



# ROAR

The Official Publication of the TOP CATS OF ILLINOIS

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## Inside This Issue

<b>KAUTION KORNER</b>	2
<b>Mississippi River Run</b>	3
<b>TC ACTIVITIES</b>	4
<b>TRAVEL ARIZONA</b>	5
<b>Andy's World</b>	9
<b>LARRY'S CPR CLASS</b>	10
<b>SOUL SEARCHING</b>	12
<b>BLUES RIDES</b>	14-15
<b>EthaNO!</b>	16
<b>Tech Talk</b>	17
<b>Communists and</b>	
<b>Cheeseheads</b>	19
<b>General Meeting</b>	
<b>Minutes</b>	20
<b>Board Minutes</b>	22
<b>BUSINESS MART</b>	23
<b>TOP CATS Patrons</b>	24
<b>RIDES AND EVENTS</b>	25

## Upcoming Events

### APRIL

- 5 General Meeting
- 12 Board Meeting

### MAY

- 3 General Meeting
- 10 Board Meeting



## PRESIDENT'S CORNER

By Mike Bradbury

Greetings Top Cats!

Here we are looking ahead to the start of our season with April upon us. Now is the time to go over your bike. Check the tire pressure, change the oil, and get a tune up and whatever else you need to make sure your trusty steed is ready to ride. We have been busy but soon the weather will start warming up and between April showers and the weather in general, we will begin seeing opportunities to ride our bikes and to get ROARing on our bikes together as a club.

Or will we? I define ROARing as doing rides together as Top Cats and so far, April has no rides scheduled on our calendar. The weather is dicey but usually we ride in April. And the fact is we could use more scheduled rides on our calendar in general. Tony Loden, our Chair of the Activity Committee is doing his best to drum up support, but it comes from us road captains and those who are interested in becoming a road captain. The Road Captains are the ones who dream up creative rides that we all enjoy. They are the ones that have a passion to show us great roads and ideas for adventures that we all can appreciate.

I implore our Road Captains to schedule a ride. Whether you want to try something new or repeat an old tradition or even a new one, contact Tony and reserve a date. We all need you to show us the way (quite literally) and share a ride with us. It is an awesome feeling to see the club following you on a day ride, brunch, dinner ride or other extended journey with somewhere or even nowhere to go. Come on and reserve your date so we can all plan on it! Show us the way!

Your Safety Committee held a G.R.A.S.S. class on March 20<sup>th</sup> that was very well attended and received. The Group Riding and Safety Seminar were presented to members of the Palatine Hogs and of course, Top Cats. The HOGS responded by several emails that they were thankful of the education in safety and road captaining they received. Our Safety Committee, chaired by Don Shaffer, and with the presenters of Wayne Kirkpatrick, Chuck Prettyman and Gary Brandt made us all proud with this valuable service within the club. Their contributions of time and effort are part of what makes us a strong club. And by inviting other clubs to our G.R.A.S.S. presentations, we all benefit by safer riding overall.

(Continued on page 5)

Join us for our General Meeting on April 5th at EScape  
350 McHenry Road in Buffalo Grove Illinois—7:30 p.m.!

## KAUTION KORNER

**On a Ride...**

**YOU are the Most Important Top Cat!**

**By: Chuck Prettyman**

**Words of Wisdom from a Top Cats'  
Riding Master...**

**Get Ready and Be In Shape!**



When we ride in a group we must assume responsibility for our fellow rider's safety. Except for the first and last riders we have someone in front, behind and to our oblique that is counting on you. If you are too tired, out of shape (yes, it makes a difference), not fully sober, on strong medication that affects your reaction time, or otherwise distracted, you are a danger to yourself and those around you. Before the riding season starts, prepare your body and mind with a trip or two or more to the gym or get some exercise at home. Increase your walking, break a sweat (besides THAT) and get the blood moving.

Then, check your ride. Inspect, repair and/ or replace. You know the drill. Do it now.

Everyone you ride with is counting on you to be prepared. A bald tire, a mirror that is not adjusted, or loose hardware or luggage that may fall off are as bad as oil spills to the riders around you.

How many times have you heard someone say, "There's nothing like looking in the mirror and

seeing a line of bikes following your lead?" It's a road captain's high (for some). On the other hand, the tail gunner gets to see the symmetry, flow and grace of a group going down the road through the turns and curves as well as the gaffs. From that perspective one can realize how each rider is dependent on the other; how we take for granted the skills that our co-riders will contribute to another successful ride. It's a beautiful sight! Which brings to mind that in addition to being prepared and our rides are ready to roll, we should take time to share some tips, experiences and suggestions to co-riders. If one sees a bike with bare spots on a tire, a loose or missing bolt, a license plate or mirror not secure or gear not properly stored take the time to not only mention it, but offer to help correct what you can.

Diplomatically offer riding tips when you feel there is a need. Most of us will appreciate the suggestions. You are important because you care, because others depend on you and because my ass in on the line when I'm with you.



## The Mississippi River Run

July 2nd, 3rd, 4th, 2011



Welcome to a 3 day journey that starts on day one with a ride that goes through 4 different states and takes us on one of America's scenic byways, the Great River Road also known as the Mississippi River. This weekend of rides will see us riding on a beautiful summer weekend (weather permitting) that will include some of the most scenic 'biker' style roads in 4 states. For the ride to Trempealeau, WI. We will be starting from the corner of 14 and 176, going through Lena, IL. and on the "Stagecoach Trail" to Galena. After lunch, we will travel into Iowa through Dubuque. From there, we will be taking the 'Great River Road', from the Iowa side. We will be riding on limestone bluffs overlooking the Mississippi River and beautiful countryside including quaint riverside towns. We cross the river into La Crosse and travel north to Trempealeau, Wisconsin. Trempealeau is another quaint small town right on the river with lodgings, food and a bar all within short walking distance from each other.

Saturday, we have a 140 mile day ride on nice ridgy backroads in the area known as the Coulee Region, Driftless Area or The Paleozoic Plateau noted for the deeply carved river valleys followed with lunch stop in a nearby college town in Minnesota after which a visit to Elmer's Toy and Auto Museum with muscle cars, motorcycles, Bicycles, Antique Racecars and more all on Eagle Bluff, the highest point along the Mississippi. Lastly, we follow the backroad route on some more amazing roads home to Trempealeau for R&R, dinner at the Sullivan's Supper Club and more group R&R into the night.

Sunday after meeting for breakfast, the return trip travels mostly on highway 33 through parts of La Crosse, Monroe, Richland and Sauk counties, another great bike road in Wisconsin. From there we keep "Roaring" and travel back through Madison to the Northern suburbs and then to home or wherever you currently are shacking up at.

### Particulars:

**When:** July 2, 3 and 4th

#### Rides:

July 2<sup>nd</sup> River Run – 310 miles

July 3<sup>rd</sup> Coulee Region Museum Ride – 140 miles

### Lodgings:

The Little Bluff Inn

(608) 534-6615

The Inn On The River

(608) 534-7784

They have availability now but space is limited.

We will be making miles OTB on the 4th of July weekend (on the bike).

If you like riding your bike on great roads for motorcycling (and who amongst us doesn't!) bring a rider or not and have a great weekend OT B and off!!!!

\*\*\*\*\***BOOK YOUR ROOMS NOW!!!**\*\*\*\*\*



## TOPCATS ACTIVITIES

**YOUR SOURCE FOR UPCOMING ENTERTAINMENT AND EVENTS**

**BY TONY LODEN**

April fool's?

Not any... none... nothing... nada... naught... zero. Well you get the picture. As the snows of February and March slowly melt into our memories absolutely nothing is planned for the month of April; well almost nothing as the General Meeting is a mainstay affair. All I can say is watch the Calendar for last-minute additions as ride events are planned.

For those wall flowers out there, the late February and March activities were well attended and the camaraderie of our fellow Top Cats shows at each and every one of our gatherings. The Dipsomaniacs Experience hosted by Andy, Bocce Ball with Lenny, CPR and first Aid Training hosted by Larry; the club thanks you for great ideas and fun events.

Last month I spoke of the classic events that will be making their return in 2011. These include the *Aunt Millie's Brunch* (lunch) run that will be temporarily moved to Saturday, May 21<sup>st</sup> this year (since my daughter graduates from college on Sunday) and lead by yours truly, the *NISRA Fishing Derby Ride* hosted by Joan DeRango on Saturday, June 4<sup>th</sup>; the *Little Sturgis Father's Day Weekend Ride* over to Davenport, Iowa on Friday June 17<sup>th</sup> thru the 19<sup>th</sup>; the *State Police Heritage Run* hosted by Past President Carl Marcyan on Saturday and Sunday, June 30<sup>th</sup> and 31<sup>st</sup>; and lest we would be remiss in not mentioning the *16<sup>th</sup> Annual Top Cats Trek to Sturgis, ND* hosted by Bard Boand in early August.

There are also some new comers to the 2011 calendar as well. These include the *Ride the Blues Ride* hosted by Stefan Levy on Sunday, May 1<sup>st</sup> and the *River Run* over the 4<sup>th</sup> of July weekend hosted by our Prez, Mike Bradbury.

There is also a special event ride planed in association with the C.R.A.S.H. Coalition formerly the Black Nail Brigade which will hold its *Epic Memorial Ride* from Delevan, WI to Lake Zurich, IL on Saturday, May 7<sup>th</sup>. Road Captains from Top Cats have been asked to participate in leading and managing this ride along the route. Please mark you calendars for this one as it will be a fully police escorted, non-stop ride for the support of educating the public on the perils of distracted driving.

All of these ride events have been posted on the calendar with email announcements and reminders as these events get closer. Keep an eye on those inboxes.

Ah, and one last thing. For all of you LinkedIn members out there, we have created a Top Cats of Illinois Group. Join the group and proudly display the Top Cats logo on your profile!

Remember to also check the web site – [www.topcats.org](http://www.topcats.org) for more activities information. And as always, call me on 847 652-6617 or e-mail me at: [tcatsrsvp@comcast.net](mailto:tcatsrsvp@comcast.net) with your questions or ideas.

See You Next Month...

*Tony*





## Arizona, Spring Training, and a Harley....

Life is good!

By: Larry Johnson



This January when considering what my 2011 riding schedule would look like I first recorded all of the scheduled *Topcat* rides in my DAY-TIMER (yeah I know, should have an iPhone by now). After those entries came all the family functions (weddings, birthday parties, anniversaries, Summer Camp for the grand-kids, etc.). I quickly realized there were some definite gaps, especially early in the spring.

I've always promised myself that after I retire I'd make a trip to see the White Sox in Spring Training at their new *Camelback Ranch* facility in Glendale, Arizona. And during the *Topcat* ride last August to Deadwood, South Dakota I thoroughly enjoyed the Wild Bill Hickok legend. I had decided then I would someday like to tour Tombstone, AZ and experience the saga of Federal Marshal Wyatt Earp, et.al. Now I'm retired (semi), have no pressing engagements, and dying to take a trip. Sounds like the perfect opportunity. And just maybe I could kick that experience up a notch by throwing in a Harley Davidson Rental and make it a real party!

So I check the White Sox website for the Spring Training game schedule, call Wayne at *Arrowhead Harley Davidson* in Peoria, AZ to check for rental availability, search *Hotwire* for the best price on direct flights from O'Hare to Phoenix, make a few Hotel reservations, and I'm on my way!!

Ahh... Oops....Not so fast. One small yet critical detail left to accomplish. "*Honey did I mention lately how thin you look, and how that new hair style makes you look more beautiful than the day we were married?..."*

### *Day 1 Thursday*

Okay, now with all the details handled, it's March 10<sup>th</sup>, and I find myself departing ORD for PHX on a non-stop *US Airways* Airbus A320 at 5:00am. The early morning flight seemed like a great idea when I booked it for a reduction in ticket price, but when the alarm went off this morning it didn't feel so great. Now 220 bleary eyed passengers headed for the *Valley of the Sun* slowly assemble in front of the Jetway at gate F12.

With the one hour time difference and very little headwind we're on the ground at PHX by 7:41 am local time. A telephone call to *Super Shuttle* for a pick up and I'm on my way to the *Holiday Inn Express* in Peoria, AZ. This hotel places me across Highway 101 from Arrowhead HD, six miles from Camelback Ranch, and has a *Cracker Barrel Restaurant* next door to boot!

It's now 88 degrees, not a cloud in the sky, and I decide to ride north on Lake Pleasant Road to Highway 74, then west to Highway 60, then back south east to complete an 80 mile shakedown loop into the Arizona Desert.

(Continued on Page 6)

### *President's Corner Continued....*

The charity ride is coming together and the committee, chaired by Terri Loden is making strong headway. They are filled with a lot of new ideas and are organizing the ride with a few changes. More details to follow so stay tuned!

Be careful when starting out this spring as you work out the cobwebs getting back on your motorcycles. I want all Top Cats to be safe and riding forever.

Keep the paint up and the rubber down!

*Mike*



Date: February 27th, 2011

Place: *Highwood Bocce Courts*

## ROAR

### ARIZONA Continued.....

#### Day 2 Friday

After a leisurely morning with breakfast at the *Cracker Barrel*, I pack up the bike, check out of the hotel and make my way to *Camelback Ranch* by 11:30am for the 1:05 game. It's White Sox vs. Cubs. I had purchased my ticket on line so I breeze into the park. After a few souvenir purchases I take a walk around the 3 year old park and notice that because of the Sox/Cubs rivalry, most of the 10,500 fixed seats and 3,000 lawn seats are filling up fast. From a few over hears it is obvious the crowd was comprised of Chicago resident baseball fans who either flew out for the game, or who had transferred or retired to the greater Phoenix area. In any event, it was like Chicago "West". As I walk around the concessions area I pass by "Beltin' Bill Melton, a post- game analyst for *Comcast SportsNet*, (and former White Sox player from 1968 – 1975). And yes, I get a photograph with him.



Game time temperature is 87 degrees and full sun. My seat in Section 12 Row 6 Seat 1 puts me behind the safety netting between home plate and the White Sox dugout in a position to see just about everything. Mark Buehrle has the mound for the Sox, and unfortunately has a "shaky" start with two earned runs on six hits. Ryan Dempster starts for the Cubs and has a much better day. I'll leave it at that. The White Sox come up short in the game with a final score of 4-3.

I leave the park around 3:00 pm for my next overnight stop at the *LaQuinta Inn & Suites* in Marana, AZ just outside Tucson. This 119 mile trip to the South East via 101 then East on I-10 happens during Friday afternoon rush hour. Heavy slow and go traffic for the first 30 miles, but all in all a great early spring ride through the eastern edge of this 120,000 square mile Sonoran Desert, the largest and hottest desert in North America. From the highway I am treated to mile after mile of Prickly Pear cactus, the stoic looking Saguaro Cactus, and an occasional Aloe Vera plant. Most Saguaro boldly display round shaped scars made by the Gila Woodpecker tapping into their vast moisture reserve.

I am filling up the tank at the Shell gas station in Marana by 5:18. At the *Texas Roadhouse Restaurant* just across the street from my hotel I treat myself to a pint glass of Blue Moon Draft, a shot of Makers Mark Bourbon, and a half slab of Ribs with fries. I am now officially in Harley Touring Heaven!

#### Day 3 Saturday

This day is long awaited because this next leg takes me to Tombstone. An old mining town during the mid 1800's with quite a colorful history. . Without the use of GPS on this trip I actually have to open a map... imagine that in the 21<sup>st</sup> century! I then continue East on I-10 until I take Exit 303 at Benson, AZ, and jump onto 80 South through St. David. 83 miles after leaving Marana, I pull into Tombstone. I purposely did not make a hotel reservation at one of the many hotels in town because I wanted to find one that was walking distance from the historic district. I cruise down Fremont Street checking out the *Holiday Inn Express*, *The Larian*, *The Tombstone Motel*, and the *Trail Riders*. Hmmmm, let's see, The *Tombstone* is a block from the Historic district, looks fairly big, and has quite a few Harley's already in the lot.





A quick legal turn around and I'm in the lot of the rustic looking motel, taking care to park and shut down in the hilly and loose gravel lot. As I maneuver I can hear the Ultra speaking to me, (and not through the stereo speakers) "go ahead and roll me on my side here and get it over with". I resist, and find myself walking to the motel office. It's then when I spot "the" sign "NO VACANCY". After going inside the manager walks in as I am flanked by a woman in biker gear. "Are you the two that are getting married tomorrow?" she asks. I quickly reply with a smirk, "No, I've got one of those already, and one is more than enough". "Ok, I tell myself, don't panic yet...construct a threat list then devise a strategy...I'm traveling alone, in a strange town, at 3,500 foot elevation on the edge of the Sonoran Desert where javelinas (wild pigs), scorpions, black widow spiders, bobcats, and rattlesnakes roam freely, the sun is setting, and I have no motel reservation. Hyperventilation is not an option here; after all, I rode in on a Harley, right? One of the motel employees then suggests *Maries Bed and Breakfast* over on Safford Street just down from the *Sacred Heart Parish Catholic Church*. I give them a call and find that a cancellation earlier in the day has left a room open. It must be a sign from God. ...Hallelujah!



After settling in at *Marie's B&B* I'm off in search of the legend. I hop a tour bus which provides some limited historical background of the town, its characters, their homes, businesses, activities, and of course their final resting place at the *Boothill Graveyard*. Indian Scout and prospector Ed Schieffelin founded this town in 1878. Soldiers at *Camp Huachuca* kidded him saying that

all he would find in that Apache Indian infested desert was his own tombstone. Once he discovered the vein of Silver in this area formerly referred to as Goose Flats, he named his claim Tombstone. I also learn the shoot out at the *OK Corral* didn't actually happen in the corral, but in the alley leading from Fremont Street to the corral. This is where Frank and Tom McLaury along with fellow "cowboys" Ike and Billy Clanton face off against Virgil, Morgan, and Wyatt Earp and the ever colorful (and usually inebriated) Doc Holliday. 33 year old Frank, 28 year old Tom, and 19 year old Billy succumbed to gunfire. Virgil, Morgan and Doc all recovered from their injuries, while Wyatt was unscathed.

### Day 4 Sunday

I'm up early walking the block to Sacred Heart Parish and notice some commotion behind the Tombstone Motel. It seems that one of the bikers was pulling out onto Safford Street in the bright morning sun low in the horizon, when one of the locals who appeared to me to be returning from an all-nighter, swerved into the his lane. He clipped the big bagger sending him off and over into the brown graveled desert ditch. Thankfully no serious injury... to the bike!



**ARIZONA Continued...**

Twenty five miles east of Globe during the part of the trip where the road was apparently blasted through the rolling desert stone landscape I notice the Ultra's gas gauge needle occasionally bouncing below "E". Not only is this in the middle of absolute nowhere, there isn't even a shoulder to pull off on. Hmmm, let me think, I filled up in Tombstone before I left, reset the mileage odometer and estimated I'd have plenty of fuel to make this 185 mile leg. The fuel range function shows I have 70 more miles of fuel, but the gauge well, it's causing my personal stress indicator needle to peg. I am now wondering what effect running north up 191 earlier (which was nearly void of traffic) at "a little" over the 75 mph posted speed limit had on the Ultra's gas mileage. I had opportunities to tank up during that comfort break I took in Safford, and also remember passing a gas station back in Pima. I now have the additional concern about what effect me kicking myself at 65 mph with my size 13 biker boot will have on my driving performance. I pray the fuel range function wins out over the gauge. I come up over a rise and find myself approaching the Apache Gold Casino in San Carlos, and with what must be an angel on my shoulder, I see a Chevron gas station!

**Day 5 Monday**

I'm up early, no time for breakfast, as I begin my final leg which will terminate where it began at Arrowhead HD in Peoria. As I head west on Route 60 and climb from the 3,500 feet elevation of the Globe-Miami area to almost 5,200 feet, I take serious note of a yellow diamond shaped road sign: "Warning- Watch For Falling Rocks Next 14 miles". This definitely adds a new dimension to my trip as navigate in this 38 degree early morning without even having my first cup of coffee. A Full tank of gas this time, but now falling rocks. Can't have it all.

The remainder of the trip down through the Tonto National Forest and Queen Valley was spectacular. Aside from some fairly rigorous twisties and the occasional "Warning - 7% down grade" signs, it was beautiful. I roll into Arrowhead, and turn in the Ultra with 617 more miles on her, but not a scratch! walk back to the Holiday Inn Express on the West side of 101, change clothes and cab it back to Camel Back Ranch where I watch White Sox pitcher Jake Peavy throw four innings, allowing three runs on six hits in 67 pitches against the San Diego Padres. Not bad considering he is recovering from surgery last July to a detached right Lat. White Sox end up with a 7-6 loss the Padres. Cab back to the hotel, a walk to the Cheesecake Factory (again) for dinner, then back to the Hotel. That 4 am wake up call to meet with the Super Shuttle for the ride to PHX will come early enough. Was this all a dream? Because, like a mirage in the desert, it was surely too good to be true.

**SAVE THE DATE!**

Top Cats—NISRA

*Ride for Dreams*

*July 24, 2011*

*See Terri Loden to find out how you can become a part of  
helping our NISRA Families*

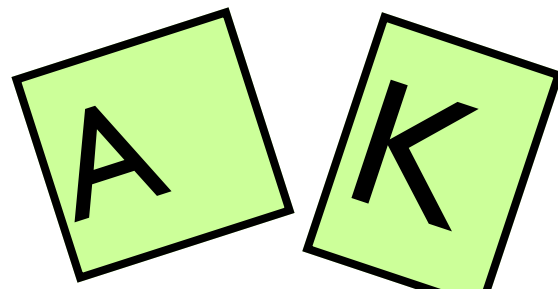




## the World According to Andy

### Thoughts – Old & New

- I asked God for a bike, but I know God doesn't work that way, so I stole a bike and asked for forgiveness.
- Going to church doesn't make you a Christian any more than standing in a garage makes you a car.
- The last thing I want to do is hurt you, but it's still on the list.
- If I agreed with you, we'd both be wrong. (I have to remember this one)
- We never really grow up, we only learn how to act in public.
- War does not determine who is right - only who is left.
- Knowledge is knowing a tomato is a fruit; Wisdom is not putting it in a fruit salad.
- Evening news is where they begin with 'Good evening', and then proceed to tell you why it isn't.
- To steal ideas from one person is plagiarism; to steal from many is research.
- A bus station is where a bus stops. A train station is where a train stops. On my desk, I have a work station.
- Dolphins are so smart that within a few weeks of captivity, they can train people to stand on the very edge of the pool and throw them fish.
- I thought I wanted a career, turns out I just wanted pay checks.
- A bank is a place that will lend you money, if you can prove that you don't need it.
- Whenever I fill out an application, in the part that says "In an emergency, notify:" I put "DOCTOR".
- I didn't say it was your fault, I said I was blaming you.
- Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?
- Why do Americans choose from just two people to run for president and 50 for Miss America?
- A clear conscience is usually the sign of a bad memory.
- You do not need a parachute to skydive. You only need a parachute to skydive twice.
- The voices in my head may not be real, but they have some good ideas!
- Always borrow money from a pessimist. He won't expect it back.
- A diplomat is someone who can tell you to go to hell in such a way that you will look forward to the trip.



Andy Konsewicz

## The Top Cats Gathered... And Learned to Resuscitate Annie...

# Harder and Faster

By Judy & Larry Scalzitti

Twenty three Top Cats, spouses and friends attended a Top Cat sponsored CPR update class on March 13<sup>th</sup>. Held at EScape Entertainment Center in Buffalo Grove, the class was taught by Citywide CPR of Lincolnshire. All attendees earned and were awarded a two year American Heart Association certification in CPR and Basic First Aid.

The procedures for CPR were recently changed, putting more emphasis on chest compressions when attempting to revive someone who has suffered cardiac arrest. The new process is markedly different from the previous standard of ABC-Airway, Breathing and Circulation. CPR was administered by completing 5 chest compressions followed by 2 breaths and repeating that cycle over and over again. The new procedure starts with chest compressions in order to circulate oxygenated blood throughout the body, with 30 chest compressions, followed by 2 breaths with the cycle repeated 5 times in 2 minutes. The new motto for chest compressions is harder and faster.

Attendees included Mike Bradbury, Wayne Kirkpatrick, Chuck Prettyman, Gary Brandt, Greg and Jane Smith, Don Schaffer, Stewart Johnson, Dennis Dougherty, Larry and Judy Scalzitti, Randy Braun, Ed Lipinski, Bill Yates, Tony and Terry Loden, Marc Peter, Steve and Kathie Hiatt, Ling Minsky, Doug Mahar, Harold Huston and Kevin Lynch. Congratulations to all of these people, who willingly gave up a Sunday to be prepared to save a life.

Both of the Citywide CPR of Lincolnshire instructors are paramedics and firefighters. Alan and Ed demonstrated the new CPR procedures and covered basic first aid. Alan, a longtime rider and owner of the company, was able to provide class participants with various accident and emergency scenarios in which they might be involved in while riding either solo or with a group. A part of the class discussion included Accident Scene Management and helped make all class participants aware of the need to secure an accident scene, provide stability to the victims and safety to the other riders. If you missed it this year, look for another in the future.





## CPR CLASS

*There will now be more riders on the road with the necessary information to help in an emergency!*

**THANKS**  
to  
**Larry Scalzitti ...**  
For organizing this event!

And to all of the people  
who took the class!



## Motorcycles in the News

Tidbits of information, comments, and sites for the informed rider

Use these connections by right clicking and choosing "Open Hyperlink"

Ever wanted to see a Russian Ural bike... [Click here](#) to read about a man who was interested and then made one his own.

Looking for a good rainsuit? [Click Here](#) for some information to begin your research.

Want to see a man working to make sure all people can access a motorcycle? [Click Here.](#)





## Soul Searching

By Traveler

"The scene keeps haunting me. I can't get the mental picture out of my mind. I'm too ashamed to talk about it. It's like I committed a crime against my own family. Maybe writing about it will help....

It was last weekend. The sun was up and it had all indications of being another great riding day. I looked forward to running up to the store that morning in the warm sunshine. After making a quick pot of coffee, I bounced out to my truck, passing my bike sitting forlornly in the garage. What a temptation! Take the bike to the store? No. I've got too many groceries to pick up. I reluctantly crawled in the truck, turned the key, and for a minute, it sounded like the roar of my bike.

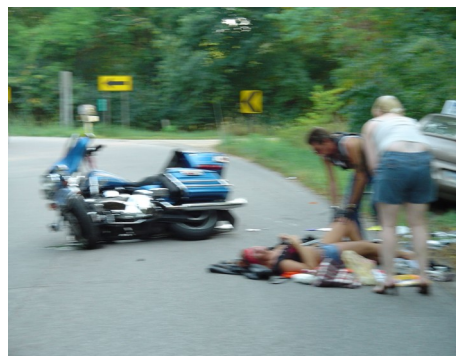
I couldn't wait to get back and ride. I broke the world's speed record for shopping. Paid for all my stuff and packed it in the trunk. Driving home with my mind entrenched in riding. I can already feel the wind in my face, the sound of thundering pipes, the force of a strong engine pulling in second gear, the vibration of high revs, and the sensation of freedom. I was so focused on riding that I caught myself leaning into a curve. Oops...too fast. Just spilled my coffee all over the floor. Oh well...back to riding.

Who should I call to ride with? Hmmm... I wonder if Randy's doing anything? Maybe Mike is home. John might be riding today too. Yeah...that's it. I'll call Randy. Where's my phone? Somewhere under these coffee-soaked napkins. Got it. Let's see...Randy's number is... 'Hey Randy. Whatcha doin', man? Let's go ride. An hour? OK see ya at your place.' Aw #%%@!

Another sweeping left turn too fast. There goes my coffee again, dammit!

It happened so incredibly fast. My concentration had been on my cell phone and my focus on the spilled coffee. I wasn't expecting them. I wasn't paying any attention. Oh no, oh no, oh God, no!!!! I locked my brakes at 60mph and the truck pulled right as I swerved to avoid the fourth of five motorcycles that pulled out in front of me from my left. I slammed directly into the Ultra Classic impacting on the passenger's leg. I remember the look on both of their faces as we made momentary eye contact just micro seconds before I hit them. I can't get their faces out of my mind. My mind was screaming at him to GO MAN!! GO, TURN THE THROTTLE ON, MAN! GO!!! He froze and they were both looking at me with faces masked in panic,

bewilderment, and fear. Hot oil from the Ultra's oil tank sprayed upward as my bumper flattened it between her leg and the bike's battery. I saw her fly off to the left in slow motion, rising higher than the hood of my truck, her sunglasses hitting my windshield. Her face was twisted in fear and shock. I wasn't sure where he landed as the air bag obscured my full vision.



The collision was silent to me. I can't recall hearing anything. I only felt a smashing crunch, followed by the jolt and bouncing of the truck as it slid down the highway pushing the Ultra in front of it along with the rider. After what seemed like hours, I stopped, crawled out of the truck in a panic and raced to where I thought she would be.

Then I remembered my first aid kit and ran back for it. The other bikers had turned around and were riding up now, also in a panic. I was too full of adrenalin to think straight...fear and instinct overwhelmed me. People were yelling 'Call the cops!' 'Get an ambulance.' 'Stop that guy!' 'Watch for traffic!' My mind was running at 15,000 rpm.

I rushed to where I thought she would be and was surprised at how far away she had landed. She was crumpled on her left side near a bush in the woods, lying motionless. She was wearing a red bandanna when I hit her. She was probably in her late thirties, blonde, petit, pretty. She wore a wedding band. 'Oh God, not children' I thought. Her denim jacket was ripped apart at her shoulder, headlight glass imbedded in the sleeve. Her twisted arm had a trickle of blood running down to the watch on her right hand that was smashed. Her right leg was terribly mangled. Bone was visible, blood flowing from torn muscle and ripped flesh. The right side of her jeans was gone from the hip down. She had no helmet and only scrapes and grass burns across her face and neck.

(Continued on page 13)



Soul Searching Continued.....



I bent down to check for breathing and her eyes blinked. 'Thank God' I thought and I prayed that she wouldn't recognize me. I tried to talk to her and get a response but only shallow breathing and a tear trickling down her face gave indication that there was any life still within. Her mouth oozed pinkish blood indicating lung damage and her pulse was hard to find. She stared at me through eyes of disbelief. Others were here now with comfort and blankets and people in the background talking about the police coming and an ambulance on the way.

I stood and turned toward the rider who was some fifty feet away lying motionless near a mass of tangled steel, ripped leather, and a torn body that, minutes before, had been a fellow rider on his cherished Ultra Classic. He was laying face down partially underneath the left side of the bike. Battery acid mixed with gas, oil, and blood formed a small stream running away from the bike, just like I wanted to do right now. His skull cap was torn off as was the left side of his face. I thought she took the brunt of the impact but it now looked as though he did. His left hand wore the remnants of a glove. Shredded leather stuck to his hand with the flesh ground away from the bone where he had stuck his hand out in a futile attempt to stop his fall.

Someone mentioned fire as three guys lifted the bike off of him. Cloth from his ripped jeans stuck to the drive belt where it had caught between the belt and sprocket as he slid down the pavement, rear wheel still turning. Someone cut his jeans away and his leg fell limp. He lay motionless surrounded by glass, plastic, and metal debris. The sight was tragic and sobering. No one did anything but stare. His riding buddies were also in shock, not knowing what to do or how to help.



The scene was grim with everything in sight ripped, torn, shredded, or covered with blood. I bent down to the rider to listen for breathing. There was none. Gravel was imbedded in his face. His eyes had a penetrating stare. Pieces of lens from his sunglasses protruded from his forehead. His pulse was impossible to find as my fingers kept slipping on the warm blood that covered his wrist. I was scared. I couldn't find a pulse! I couldn't find any sign of breathing!!! He couldn't be dead. He couldn't be!!! 'Please God, don't take this rider!' my mind was screaming. The cross on a chain around his neck calmly told me 'Don't worry. He's with me now.' My vision was blurred by tearing eyes.

I stood to walk away. My knees were weak. I felt sick, lonely, and totally helpless with no idea on how to help these people. I sat down at the side of the road and tried to sort all of this out. I was sweating and my heart was racing yet everything seemed to be going in slow motion. I heard the comforting sound of a siren getting closer and prayed that it would be the ambulance before the cops. A glimmer of gold caught my attention as I sat staring at the pavement. I reached for the piece of broken gold chain that had, moments before, been a necklace. It had three birthstones on it and the letters Mom. I lost it and my eyes filled with tears as I sobbed.



(Continued on page 14)

## Soul Searching Continued....

I sat there sobbing when the police officer walked up and told me to sit in his cruiser. I watched while he talked to others amidst a whirlwind of flashing lights, medical personnel, tow trucks, fire trucks, spectators, and this couple's riding buddies standing solemnly in shock. Yeah, he didn't have a motorcycle license and they weren't wearing helmets. Sure, they all tried to get through the stop sign as one group but, does any of that deserve death? Oh God, why, why, why...?

After questions, statements, and signing papers, the police dropped me off at home. I wasn't cited. I felt guilty that I wasn't. I was physically and emotionally drained as I listlessly walked through my garage, passing my bike and instantly flashing back to the accident. Why didn't I pay attention? I'm an experienced rider and I should have expected that they would all try to pull out at once. Why did I have to use my cell phone? Why did they have to pull out in front of me anyway? Why? Why? Why? There just weren't any answers. It's hard to live with the fact that I killed a fellow biker. It's impossible to live with the

realization that I killed someone's father and maybe their mother. Please God...forgive me..."

*What you have just read is not necessarily fiction. It happened, or something close to it happened, somewhere, sometime. Thankfully, it didn't happen to me, or anyone I know. It could happen and, sadly, it will happen. Someone will kill a biker due to inattention. A biker will die because of a split second decision to pull into traffic or because a driver wasn't paying attention.*

*Next time you pick up that car phone, spill a cup of coffee, blow off a stop sign, or lead a group of riders through a yellow light, think of the distraction and the tragic results it can cause. These lapses can mean death for our leather-clad brothers and sisters.*

*As riders, we should be able to anticipate the moves of bikers when we drive a car, but we don't. We know how alcohol affects our ability to ride but we pay little attention to the danger we pose to bikers when we drink and drive.*

*Even as experienced riders, we can create the same lethal circumstances that can result in a tragic scenario like this one.*

## Ride the Blues (Levy) - Kick stands up at 10:30a

When Sun, May 1, 10:00am – 3:30pm

Where Starts at eScape Entertainment Center, 350 McHenry Road, Buffalo Grove, IL ([map](#)) 60089

Description Come ride to Buddy Guys Legends Club in the 700 block of South Wabash, in the South Loop for lunch (about 1:30p) either Buddys or another club in the area. Return home arrangements are available, or folks can go on their own. There are a number of Blues Activities happening that day including: Blues Bus Tour of Chicago Blues; Blues Performances. Top Cats are welcome to attend any and all. More Details to follow.

Best in Bikin, Bluesin and Big Cats,

Stefan Levy  
Top Cat







## TOP CATS TRAINING EQUIPS US FOR CHALLENGES AND FOR CRUISIN THE BLUES HIGHWAY!

By Stefan Levy 10 year+ Top Cat Road Captain

Top Cats Training equips us for larger challenges and the support and camaraderie we gain from our club supports us to take on those challenges.

In 1997 when I got my Fat Boy and wanted to ride with others who shared the passion I was introduced to Top Cats and the club has been part of my bike life since. There have been and continue to be multiple opportunities to mix passion with instruction and growth; with camaraderie, with the secure knowledge that riding with Top Cats is about as safe, secure and organized as it gets; and many miles of open road. Enjoying motorcycling and continuously learning more about our passion is right up there on my fun and life meter scales.

A wonderful opportunity presented itself to become a Road Captain and to lead rides to introduce Top Cats to another passion of mine, the animals at Valley of the Kings. Big Cat rides have flourished and are now sponsored annually by Woodstock HD, City Limits HD, and Lakeshore HD. That could not have happened without the support and Road Captain instruction provided me by my Top Cats organization. The array of annual rides, dedication of Road Captains and of senior leadership of our club is awesome.

Now, standing solidly on my foundation of understanding and skills developed largely through my membership in Top Cats, I am excited to share with all my Top Cats brothers and sisters that I am about to embark upon the next big bike adventure and challenge. And I want to invite you all to join me in a pre ride of sorts – or the whole enchilada!

Here is what's up today:

As you may know, I was elected to the Board of The Blues Foundation [www.blues.org](http://www.blues.org) which is the parent organization over hundreds of Blues Societies internationally. I have created and am developing a major ride called "Cruisin the Blues Highway". This ride takes off from The Broken Oar on Monday, May 2 at 10 AM and rides to Davenport, stopping for lunch at the 5<sup>th</sup> Alarm Firehouse Restaurant in Byron. In Davenport we have connected with the local Blues Society and a few clubs to provide us with hotel shuttles in the evening, hand-picked music venues, and an optional blues bus tour. And we have repeated

this model in St. Louis May 3, Memphis May 4 & 5, Clarksdale May 6 & 7, and back up the river May 8. We have lunch stops at HD Dealers along the way each day. We have Bike Night on Beale Street Wed May 4. We have a Blues Lunch at Southern Thunder HD May 5 followed in the evening by the Blues Music Awards (kinda like the Grammys for Blues); On May 6 we go to Wild Hogs in Helena, Ark. All in all 700 miles one way, lots of cool stops and wonderful memories. Frankly, I have created this ride not only on behalf of the Blues Foundation, but also to step to the plate to seek to create my dream retirement job! Bike, Riding along the Miss river, Music, and I am even going to cross promote Lion and Tiger Sanctuaries here (VOTK), and along the tour where I have discovered a winery connected with a white tiger sanctuary. (There are a lot of cool side stops along the river for the way home that our caravan shall make – more on that on the website)

I do hope that some of my Top Cat brothers and sisters can make this historic trip with me. Please check out the site that develops further each day at [www.cruisinblues.com](http://www.cruisinblues.com)





*By Traveler*

As with helmets, motorcycle licenses, training programs, and safety requirements, there is no shortage of people who are non riders, trying to legislate our sport for our own good as if we don't have the brains to do it. Add to that, politically – motivated government legislation allegedly designed to protect our scarce natural resources and you have the epitome of stupidity.



This latest example has manifested itself in the EPA granting a waiver to allow gasoline producers to introduce up to 15% ethanol fuel. You may see this fuel at the pump advertised as E85 which is an idiotic way of informing the public that this fuel is 85% gasoline and 15% ethanol.

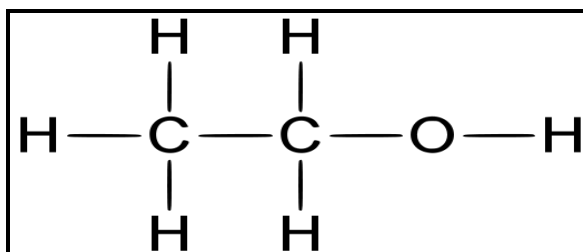
**What is ethanol?** Ethanol is a corn - based alcohol that can be mixed with gasoline to result in a supposedly cleaner-burning fuel. The most common blend of gasoline and ethanol is E10, or 10 percent of ethanol to 90 percent of gasoline. E10

(E90) was granted a waiver for commercial use over 30 years ago and has been certified by most automobile and motorcycle manufacturers as safe to use in their vehicles. Our typical motorcycle engines, and most internal combustion engines, operate safely with E10 (E90).

**What's the issue?** E15 is gasoline containing 15% ethanol. It has been approved for use in model year 2001 - 2007 and newer light-duty motor vehicles, subject to several conditions. It has not been approved for use in pre 2001 vehicles or for use in any motorcycle engines.

**What's the impact?** The problem with ethanol in any content is that it is detrimental to certain components of motorcycle engines. Rubber seals, o-rings, gaskets, fuel pump diaphragms, plastic parts, etc are subject to deterioration from ethanol. Motorcycle manufacturers made changes back in the 1980s to replace engine components subject to deterioration from ethanol by using ethanol - resistant engine parts. They then certified that their engines could safely operate on fuel with an ethanol content no greater than 10%, or, as we know it, E10 (E90) gasoline. They did not, and have not, certified motorcycle engines to safely operate on any fuel greater than 10% ethanol. E15 (E85) is not safe to use in motorcycles!

(Cont on page 7)





## ETHANO! (Cont from page 6)

**What will happen if I use E15?** Understand that E15 has not been certified by motorcycle manufacturers because they have not yet sufficiently tested the impact of E15 on engine components, mileage, etc. The motorcycle industry, as well as the auto industry however, does agree that E15 may cause engine damage, fuel system leaks, and will reduce gasoline mileage. Simply put, do not use E15 (E85) in your motorcycle and be vigilant at the pump for which hose you grab to refuel. E10 is OK, E15 is not OK.

**What next?** Good news from Washington in the ongoing E15 debate. Recently, the motorcycle, small engine, classic and historic vehicle, and automobile industries provided key legislators in congress with important scientific research that firmly established the fact that ethanol-based fuels are not only incompatible with various engines, including motorcycle engines but, despite an annual subsidy of \$4 billion, ethanol has yet to deliver on its clean – air promises

and has been found to require 29 % more energy than it produces. This means less mileage, hotter engines, less engine efficiency, more costly motorcycle and repairs, and no contribution to less emissions. Representatives in Congress were apparently listening and recently passed a budget bill with an amendment that eliminates all funding to the EPA for any activity related to moving ahead with the implementation of E15.

**Our role?** The fate of this amendment in the Senate, however, is uncertain and faces some uphill battles. To weigh in on the debate as it hits the U.S. Senate, and to tell your Senators to support the “Sullivan Flake Amendments” on E15 go to <http://senate.gov/>. Remember, we can remain silent and simply let those who don't ride dictate, once again, what's best for our sport or, we can get off of our saddle and make an effort to preserve our sport and help protect our natural resources with proven concepts, not politically motivated, that will have a legacy of success before they are mandated. Or....we can always stop riding.

## TECH TALK—Is Magic Jack a Scam?

Taken from [www.askbobrankin.com](http://www.askbobrankin.com) by Andy Konsewicz

Yes, the commercial for Magic Jack is a bit cheesy and I'll admit my first impression was that this is probably just another "As Seen on TV" device, or maybe even a scam of some sort.

The website is rather gaudy. You're greeted with praise from television and newspaper stories, and a [video](#) featuring the inventor and his daughter plays automatically. A bright orange block of text warns that there are "only 20,000 available" and that the offer expires today. Relax, that same hype was there yesterday, and will be there tomorrow.

However, after doing some research, and hearing a couple of my friends swear by the gadget, it seems that Magic Jack really does deliver what it promises -- even if the marketing is classic infomercial gimmickry. For \$39.95, you get the Magic Jack, your own number with unlimited local and long distance (USA and Canada), and your first year of service. Subsequent years are only \$19.95 each. That's all you pay... you never get a phone

bill, because you can cancel your service with the phone company and cut them out of the loop.

You can try MagicJack with a free 30-day trial. So it might be worth checking out if you want to get rid of your [landline](#), or get bad reception inside with your cell phone. You also get free caller ID, call waiting, voicemail and directory assistance with the 30 day trial. Note that there are extra charges for some of these features after the free trial.

Another benefit that many readers have mentioned is international calling. If you take the Magic Jack with you when you travel, you can call any phone in the US for free. And people can reach YOU by calling a US number. Also, if you have a family member who lives outside the US, and they have a reliable Internet connection, this can be a significant savings on overseas long-distance fees.

(Continued on page 15)



## Tech Talk—Magic Jack

Taken from Kim Komando Website

### How Does Magic Jack Work?

Magic Jack was invented by Dan Borislow, who formerly ran a long-distance company called Talk America. He describes Magic Jack as "a wireless client with a network adapter in a single device which allows a telephone to connect to a network access point for the purpose of establishing Voice over IP." So in that sense, Magic Jack is similar to other Internet Telephony services like Vonage or Skype, which allow you to make phone calls over the Internet.

The unique thing about Magic Jack is that it plugs directly into your computer. In a nutshell, you hook up your existing telephone to one end of the device and the other into your USB port. MagicJack works with Windows XP/Vista and Intel-based Mac computers, you must have a high speed connection, such as DSL, cable or fiber. Your phone works the same for dialing out and receiving calls, no special access codes or prefixes are needed.

One minor downside, you can't use your existing telephone number with Magic Jack. In most cases, they will assign you a new number in your area code, but the company says that some time in 2009, they should be able to port customers' existing telephone numbers into Magic Jack. If you want to avoid the hassle of changing your phone number, you can try a service called Phone Number Bank which lets you forward incoming calls for your existing number to your Magic Jack number. Phone Number Bank costs \$9.95 a month, but it's a good solution if you want to keep your existing phone number and still use Magic Jack.

This might also be a fine idea for travelers as it can be used in any computer and as a secondary service for a business. College students who have cell phones can pull the old one ring trick and parents can call back, saving them both a few bucks. And of course you can call forward to your cell phone and vice versa. Setting the MagicJack up seems simple enough, with most reports I read saying it took 5 minutes or less.

### Magic Jack Problems?

One of my friends who has had the Magic Jack for several months says he and his wife use the phone a lot, and voice quality is excellent. The only glitch they encountered was that calls seem to be dropped after 60

minutes. That bothers his wife, but he considers it a useful feature. :-) You can find plenty of other people who swear that the Magic Jack is wonderful, if you poke around on Google.

As for the cons, some customers have complained that they had terrible sound quality some of the time. If a screensaver comes up during a call or there's a glitch in your Internet service, transmission may be interrupted. If you use a bandwidth-intensive P2P service such as Bittorrent or Limewire, you may experience some voice quality issues while downloading large files. The same applies if someone is using the computer to play a game or some other task that places a high load on the processor. But if you have a solid high-speed internet connection and a fairly decent computer, voice quality or dropped calls shouldn't be an issue.

Others have complained they had to restart their computer each morning to get their MagicJack to work, while some had customer service problems, anywhere from not helping to overcharging to difficulty using their automated phone order processing. Some people are concerned that the Magic Jack privacy policy allows the company to serve ads to your computer, but apparently they are not doing so at this time.

**And just as an addendum to this article, I (Andy) have been using Magic Jack for about two and a half years now and find the service to be pretty good. Are there times when the call does not go through clearly, yes, but, restarting the software clears up the issue 99.99% of the time. There are some other minor quirks but overall you can't beat the cost and the price. If anyone would like more info from me, please give me a call or email me. I'm in the Topcats roster.**





## Communists and Cheeseheads... By: Traveler

Maybe you can tell by now that contemporary legislative issues initiated by our current administration, and the results of this past Super Bowl XLIV, are not two of my favorite topics. But, in fairness to all, I am pleased to tell you that another motorcycle – related issue of government incompetence might be resolved by politicians from the very same state that stole the Super Bowl victory, .....Wisconsin.

As many of you know, DOT's National Highway Traffic Safety Administration (NHTSA) has initiated a program wherein local police agencies are given monetary incentive to set up motorcycle – only checkpoints to help assure our safety. Over \$70,000 has been granted to New York and Georgia for the execution of motorcycle – only traffic checks.



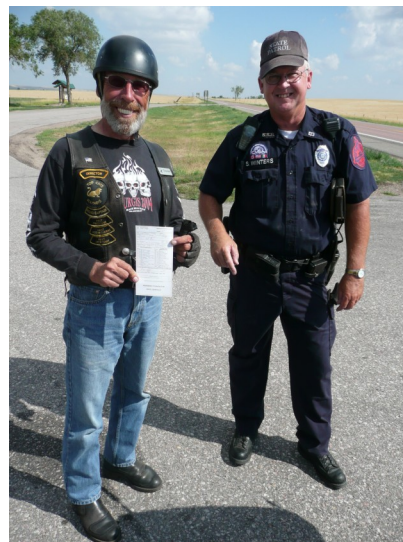
The motorcycle industry, AMA included, has taken great exception to this project because of its potential for abuse by law enforcement and the inappropriateness of inconveniencing only motorcyclists by stopping them to check helmets, license, registration, insurance, safety equipment, etc. Automobiles are not subject to this type of check under this NHTSA project so; the issue is...why should motorcyclists be subject to this inappropriate activity when all other vehicles are not?

Answer? The project has resulted in motorcycle – only check points at major rallies and major motorcycle events. The success has been realized not in improved safety but, in increased revenue for local municipalities through traffic fines. An ancillary impact has been incidents of motorcycles being confiscated because registrations are incorrect (typos) or, VINs don't match

engine numbers due to legal engine changes, or insurance has expired, etc. These are non – moving violations that would probably result in a simple summons for an automobile operator and not vehicle confiscation.

While I remain totally supportive of motorcycle safety initiatives and programs, I also remain acutely sensitive to the rights of motorcyclists and to any discrimination toward those who participate in our sport.

I never thought I'd say it but...yeaaaa for the Cheeseheads who, on March 3, took steps to correct this discrimination. Last month, Rep. Jim Sensenbrenner (R-Wis.) introduced H.R. 904. The legislation, with original co-sponsors Reps. Tom Petri (R-Wis.) and Paul Ryan (R-Wis.), would prohibit the U.S. Department of Transportation (DOT) "from providing grants or any funds to a state, county, town, or township, Indian tribe, municipal or other local government to be used for any program to check helmet usage or create checkpoints for motorcycle – only safety or a motorcycle driver or passenger check." While this might not be the ultimate solution to preventing all motorcycle discrimination, it is the best example that I have seen lately of elected officials representing the best interest of US citizens!



Just a reminder, if you are stopped in a checkpoint like this, smile and be courteous and compliant with the police. It's a safe bet that those guys are just out there doing what they've been told to do. The idea belongs to the NHTSA....



## GENERAL MEMBERSHIP MEETING MINUTES

### MARCH 1, 2011

ESCAPE ENTERTAINMENT, 350 MCHENRY RD, BUFFALO GROVE, IL

Submitted by Muriel Brandt

Submitted by Muriel Brandt: Secretary

The meeting was called to order at 7:40 pm by President Mike Bradbury

#### Opening

The membership was asked to stand and recite the Pledge of Allegiance.

Guests: Dan Daczewitz, John Canger and Denise Maples.

#### Vice President

Wayne Kirkpatrick presented several awards that could not be passed out at this year's banquet. Larry Johnson won for cleanest bike, Jim Chevalier for being late to rides and Gary Brandt for most grueling ride. Mike Bradbury also presented the 2010 Vice President award to Gary Brandt.

#### Secretary's Report-Muriel Brandt

Nothing to report

#### Treasurer's Report-Stewart Johnson

Absent-No report

#### Membership-Greg Smith/Jeff Tietz

No new members this month.

#### Safety/GRASS/Road Captains- Don Schaffer/Ric Case/Gary Brandt

- There were two safety tips this month (due to the cancelled meeting in Feb) Don Schaffer discussed ways to stay alert while driving your motorcycle. He suggested keeping your mind active and also eating sunflower seeds or candy. Wayne added a trick to staying awake on the road for long trips by putting the coffee packets from the motels in your mouth with some water.
- Greg Smith gave the other safety tip focusing on black ice. Black ice can occur even when it is above freezing. Watch for black ice on over passes. It was suggested to use rear brake if you must stop on black ice. Don added to watch for black ice in parking lots on the north side of buildings.
- Wayne suggested everyone check their tires because under inflated tires would react worse on black ice.





## GENERAL MEMBERSHIP MEETING MINUTES CONTINUED

Ric Case spoke about the upcoming G.R.A.S.S. class which will be held on 3/20/11, at the Keller Williams Harris bank building located at Rt. 53 & 14 on the northwest corner. Topics that will be covered are hand signals, day of the ride, passengers, road captains and accident scene management. Class begins promptly at 8:30am.

**Guest Speaker:** Denise Maples from Va Va Vroom spoke about her business providing fashionable motorcycle apparel for woman of all sizes. She began with the process she followed, leaving the banking world to pursue her dream of running her own business. She talked about the fun and challenges to doing this, especially with the bad economy in 2010. Working mostly on her own, with some intern or part time help, she has put together a clothing line of ladies tops and jackets. Her online site also has other products such as boots and gloves. She answered questions from the group.

### Activities-Larry Scalzitti/Tony Loden

- After a quick review of February events, Tony went over the upcoming March events. They include a First Aid CPR class on 3/13, the G.R.A.S.S. class on 3/20 and an evening of rock 3/25.
- Tony is still looking for road captains to signup and lead a ride this season.
- Gary Brandt reminded everyone to book their rooms for the Little Sturgis Ride.

Terri Loden, charity committee chair, spoke about how plans were coming along for the charity event. A charity meeting is set for Thursday 3/3.

### ROAR -Website-Mary Walters

Absent-No report

\

### Old/New Business

- Randy Braun suggested getting the video tape from red light cameras if you have an accident at an intersection.
- As of January, the state of Nebraska, will waive their helmet law if you have proof that you attended a motorcycle safety class.
- Kansas approved a bill for motorcycles to through a red light after stopping when it is clear.

Wayne talked about the website [www.nts.gov](http://www.nts.gov) to check for recalls and technical bulletins.

This month's 50/50 was won by Terri Loden.

Meeting adjourned at 8:40 pm



## BOARD OF DIRECTORS MEETING MINUTES

### MARCH 8, 2011

ESCAPE ENTERTAINMENT, 350 MCHENRY RD, BUFFALO GROVE, IL

Submitted by Muriel Brandt

**Present:** Mike Bradbury, Gary Brandt, Wayne Kirkpatrick, Muriel Brandt, Larry Scalzitti, Greg Smith, Carl Marcyan, and Mary Walters

**Absent:** Stewart Johnson

**Guest:** Tony Loden, Terri Loden, Amy Tober, Ric Case, and Joan Derango

Meeting was called to order at 7:36pm by Mike Bradbury, Top Cats President

#### Special Presentation by the Charity Committee

The Charity committee showed a presentation of thoughts and ideas for this year's Ride for Dreams. Their focus was on showing new ideas for the ride and other ideas they had for activities to provide donations for NISRA. the Top Cats mission statement was the starting point, and the committee and the Board looked at a review of historical data and facts about the ride and the challenges the committee faces in defining what it means to be successful and making it successful.

Items discussed included the location of the start and end of the ride, various route ideas, including stops at some of the parks served by NISRA, entertainment and other activities at the ride. The committee talked about different ways to get NISRA families more involved in the event.

They also discussed other ways to raise money for the charity throughout the year instead of depending only on the ride income, which is mainly a result of raffle ticket sales.

The Board asked them to continue their efforts and determine if some of their key ideas are feasible. ..they can book the venue.

**Secretary- Muriel Brandt** - No report

**Vice President Report-Wayne Kirkpatrick** - No report

**Past President-Carl Marcyan** - No report

**Treasurer- Stewart Johnson (absent)** - No information provided.

#### Membership-Greg Smith

- Greg presented the Board with one application for membership. A motion to approve Dan Daczewitz, as a Regular member, was made by Greg Smith and seconded by Gary Brandt. The motion was approved.
- 2011 membership cards will be available at the next general meeting.

#### Safety-Gary Brandt

Gary reported that the 3/20/11 G.R.A.S.S. class is scheduled and instructors are set.

#### ROAR/Website-Mary Walters

Proposed website ideas were deferred to next month's Board meeting.



## BOARD OF DIRECTORS MEETING MINUTES CONTINUED...

### Activities-Larry Scalzitti

- Larry talked about the upcoming CPR class which will be held on 3/13/11 at Eskape entertainment center.
- Larry will be starting the Hot Dog rides again sometime in April.

Looking for someone to plan and lead a kick-off ride.

### Old /New business

- As per President Mike Bradbury's suggestion, Gary Brandt motioned that Vice President, Wayne Kirkpatrick be added as another co-signer on Top Cats checks. Greg Smith seconded the motion and Board approved.
- Mike is looking into having additional guest speakers at the general meetings. Wayne suggested talking to the Posse for possible guest speakers.

Gary talked about planning an off site meeting for later in the year.

With no further business the meeting was adjourned at 9:00pm.

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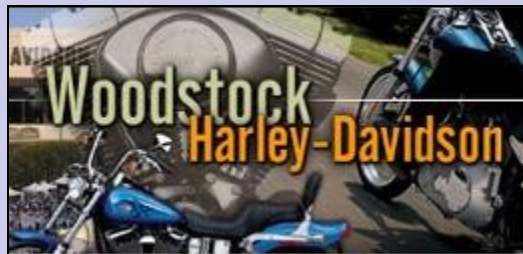
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## Support the TOP CATS Patrons



Top Cats Get 20% Off Certain Parts and Merchandise at City Limits Harley-Davidson



Top Cats Get 20% Off Certain Parts and Merchandise at Woodstock and McHenry Harley-Davidson

## Membership Has Its Privileges!

All suppliers and vendors who support the Top Cats by providing discounts to Top Cats members will be listed in ROAR.

## HELP WANTED WEBSITE EDITOR

The Top Cats Board of Directors is looking for an enterprising and creative individual to assume responsibility for coordinating the content on our soon-to-be upgraded website. No 'technical' website experience is required.

The primary responsibility will be to work with the webmaster and various individuals who 'own' certain areas of the website to ensure our content is fresh and inviting as well as come up with ideas for additional content and enhancements to the site to bring more value to our members.

For more information contact any board member or

Dennis P (Wombat) Dougherty at

wombat@dpdougherty.com

## WANTED



## Top Cats Historian

The Top Cats Board is looking for a member to become official historian for the club.

Over the next year we want to create a written and oral history of our club that we can share with existing, new, and potential members.

The club turns 15 in 2010. Many of our legacy members have or will be moving on. We want to capture their and others' stories of our humble beginnings as well as favorite tales of the road.

If you have an interest in becoming Top Cats Historian or being a part of this activity please contact Dennis P. (Wombat) Dougherty at [wombat@dpdougherty.com](mailto:wombat@dpdougherty.com)



## RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
April 5th	General Meeting	ESkape	Buffalo Grove	7:30	Mike Bradbury
April 12th	Board Meeting	ESkape	Buffalo Grove	7:30	Mike Bradbury
May 1st	Ride The Blues	ESkape	Chicago	10:30	Stefan Levy
May 2nd	Cruisin' the Blues Highway	Broken Oar	Memphis	10:00	Stefan Levy
May 21st	Aunt Millies Brunch	TBA	Delavan, WI	TBA	Tony Loden
June 4th	NISRA Fishing Derby	TBA	Barrington	TBA	Joan DeRango
June 17th	Little Sturgis	McDonalds at 176 and 14	Davenport, IA	TBA	Gary Brandt
June 30th	State Police Heritage Run	TBA	Springfield, IL	TBA	Carl Marcyan
July 2nd	Mississippi River Ride	TBA	4 states along the River	TBA	Mike Bradbury
Wednesday, August 3	Sturgis	TBD	TBD	8am	Bard Board

### 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](mailto:ROAR@TOPCATS.org)



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

For more information about the Top Cats visit our website at **[www.TOPCATS.org](http://www.TOPCATS.org)**

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

**[ROAR@TOPCATS.org](mailto:ROAR@TOPCATS.org)**