



ROAR

Official Publication
of Top Cats — Illinois

Images included in
this ROAR issue
provided by:

Mark Heller
and
Unknown Members

President's Corner...

by Gary Brandt

Greetings Top Cats

As we reach the mid point of the year, the Top Cats remain busy with another full calendar of fun rides, many new places to see, and of course lots of food when we get there. Our membership remains stable and strong (approximately 92 members), with continued interest from many guests who have either joined us on a ride or attended one of our meetings. Ride attendance is also stable, following the trends we have seen the past few

years. Attendance at our general meetings has been excellent. And despite Mother Nature's best attempts, we have been able to hold most of our planned rides.

Our new electronic ROAR has been excellent and well received. The web site continues to improve as well. Our G.R.A.S.S. class has begun its evolution to electronic media and remains a cornerstone of which we can all be proud.

All of the progress is a result of hard work by many of you. The board thanks you for your con-

tinued efforts to keep us moving forward.

In a few weeks we will hold our annual Ride for Dreams. Let's make sure we all participate in some way to make this a success. Don't wait to be asked, be proactive and see what value you can bring. This year, with all of the economic issues, those of us who are blessed are needed to do even more to help those in need.

Remember to proudly fly your Top Cats flag on your bike. We are the areas premier motorcycle organization. Let's demonstrate it.

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THE BIKERS WHO MEAN BUSINESS

TOP CATS—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. The content and opinions expressed in articles are those of the authors and not necessarily those of Top Cats—Illinois.

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Little Sturgis on the River

By Gary Brandt

Little Sturgis on the River Ride

Twenty Top Cats attended this years rally. Rather than talk about the trip itself, it is best to discuss the conditions we observed. For several weeks prior to the rally, the Midwest, (Iowa in particular) was hammered by rainfall amounts way beyond normal. As we traveled down Rt84 toward the Quad Cities, we began to see how people were being affected. Homes located blocks away from the river were completely surrounded by water. Crossing the bridge from Rock Island into Davenport we could see the Mississippi had overflowed its banks and flooded the entire riverfront. The Rally had to be moved this year as the normal site was completely under water. The new site was fine, but there seemed to be fewer vendors, less people, and less excitement then in past years.

Our Saturday ride to Anamosa and JP Cycle was full of detours and turning around as we tried to navigate central Iowa. Evidence of the flooding was all around us as we passed flooded fields and a few overflowing rivers. We had to scrap the leg into Iowa City as all roads leading in were closed.

When we left on Sunday the water was continuing to rise and was within feet of the back of the Radisson. It's hard to see the scope of this through pictures and news reports. While we have problems along the Chain and the Fox River, it does not compare to the tens of thousands of affected Iowa people.

Let's hope that next year's event will be a more positive experience. Not just for us, but for the people from Iowa who did their best to put on a great event, despite many reasons not bother.



Little Sturgis on the River



Above: The view from the street, adjacent to our hotel.

Little Sturgis on the River



Above: The view from an observation floor, 1/2 block from our Radisson Hotel.

General Meeting Minutes...

June 4, 2008

Top Cats General Meeting, June 4th 2008

Gary Brandt (President) brought the meeting to order at 7:35P

All guests at the meeting were welcomed. Gary Chambers, Jill Morgenthaler, and Christy Lange were introduced and recognized as new guests. (The secretary begs forgiveness for any misspellings).

Tom Nichols (Charity Committee Chair) updated everyone on the Ride for Dreams. Brochures were available at the meeting. Members are asked to pick up some and hand them out. The ride is only \$15 for members. \$10 per member is already donated in your name from the club. Participate in the Ride for Dreams for only \$15 each and help support your club and our charity, N.I.S.R.A.

Bob Carmody (Vice President) spoke about the Ride for Dreams. It is only 6 weeks before the event. Bob asked all of us to think during the next few minutes on how we could double the number of people who come. Different ideas proposed were; handing out flyers at other rides, making public announcements (i.e. radio, newspaper, magazine, etc.). One idea offered was every member come and bring a guest. That would double the riders.

Advertising is now available for purchase in the ROAR newsletter. Classified advertising is available for free for the membership. De-

tails will be published in the next ROAR released online.

The club is joining the American Motorcycle Association (AMA). There are numerous benefits we get from this. The primary benefit is exposure for our club rides on their website. A show of hands met the minimum requirement of accepting membership between our club and the AMA. A list for members to sign was passed out for processing.

Gary checked the group's energy levels. He recently spoke at another club about our ride and they had more energy than we do about our ride! Our club needs to show more support for its own cause.

Don Schaffer asked for road captains to lead groups at our charity ride. An e-mail will be sent asking for volunteers.

Ric Case announced that the next G.R.A.S.S. class is June 8th. Meet at 8:00AM. Class to begin at 9:00AM.

Jim Heniff (Past President) presented the meeting's safety tip. Watch for farm vehicles. They are generally slow moving and leave mud and debris on the road. There is more farm activity now and at this time roads are more soiled with this debris. By law, they do have the right of way. Be extra careful.

Wayne Kirkpatrick (Safety Director) told the meeting attendees about the Challenge Run Ride on June 8th sponsored by Rolling Thunder (Chapter 2 Illinois). The

proceeds will provide reading material such as magazine and newspaper subscriptions for veterans at the V.A. Hospital. Handouts were available with ride information at the meeting.

Handouts were provided at the meeting for another ride called the Challenge Run sponsored by the Blue Knights of IL XII on June 22nd. This benefits Lambs Farm in Libertyville.

Greg Smith (Director of Activities) announced future Top Cats activities.

June 13th - 15th is the Little Sturgis – Davenport, Iowa ride.

June 22nd is the Milk Run Ride lead by Eric Schertz. This ride goes to Fair Oaks Farms in Northwest Indiana. We will have lunch, tour the facility and sample some of their fine ice cream at this very large dairy farm.

July 4th – 6th, Trempealeau Ride. This weekend ride will start with multiple road captains. Mike Bradbury (Secretary) talked about his group's ride. The ride starts at the McDonald's at the corner of Hwy 120 and 12 and takes a traditional route to Galena for lunch. From there, the group will be taking the River road on the Iowa side through LaCrosse, Wisconsin to Trempealeau. Mike has a day ride planned which includes Elmer's Toy and Auto Museum. Jim Heniff, who is the ride organizer, told all that that lodging is filling up in Trempealeau. Book your rooms now.

General Meeting Minutes...

June 4, 2008

July 13th is the Progressive Dinner Ride lead by Wayne Kirkpatrick and Tom Malia. This ride will be starting from (4) different locations with (4) different groups with (2) main routes. More road captains are needed so volunteer and lead a group. The ride has (3) food stops and will cost \$10 a person to cover the costs for food. Eileen Perry, Wayne Kirkpatrick and Eric Schertz are hosting the food stops. Signup now or see or contact Wayne Kirkpatrick if you are interested.

July 27th is our RIDE FOR DREAMS charity ride that benefits NISRA. Everyone needs to get involved and support your club's cause.

July 30th is our ride to Sturgis in South Dakota, lead by Bard Boand. Bard talked to the group about the ride and will be sending an email to the membership with the details.

Tom Malia presented part 2 of his presentation on global positioning systems (GPS) and Navigational software. His talk was detailed and highly informative including screenshots from his Garmin 276C unit. Many resources are available to purchase inexpensive GPS units including gpdis-coun.com amongst others.

No member comments were recorded from the meeting.

The meeting was adjourned at 9:05 PM.

Traditions

By Gary Brandt

Part of our group riding protocol, that we all learn in G.R.A.S.S class, involves the order in which we often line up.

It has been a tradition in Top Cats for the highest ranking board member to ride in the number two spot. Remaining officers and directors can fill in behind as they desire.

The Road Captain should make a point of this during the pre-ride meeting, but if they forget, try and make sure that any guests you bring understand this. The Road Captains, at their discretion have the option of having their mentor ride in the three spot, directly behind them. The Road Captain also can position new or lesser experienced riders closer to the front if they choose, just behind the reserved slots.

Remember that the Road Captains have a lot to think about at the beginning of a ride.

By helping follow protocol without being reminded, you make it easier.

ROARin with Laughter

A 10-year-old girl was walking down the street when a big man on a black motorcycle pulls up beside her and says 'Hey little girl, do you want to go for a ride?' 'NO!' says the little girl as she keeps on walking.

The motorcyclist pulls up beside her again and says 'Hey kid, I will give you \$10 if you hop on the back.' 'NO!' said the little girl and proceeded down the street a little quicker.

The motorcyclist pulls up to the little girl again and says 'Okay kid, I will give you \$20 and a BIG bag of candy if you hop on the back of my bike for a ride.' At this point the little girl turns to him and screams angrily 'Look Dad, YOU bought a Honda instead of a Harley so YOU ride it!'

Memories of the Hoosier Run

By Gary Brandt

What The Heck is a Hoosier?

Memories of the Hoosier Run

The day started out like most of our spring mornings for this year, cloudy with a chance of rain. It was dry at the main start location. Greg and Jane Smith along with Stewart Johnson and Chuck Prettyman were already in the McDonalds at 8:30am. Guess they wanted to make sure they had time for a gourmet breakfast. As Muriel and I were arriving the rest of the attendees began showing up. After a pre-ride meeting we started off. Mark and Sue Heller rode tail gunner on their new front wheel Can Am Spyder trike. (Look for pictures). Muriel's own nurse Betty (her sister Marianne) was there to say hello.

It didn't take long before we had our first breakdown. Some loose battery cables sent Mike and Kathy Bradbury to the shop. They would arrive the next day in Danville after many hours of dodging the storm and spending the night in Morris. As we approached Starks corner, we pulled off the road to put on our rain gear as the sky was getting dark. It started raining within minutes.

It didn't take much longer before we had our second breakdown. Andy Konsewicz lost his shifter linkage. It just so happened that a guy with a trailer came driving by and the next thing you know Andy's on his way to the Harley Dealer. He then met up with Amy Tober and they arrived in Danville just a short time after the group did.

We picked up Bob Carmody and Bill Yates in Sugar Grove. The rain poured down as we waited for Mark and Sue to catch up to us. Mark had quite the workout as tail gunner. True to Top Cats protocol, he stayed with those who had issues until it made sense to move on.

Lunch was in a small town south of Kankakee, St Anne's. This five star restaurant was called Dixie Delights. After many cheeseburgers, bowls of chili, and other healthy foods we completed our ride to Danville. The rain had stopped and all was good, for awhile.

That evening as strong thunderstorms and tornados were approaching we headed out to the Beef House. Located about 5 miles east, we hoped to beat the storms there, let them move over us while we dined, and ride back to the hotel nice and dry. Well so much for those plans. Let's just say that all those who rode back are now experienced storm riders and will never be afraid to ride in the rain again. Make sure you ask Dennis Dougherty about his ride back in the rain, it is quite the story (can you say chase vehicle). Ask him about his special attire he wore that night as well. It also provided us for a chance to see Terry Kumro wear a helmet, something that doesn't happen too often. It's really a nice one.

Later that night, despite the strong storms, Wayne Kirkpatrick and Diane Barton showed up. Nothing stops a Top Cat!

That brings us to the main event, a winding 300 mile loop through the land of the Hoosier. So what is a Hoosier?

"While there is no agreed upon definition, there are several ideas which suggest the term was a greeting. When approaching a man's home in those early frontier days, you shouted from afar, "Hello, the cabin!" to avoid being shot. The inhabitants would then shout back "Who's 'ere?" (who's there). As it got slurred together over time, the country folk came to be called Hoosiers."

We think that Greg Smith's version "who's your daddy" makes more sense. In any case we all were honorary Hoosiers for a day.

Saturday was sunny and warm. Aside from a little mud here and there, the roads were excellent for riding. We arrived an hour early in Nashville Indiana, a town known for arts and crafts. Eileen Perry and Joan Derango left some hard earned cash behind buying old tools, and nuts and bolts. Make sure you ask them about this. Many of us enjoyed some excellent smoked pork or brats. We had reserved safe parking, thanks to Roger the parking lot guy. We spent a couple of hours in the town before heading out.

Memories of the Hoosier Run

By Gary Brandt

The scenery in this part of Indiana is pretty nice. Dennis Dougherty and Cindy Rayburn were busy taking pictures. Expect to see them on the web site. Look for pictures of our special rest stop that afternoon. Let's just say that running water was not part of the equation.

That night while some ordered pizza, others ate at the local Big Boy. Some fine cigars were enjoyed (thanks Mike) and a few special beverages.

Sunday was another sunny and warm day as we took off for home. The return route took us west and north up to Ottawa. After lunch at a Cracker Barrel (well we are almost like a bunch of tour bus people), we took a direct route to the end of the ride. There sure are a lot of farms in Illinois and we saw many of them.

Thanks again to Greg and Jane Smith for their help with the planning of the ride. No one can put together a ride like this without a lot of help. Muriel helped with the hotel selection. Let's not forget Mark Heller as tail gunner. Never an easy task and this time quite challenging.

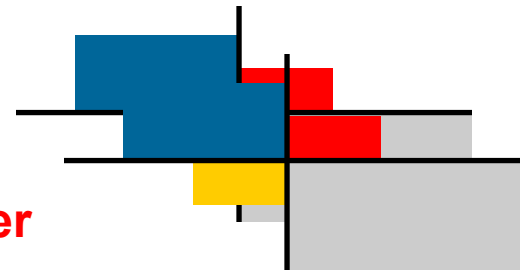
But in the end, it's those who attended the ride who I would like to thank. You made it worthwhile.

Gary Brandt



SAFETY...

Kaution Korner by Don Schaffer



Kaution Korner

By Numbersman – Don Schaffer

Chatting with Traveler this morning, he mentioned a recent observation at an intersection. He started me thinking that we could use more training to negotiate intersections. Intersection safety goes far beyond the admonition to “Ride your own ride”. Intersection safety requires planning, analysis as you arrive at intersections, execution, and practice. Our Road Captain training teaches us what to look for in routing, and the pre-rides are intended to work out the kinks on tough intersections. I’ll give you an example from today’s pre-ride.

The route crosses a controlled intersection. The intent is to ride straight across. You bring your group up to the white line and wait. And wait. Jockey the bikes back and forth. Then realize that you are on only the control loop farthest from the light. The other two control loops are actually 30 feet past the white line. The light might never change if you don’t pull the group far enough ahead. Then, it didn’t change anyway so you have to go through the red. Try a different plan or expect that you will encounter the problem again.

Reading an intersection and the traffic is an important step toward safely negotiating it. MSF safety classes teach you how to watch out for careless left turners or Last Minute Louis, who just realized he needs to turn right from the left lane. Most important to us are the intersection dynamics of a group ride. A good Road Captain will anticipate traffic lights and try to adjust his speed to close the group a bit and hit lights when he will have the longest period of green. He must clear the intersection without slowing unless necessary and keep speed up until riders behind him will be able to clear without blocking cross traffic.

An intersection controlled by stop signs is where we see the greatest number of riding mistakes. Evaluate all of the dynamics of the intersection and the traffic. If the cross street is sparsely traveled and a four way stop has a couple of cars waiting, the RC or any other rider who has stopped can wave the cars through to clear the intersection for following riders. This will keep down the guessing between bike and auto. “You go first. No you go first”, then you both go. The driver can see the biker much more clearly than vice versa, so make a clear signal like a

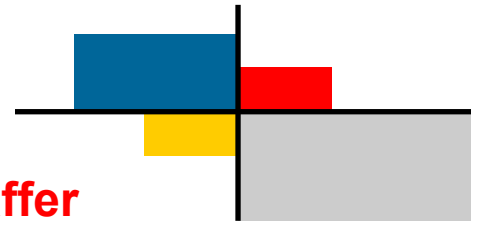
traffic cop to tell the cars what they should do. Then when you start through the intersection pull through smoothly and do not stop until you have cleared room on the other side for following bikes.

So much for the guys at the front of the line. Let’s talk about the rest of us. A couple of rules to follow whenever you are riding. Always think in terms of being on a group ride where you are responsible for not only your actions but also the impact of your actions on others in front and behind you, even, or especially, if the vehicle behind you is a cage. Always anticipate that the vehicle in front of you will come to a full stop, perhaps a panic stop, at every stop sign or at the first sign of a yellow light. Leave an adequate space cushion in front, signaling with brake or hand if you are being followed too closely, and most important, pay attention at all times. Expect that a driver may stop in an intersection to make a turn or pick up the toy a kid just threw on the floor.

Cover the brakes when approaching an intersection. The few tenths of a second you save in a panic stop with covered brakes can save your life. Plan on stopping safely at every stop sign unless you are absolutely sure that the intersection is

SAFETY...

Kaution Korner by Don Schaffer



clear, that the vehicle in front of you is not stopping and that you have enough points left on your license to avoid losing it should you not realize the car behind you has lights on top. Plan on stopping when a light turns yellow, but check your mirrors to be sure you are not being followed so closely that you will be struck from behind.

Don't stretch the yellow too long just because you are the last bike in the line and don't want to be left behind.

The last but most important thing we need to do is practice. Sounds silly, but that is how to stay alive. Just riding, even for hundreds of miles per day or week does not prepare you for an emergency.

You have to practice the emergency. Coming home today I was the lead of two bikes. I had followed the other rider for three hours on a group ride and observed him to be very safety conscious as to speed, following

distance, observation and control. As we neared home we approached an intersection. When the light turned yellow, I checked mirrors,

quickly. What he did was not dangerous at that particular intersection, but I sense a lack of real world practice that kept him from grabbing



and applied my already covered brakes for a moderately quick stop.

I was a bit surprised to see him go by me and through the late yellow, since he was at least one second behind me. He said he just doesn't try to stop 1000 pounds of motorcycle and rider that

the binders for fear of locking up a wheel.

We all need to get out into the parking lots and training schools and practice stop after stop until we are no longer hesitant to grab as much brake as possible. Practice and stay alive.

Top Cats In Japan

by Tom Malia

Bard Boand and I recently returned from a motorcycle trip around the Islands of the Rising Sun. Our tour was produced by GlobeRiders (www.globeriders.com/index.shtml) which is a motorcycle adventure touring company founded by Helge Pedersen and headquartered in Seattle, Washington. Their tours are of far-away places and foreign cultures; and so in addition to scenic attractions, they incorporate cultural visits and educational activities into the ride. This tour was scheduled so that we would be there during Hanami season, i.e., the Japanese custom of enjoying the beauty of flowers, in this case cherry blossoms.

Although the trip began in Tokyo on April 21, for me the adventure began in mid-February. I had to get my bike to Seattle by mid-March to be loaded in a container headed for Japan. But first I wanted to get some work done on it at Cycle Werks, which is only about 1 mile from my house. However with the incredible amount of snow and cold we had this winter, this could have been a challenging ride and yet for one-mile, trailering seemed like an overkill. There was finally a day where we had sunshine and at least no new snow. I had to slip and slide (always an interesting experience on two-wheels) out of my driveway and neighborhood. Once on Lake-Cook Road, I was good to go. From my dealer, I shipped the bike to San Jose and flew out in March to be rejoined with my "mount". I met up with Bard, who was riding over from Phoenix, in San Francisco and we rode up the West coast together. The March weather was as anticipated. Forty to fifty degree days (thank god for heated clothing) and frequent drizzle. We arrived in Seattle on St. Patrick's Day, had dinner with our two Seattle-based guides, dropped off our bikes and headed home.

We were reunited with our bikes in Tokyo to begin the 17-day journey. We saw the old and new in what is the most populous metropolitan area in the world, and then headed up the middle of northern Honshu (the main island). From the northern seaport of Aomori, we boarded a ferry, bound for the green and mountainous island of Hokkaido. We circumnavigated Hokkaido and then took an overnight ferry for the return to Honshu. Once back on the main island, we made a final short run down the eastern, Pacific Ocean, coast of Honshu, to conclude the tour from where we started in Tokyo.

Once the official tour was over, I spent a day and took the bullet train down to explore Hiroshima before heading home to Chicago.

The Japan Hanami Tour was my first GlobeRiders experi-

ence. They pride themselves in creating adventure tours. This trip was probably not what you would typically think of as a motorcycle adventure ride. After all, we spent nearly one-third of our nights in what had to be a five-star hotel in Tokyo, the food was for the most part delicious, the roads were better than those found in our country and we experienced world-class customer service every day. I have never seen more courteous and patient automobile drivers and we had heated toilet seats almost every night. How unadventurous is it to not have to worry about theft every time we parked our fully loaded motorcycles?

On the other hand, Japan was 6,000 miles from Chicago, the language bore absolutely no resemblance to our own, we covered nearly 4,000 kilometers riding over five different mountain ranges (in one case cutting through 10 foot snow drifts with my bike thermometer flashing a 32 degrees warning), and the customs and culture we experienced were very different from our own. So there were clearly some "adventure" aspects to this journey. After all, learning to ride on the "wrong" side of the road was an adventure in itself.

Regardless of the label one might put on this trip, it was an absolutely wonderful experience. 26 riders on 20 motorcycles riding through some beautiful scenery, enjoying food that was always interesting and frequently delicious, staying at accommodations that were equally as interesting and often bordering on luxurious. But for me, the real highlight of this journey, and what will make it most memorable, was the people. This would include both the Japanese people with whom we interacted, who added a whole new dimension to the world of customer service (I have never had a toll booth operator or train conductor bow to me before collecting a toll or fare, and likely will never again see such treatment), and the fellow GlobeRiders I rode with. I anticipated that these riders would be an interesting group of world travelers and was certainly not disappointed as dinner conversations were like reading a good travel book. In addition, they were helpful (starting on the night we picked up our bikes by helping me retrieve a lost nut I frantically needed to reconnect my battery), fun loving (lunch at some unknown local restaurant was frequently one of the highlights of the day's ride), accomplished riders (although we were all a little negligent when it came to abiding by local traffic laws) and absolutely intent on truly experiencing the country of Japan and it's populace.

In conclusion, if you ever have the opportunity to ex-

Top Cats In Japan

by Tom Malia

explore Japan, from either a motorcycle or otherwise, I would encourage you to do so. But what this experience reinforced for me was that the real enjoyment of motorcycling is loading up your saddle bags and setting off to explore a new city or a new state or a new country---absolutely the best way to experience new geography and people. GlobeRider's motto, a quote from St. Augustine, says it all: "The world is a book and those that do not travel, read only a page."

Note: For more details and pictures of this adventure see: www.globeriders.com/live!journal_pages/

ght08_live!journal/ght08_journal_main.shtml.

"The measure of our life ought not be the number of breaths we take; but rather, the number of experiences that take our breath away."

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Board Meeting Minutes...

June 10, 2008

Top Cats Board Meeting, June 10, 2008

Attendees: Gary Brandt, Wayne Kirkpatrick, Tom Malia, Eileen Perry, Greg Smith and guest, Ric Case.

Absent: Mike Bradbury, Bob Carmody, Chuck Prettyman, Andy Konsewicz

Agenda: The meeting was convened at 8:04PM at Gino's East in Lake Zurich.

- A motion was made, seconded, and passed to accept the May Board meeting minutes.

- The main agenda topic, Web Site Data Base Demo, was postponed due to the absence of the scheduled presenter.

- The Board conducted a general discussion on the various data base requirements of the Board and the committees regarding data management and spreadsheet use. As we transition from spreadsheet to web-based data management the Board agreed to:

- ♦ Continue to maintain the current data in an Excel format until the web site data base is tested, proven, and demonstrated to the Board. Membership (Eileen Perry) will be assisted by Gary Brandt in updating and maintaining the Excel data base.

- ♦ Each activity (committee, etc) requiring input to the web data base will designate a point of contact for that purpose. This contact will be the person who will have access for managing, modifying, and updating data specific to that activity.

- ♦ Safety (Wayne Kirkpatrick) will send Membership the attendee list,

including guests, for all of the GRASS classes conducted in 2008 for posting in Excel.

- The two Board members who will address the general membership in July, regarding the Charity Ride will be Eileen Perry and Greg Smith.

- Membership submitted Robert Raffetto's application for Regular membership and it was discussed and unanimously approved.

- Gary reminded the Board members that Board meetings are open to all members. However, protocol dictates that only elected Board members will discuss Board issues and guest members will be invited to address the Board at the end of a Board meeting. The agenda will reflect this protocol.

- The Board discussed issues for 2009 and the 2009 Board and agreed to:

- ♦ Initiate the election process early so ample time will be available to identify candidates for Board positions.

- ♦ Allow the 2009 Board to decide on the issue of a ten – year vision for the Club.

- ♦ Provide the 2009 Board with as much of an Activity schedule as we

can for 2009.

- Tom Malia, Treasurer, reminded the Board that we have two liability insurance policies, one for the charity ride, and one for Club routine activities. The general liability policy for the Club is for activities that are not open to the public. To assure we are compliant with the members and guests - only requirement, the Board decided that any "walk – in" riders at our rides will not only sign a waiver but have a sponsor identified so they meet the definition of a guest. Tom will look at insurance that the American Motorcycle Association may have to offer also.

- Wayne Kirkpatrick, Director, reminded the Board that our federal and state tax status is dictated by our IRS and State approved By-laws. He read a clause from the IRS letter dated August 8, 1998, advising Top Cats that we are approved as an organization meeting the requirements of IRS Code Section 501(c)(7) and that if our purpose, our membership requirements, or our method of operation change, we must advise the IRS for a review of our tax status.

- The meeting was adjourned at 9:29PM.

Words of Wit and Wisdom by Mark B Heller

"Remember, when sending your wife down the road with a gas can, it is impolite to ask her to bring back some beer."



Protocol/Pleasure-Obligation/Pride

by Eileen Perry

On July 27, 2008 the Top Cat's have pledged to put on an event for the benefit of Northern Illinois Special Recreation Association(NISRA). If you need more information about who they are; what they do; or who they serve – go on the net and take a look (www.nisra.org).

Although we have a small group of active members as compared to many of the Harley Owners Groups, this has been the pledge of **OUR** club for many years. Many Top Cats are fully supportive of NISRA. There are also “nay sayers” amongst Top Cats members as well that are heard to say: “we can’t pull this off”; “not enough participants”; “no one knows about this cause; “it’s not like research for Cancer Cure / MS, Little Angels, etc.”.

My thought is simply this: if we can help one – we can help many.

I recall going to the Tree House for the kids served by NISRA; built in Barrington in part with funds raised and donated by Top Cats and multiple other organizations. I met several of the recipients of the benefits of this project. What resonates for me was one young man. When asked how he liked the Tree House, responded by gleefully clasping his hands together and repeatedly saying over and over – “I’m so Happy!!”. “I’m so Happy!!”.

At the time, I wondered. What can I do? What will it take in my life? What do I need to change to allow me to say with the same level of conviction, “I’m so Happy” over and over again??

Joining, participating, experiencing the before, during, and after events of this Ride will bring you immeasurable joy and deep satisfaction. I guarantee it. If you have limited time, help with whatever you can; before, during or after the event. Do yourself, the Club, and all of the kids a favor. You just may be the one that is saying “I’m so Happy.”

“In the Arms of the Angels.”

Classified Ads

Garmin 276C Data Cards

The 276 utilizes unique data cards, i.e., generic camera type cards will not work in this unit. If you are taking long trips, you might need larger/or more data cards. I have a 128 MB card and a 256MB card for sale at 50% of list-\$40 and \$70, respectively.

Tom Malia 847 444-1000 or ThosMalia3@msn.com

Top Cats members wanting to post a classified ad may do so for free. The classified ad service is only available to members. Put you club/motorcycle oriented ad together, including a picture if you wish and send it to bcar-mody@email.com. Your ad will run in the next available ROAR issue. Each ad will run once. If you wish to repeat the ad, send it again.

Activities Calendar



Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, July 01, 2008	General Meeting	Village Tavern & Grill	Buffalo Grove	7:30pm	G. Brandt
Friday, July 4, 2008	Mississippi River Run	Multiple Start Locations	Trempeleau, WI	Info Coming	Many
Tuesday, July 08, 2008	Board Meeting	Ginos East	Lake Zurich	7:30pm	G. Brandt
Sunday, July 13, 2008	Progressive Dinner	Watch Web Site for Details	Members Homes	Info Coming	Malia-Kirkpatrick
Sunday, July 27, 2008	Ride For Dreams	Volo Auto Museum	Volo, IL	8:00am	All members
Wednesday, July 30, 2008	Sturgis-Black Hills Rally	D&J Bistro-Lake Zurich	Rapid City, SD	8:30am	Kirkpatrick
Sunday, August 3, 2008	Wisconsin Fair Ride	TBD	Wisc. St. Fair	8:30am	Mike Bradbury
Tuesday, August 12, 2008	General Meeting	Village Tavern & Grill	Buffalo Grove	7:30pm	G. Brandt
Saturday, August 16, 2008	Top Cats Picnic	Start Location TBD	Moraine Hills	11:30am	Mike Bradbury
Tuesday, August 19, 2008	Board Meeting	Ginos East	Lake Zurich	7:30pm	G. Brandt
Sunday, August 24, 2008	Presidents Ride	BP-McDonalds-Rt12 and Rt120	Multiple	9:00am	G. Brandt
Thursday, August 28, 2008	HOG 25th	Miller Park	Milwaukee, WI	n/a	self directed
Friday, August 29, 2008	Harley 105th-2days	Summerfest Grounds	Milwaukee, WI	n/a	self directed
Tuesday, September 02, 2008	General Meeting	Village Tavern & Grill	Buffalo Grove	7:30pm	G. Brandt
Tuesday, September 09, 2008	Board Meeting	Ginos East	Lake Zurich	7:30pm	G. Brandt
Saturday, September 13, 2008	Sunset Ride	TBD	TBD	3:00pm	Dennis Dougherty
Saturday, September 20, 2008	Ride for Cheese	Shell station Rt. 176 & 60	Monroe, WI	8:15am	Mike Bradbury