 bhp, 1200cc V4 super-bikes.



Norton will continue to retain its distinctive identity with dedicated and specific business plans. TVS Motor will work closely with customers and employees in building the success and pre-eminence of the Norton Motorcycles brand and we look forward to growing together globally in the years to come.

TVS Motor Company is excited about the existing and upcoming products at Norton Motorcycles including Commando, Dominator and V4 RR.

Most Expensive Production Motorcycles of 2020

As you'd expect, limited-run boutique brands that sell direct to the consumer rule this category,



however, when you cut the BS Neiman Marcus specials, the unobtainable race replicas, and high-powered supersport machines, there's still plenty of high-end hardware to be found, some of it exceedingly rare and most of it available to anyone with deep enough pockets.

These bikes range from \$30,000 to \$300,000, so in order of price, here's a list of the top most expensive production bikes.

Ecosse FE Ti XX, \$300,000

Tops is probably the least cruiser-like bike here, the [\\$300,000](#), 228-hp [Ecosse FE Ti XX](#). Ecosse Moto Works produces small batches of ultra-premium roadsters with Swedish suspension, Italian-inspired frames, and gobs of power.



The Ecosse FE Ti XX Titanium has a massive 2,100cc aluminum dual-cam V-twin engine with race-spec internals at its core sending 200-plus hp and 145 pound-feet of torque to the rear wheel, with supercharging and intercooling to help. The bike has a titanium chassis, a titanium exhaust system, custom headers and mufflers, adjustable MotoGP-level Öhlins suspension, an ISR custom radial brake system, and carbon fiber wheels and handcrafted bodywork to lower weight. Ecosse produced only 13 units.



Confederate Wraith \$155,000

[Confederate](#) Motorcycles LLC company has been steadily

churning out models based on the brand's previous designs. The company recently announced three new models as well, to complete the line of six bikes now offered by the brand.

At the top of the menu is the redesigned Wraith, which like its P-51 Combat Fighter predecessor, features a frame carved from solid billet 6061 and 7075 aluminum. The new 2020 Wraith is powered by a 132ci (2,163cc) S&S X-Wedge 56-degree V-twin (a 117ci is also available) said to output 145 bhp at 5,100 rpm, with 160 pound-feet of torque at 2,000 rpm, and a claimed top speed of more than 160 mph. The machined aluminum monocoque chassis supports a massive 7-inch curved Wraith backbone to carry the fuel, and it all rolls on carbon fiber BST wheels, with fully adjustable Race Tech suspension and Beringer brakes. It's not available just yet, but Confederate is taking preorders.

(Continued on page 7)



Oil Spots, continued...

Brough Superior Anniversary: \$112,000

The classic English brand is back as the retro-inspired SS100 in 2016.



The Café-flavored [SS100](#) features a unique 997cc, 88-degree 102-hp V-twin engine set in a chassis composed of titanium and aluminum with a double-wishbone fork, and the four-disc front brakes are sourced from Behringer, while the Fior fork uses Öhlins shocks. High-end accents and components abound, most of them hand-fashioned out of aluminum, titanium, or carbon fiber, and dry weight is a feathery 410 pounds. But it's the Anniversary model, based on the SS100, that you'll pay dearly for; MSRP for this limited-edition luxury bike is roughly 100,000 euro or \$113,000.



Curtiss P40 Warhawk Pure Final Edition: \$90,000

The Curtiss P40 Warhawk Pure is a throwback to the golden years of Confederate, boasting a rigidly mounted, 132ci OHV V-twin with two valves per cylinder, and a claimed output of 156 hp at 5,500 rpm (peak torque is said to be 165 pound-feet at 2,000 rpm).

Arch KRGT-1: \$85,000

Somewhere between Confederate and Ecosse lies Arch, Keanu Reeves and Gard Hollinger's motorcycle company.

The small firm makes uniquely detailed, V-twin-powered, built-to-order muscle bikes out of a compact LA-area workshop/factory, with [its new KRGT-1](#) serving as a prime example.

The finely finished performance cruiser rolls with a burly, dual-cam 124ci S&S V-twin nestled into a tubular steel and aluminum chassis machined in-house, with its two-piece billet aluminum fuel cell seamlessly tucked onto the frame. Other trick bits include a single-sided, CNC-machined swingarm and fully adjustable Öhlins suspension, dialed in to Arch's specs. ISR Brakes developed the Monoblock brake system, with dual six-piston calipers up front, and the Arch-designed 2-into-1 stainless steel exhaust is capped by a tasteful carbon fiber Yoshimura muffler.



Power is estimated to be in the range of 120 hp and 120 pound-feet of torque. Each Arch motorcycle is unique, and the team works closely with the customer to tailor aesthetics and ergonomics to personal tastes.



2020 Harley-Davidson CVO Limited: \$44,039

[Harley's](#) costliest model comes from its premium Custom Vehicles Operation series. The bikes in this exclusive group tend to be limited in number, and boast top-shelf paint,

the latest electronics, and some of the finest finishes available from The Motor Company.

The highest tag from this top-shelf cruiser series is currently held by the 2020 Harley-Davidson CVO Limited, which rings in at \$44,039.

The big tourer comes with the twin-cooled Milwaukee-Eight 117 V-twin putting out 125 pound-feet of torque at 3,500 rpm. Up front is a 49mm fork with Showa Dual Bending Valve internals clamping a 19-inch Tomahawk wheel; ABS is standard, as is the unique Daymaker Adaptive Headlight, Brembo brakes, and a premium Boom! Box GTS infotainment system with wireless interface and premium sound system.

The Reflex Defensive Rider Systems (RDRS)—an electronic safety suite designed to match motorcycle performance to available traction during acceleration, deceleration, and braking—is also included, and topping it all off is a paint job that'll put most customs to shame.

Indian Motorcycle Roadmaster Elite: \$38,999

Indian Motorcycle's super-premium [Roadmaster Elite](#) is amenity-studded with the Thunder Stroke



116 engine, along with more modern amenities, tech upgrades, and new colors, but still packing—according to Indian—"premium-level craftsmanship."

That means a custom-like, hand-applied paint job that takes more than 30 hours to complete, and contrasted with offset red pinstripes and exclusive red badging with matching pushrod tubes in the engine bay.

(Continued on page8)



Oil Spots, continued...

The cockpit holds the upgraded Ride Command system with a 7-inch touchscreen featuring turn-by-turn navigation, customizable rider info screens, Bluetooth, and traffic and weather overlays. Also standard is the 600W PowerBand Audio Plus system, full LED lighting, a two-up touring seat with heating for rider and passenger, armrests, heated grips, and a power-adjustable flare windscreen, as well as ABS, keyless ignition, and more than 37 gallons of storage space. And, it's still a limited-edition model.



Honda Gold Wing Tour Airbag Automatic
DCT: \$32,300

The latest Wing is lighter and more compact than its predecessor, but in every other regard, you get more of everything.

The buttery-smooth 1,833cc flat six now produces a grin-inducing 125 bhp and you get throttle by wire with four riding modes, a twin-spar aluminum frame and novel double wishbone front suspension, all kinds of room and comfort for you and a passenger, and gobs of updated tech.

The windscreen's electrically adjustable, and the cockpit holds a car-style 7-inch TFT dash too, with Apple CarPlay, cruise control, navigation, heated seats and grips, and more. When you're in the market for a premium bike, you're obviously going to want the top of the range, and that would be this Tour Airbag Automatic version, which comes complete with Honda's world-leading DCT seven-speed semi-automatic gearbox, ABS, airbag technology, fog lights, and more.



**The New Norm....
Social Distancing!???**



Staying Strong!

V.P.'s Vision

By: Mary 'Trooper' Kirkpatrick

We've been able to get out a little bit and will be able to meet for our General meeting in July! It will be great to see everyone again! And for those of you who do not feel comfortable yet... Know that we will be missing you and will look forward to the time when you can join us too!

Things still are a challenge, but we have all the in!F you've been reading the ROAR and taking the Kaution Korner and Oil Spot columns seriously, then your bike has been cleaned and checked out - Updates done and upgrades added. Your gear has been updated and your medical kit resupplied. Your Garmin and communication systems have been tested and have become familiar items. The nearby parking lot has been the spot where you have been practicing figure 8s and quick stops. So...All is ready for the next opportunity to ride! All those things you've been doing will keep you strong and give you the edge.

The board is also staying strong...It is hard to keep a Motorcycle Club excited when there is so little motorcycling to do, but we have a strong history and good strong members... So this is just the quiet before the storm! Mike is working to make things happen by planning and testing the best ideas. The Road Captains are standing ready to implement a number of rides when the time is right. The Board is maintaining a vigilance so that we can take advantage of the chance to ride when it comes... We will be back again, we will come together again, and we will find adventure again...

So...Stay strong, see you soon, and let me know if you have anything to communicate to all through the ROAR!

Grateful to be a Top Cat along with all of YOU!

Tough times
don't last;
Tough
people
do.



NEWS RELEASE: City of Sturgis Motorcycle Rally Update



As of today, The 2020 Sturgis Rally is going to happen! The announcement was made on June 16th after a long and detailed process of evaluation. See last month's ROAR to see what steps were taken to make this decision.

The following is from the City of Sturgis Website. And if you want mor information, here is the POC for contacting Stugis City Council:

CONTACT: **Christina Steele**
605-347-4422 ext. 209
csteele@sturgisgov.com

The Sturgis City Council has announced that a modified 80th Annual City of Sturgis Motorcycle Rally is being prepared. The event will have significant changes to city-sponsored events with the intention of safeguarding the community and residents.

Since the start of the COVID-19 pandemic, the City of Sturgis has taken a proactive approach in completing an in-depth process to determine the best path moving forward in an effort to protect the residents, while considering if or how to host the annual event. This process has included monitoring COVID-19 infection rates, and extensive communication with local health care providers. City staff and Council members have participated in more than 100 calls with various federal, state and local agencies, communities, chambers of commerce, businesses, governmental officials, and Meade 46-1 School District. A special town hall meeting was hosted on June 8 to hear comments and concerns from residents, businesses, and Rally enthusiasts.

After considering many options, the City Council voted in favor of moving forward with preparations for the large influx of tourists and participants coming to enjoy the Black Hills, with a focus on preserving the safety of our residents. Attendees will be asked to be respectful of the community concerns by practicing social distancing and taking personal responsibility for their health by following CDC guidelines.

<https://www.cdc.gov/coronavirus/2019-nCoV/index.html>

Enhanced safety and sanitization protocols will be carried out for rally goers, including public hand sanitizing stations throughout the downtown area. In addition to the

normal cleaning efforts, nightly sanitization of sidewalk areas will take place in the downtown area. Temporary vendors will be asked to abide by state and federal protocols and guidelines related to COVID-19. PPE will be available for all city staff, and any businesses that have issues with finding available personal protective equipment for their employees.

The City of Sturgis will continue to encourage any and all residents to utilize the Sturgis Good Deeds program for any of their local shopping needs. This program began in March to aid residents with pre-existing conditions, those in the high-risk category, or those with general health concerns with grocery or other essential needs by contactless deliveries free of charge. This service is conducted by City staff and a host of wonderful volunteers.

Changes to the Schedule:

The City sponsored celebratory events including opening ceremonies, parades, B1 Flyover, and entertainment and live music at Harley-Davidson Rally Point have been canceled. Photo towers will not be installed. These changes are designed to reduce the large crowd gatherings in the downtown core. We look forward to offering events again in 2021.

To assist with traffic flow, the City will have temporary traffic controls in place and transportation services will be available. Motorcycle parking in the downtown areas will continue as in past years, with the ability to reduce the footprint if needed. Additional staff will be available to provide fire, ambulance, and law enforcement services for the City of Sturgis and the surrounding area.

In the event of a health emergency, the Sturgis Mayor has the authority to modify these plans as necessary upon notification from the local health officials, the State Department of Health, the Governor's Office, or the CDC.

The City of Sturgis Motorcycle Rally is an icon of American Freedom and Independence. The City of Sturgis has been the pre-eminent host of this event for decades and welcomes each visitor to the event. We ask that attendees help maintain the safety of our community and guests alike by respecting protocols and guidelines. We look forward to celebrating the City of Sturgis Motorcycle Rally in grand style in 2021.



And... A special Happy Birthday to Jaxson Igel! Who is Jaxson, you ask??

Well, he made his arrival on July 29th and is the first grandchild for Lisa and Jim Purcell! Mia and Alex are the proud parents... Pretty Cute, eh?

Congratulations to all!



Wonder what his first bike ride

July Birthdays and Anniversaries!



- 8 - Lisa Purcell
- 14 - Ted Makerewicz
- 18 - Don DeLordo

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

July's Love Story...

27th - Mike and Sue Gilfillin



*Top Cats Buy, Sell, Trade....
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NMLS ID: 817405

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Lake Zurich, IL 60047
Telephone: 847 857 0913
lisa.a.purcell@chase.com
JPMorgan Chase Bank, N.A.

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Soon....**



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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!



PALATINE, IL

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!

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.

Sign-up your favorite merchant today!



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Have one of our own Top Cats work with you to buy or sell your home!



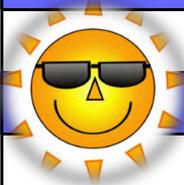
When we are released from our quarantine, let's remember Alley 64 and get back there quickly!





RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, July 7th	General Meeting	Palatine	Alley 64	7:00pm	Rigsby
Keep	Your	Eyes	Out	For	Details
	In	The	Coming	Weeks.	
	As	The	World	Changes,	
	We	Will	Update	Information	
	On	The	Website!	Fingers Crossed!	



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. 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



ROAR



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

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

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Vice President	Mary Kirkpatrick mawalters57@gmail.com	Archives	Open	Editor-in-Chief	Mary Kirkpatrick mawalters57@gmail.com
Treasurer	Don DeLordo Don_De@att.net	Charity	Lisa Purcell lapurcell128@gmail.com	Publisher	Open
Secretary	Diana Lanute Diana.Lanute@att.net	Membership	Ted Makarewicz Hogski@hotmail.com	ASSOCIATE EDITORS	
Past President	Wayne Kirkpatrick wkirkpa177@aol.com	Awards	Mike Bradbury bradbundy@comcast.net	Executive & Board	Wayne Kirkpatrick wkirkpa177@aol.com
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Director	Greg Smith GregSmith@kw.com	Website	Mary Kirkpatrick mawalters57@gmail.com	Membership	Ted Makarewicz Hogski@hotmail.com
Director	Lisa Purcell lapurcell128@gmail.com	Products	Lisa Purcell lapurcell128@gmail.com	Charity	Lisa Purcell lapurcell128@gmail.com
Director	Ted Makarewicz Hogski@hotmail.com	SGT at Arms	Jim Purcell Jpurcell333@gmail.com	Events & Calendar	Greg Smith GregSmith@kw.com & Jim Purcell Jpurcell333@gmail.com
Founder	Carl 'Virgo' Bender 1941-2001			Motorcycle Community	Wayne Kirkpatrick wkirkpa177@aol.com

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