



ROAR

October 2011

Volume 11 Issue 10

The Official Publication of the TOP CATS OF ILLINOIS

PRESIDENT'S CORNER

For most of us, the end of the riding season is coming to a close. I say most of us as there are always the hardest of riders, with or without their heated clothes, seats, gloves and handlebar grips, with determination that I see riding during the colder

months. They are the 4 season riders. I find it inspiring when I see these guys (and gals!) out when it's 32°. Sometimes they look like the Michelin Man character but, perhaps regrettably, I am rarely inspired enough to join them on those days. But then again, sometimes comfort wins out in the overall equation.

Now this is the time we all squeeze in all the riding we can! We may start *thinking* of storing our bikes or making the changes we want, dream about and can afford over the winter months. But no... NOW is the time to keep riding! Please, any road captains and senior road captains and those who want to become one put together a ride. For those inspired members who are not road captains yet, see a Senior Road Captain for mentoring and for help. Fall colors are coming and we need to see them on our bikes on a ride!

It is important as Top Cats that we support our overall motorcycle community and clubs as we see fit and as best we can. All legitimate clubs deserve our courteous respect. Sometimes we can collaborate with them as we have in the past with some events with the Jersey Pine Cruisers. Other times we will offer our assistance as with the 2nd Annual Epic Memorial Ride, held in May this year to honor Anita Zafke and raise awareness about distracted driving and the grave harms it can produce. We enjoy the respect of our rider community and we are seen as a premier club. But, as a part of this civil, organized community we have a have a responsibility to support and maintain these connections.

Now is also the time to choose our officers and directors for next year. Your Election Committee, consisting of Past Presidents and led by our most recent Past President of 2009 – 2010, is guiding this process. If you are interested in serving, contact Carl Marcyan or any other past president. We are going into our 17th year which is a testament to the strength and credibility of the Top Cats of Illinois and many individual members. These people express their passion for the club with their higher level of involvement and support. They keep things going and functioning and deserve our thanks but more importantly our assistance when needed. There are many ways to do this. Get involved and help!

Ride Safely,
Mike Bradbury

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10TH ANNIVERSARY

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Upcoming Events

OCTOBER

- 4 General Meeting
- 9 Never Forget Run
- 15 It's Chili Ride
- 16 Grass Safety Class
- 11 Board Meeting

NOVEMBER

- 1 General Meeting
- 8 Board Meeting

**WE NEED YOU TO
FILL THIS SPACE
WITH RIDE IDEAS!**

Virgo's 10th Anniversary Memorial Ride

By - The Numbersman



A lot of the history of Top Cats was represented by the participants in our Virgo Memorial Ride. A group of a dozen riders was led by Senior Road Captain, Past President and Charter Member, Ric "Clutch" Case. Riding wing man was Sgt. Nick Bender, Virgo's son. Charter Member and the first Top Cats President, Rob "Mowman" Mann, was unable to ride with us, but came to the start point to see us off. Charter Mem-



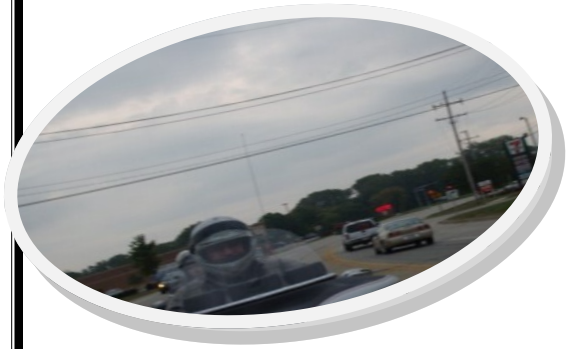
bers Jordy and Sheila Glazov followed in their four-wheeler. Bard "Judge" Board, one of the Barrington group that merged with Top Cats shortly after formation, and Wayne "Traveler" Kirkpatrick, who joined the group early in its existence, were near the front of the pack. I, Don "Numbersman" Schaffer, joined the club after Virgo entered his final illness and did not meet him in person. The other riders joined after Virgo's passing, but knew of him from the Roar, and stories of the "old timers".



The Vest, which was safely kept by the club over the past 10 years, was passed by Traveler back to Virgo's son...

Nick Bender now has possession of the vest that was worn by his father,
Founder of
The Top Cats!





My only direct association with Virgo was, unfortunately, the ride to his wake with other Top Cat members. The weather perfectly matched the somber mood of the day. Riding together through the unbroken clouds and heavy rain provided each rider a strange combination of solitude and companionship. On the first anniversary ride in memory of Virgo, rain reminded us of that ride a year earlier to say goodbye. This 10th anniversary ride promised to repeat the rainy day routine. It was cloudy, with scattered rain predicted. As Traveler remarked, Virgo is just messing with us.

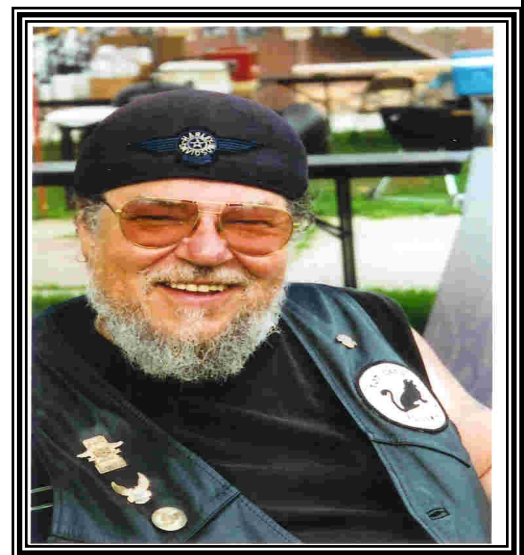
Shortly into the cloudy but rain free ride, Larry Johnson, who was riding oblique to my position as tail gunner, looked at the weather radar on his GPS and said, "if we pull over for a half hour, we will miss the rain that is falling just north of the Wisconsin border". I knew we did not have any stops planned until we arrived for lunch at one of Virgo's favorite restaurants, Kirsch's near Lake Geneva. Ric led us on a beautiful winding route through the countryside, including a couple of roads that were new to most of the riders. The route was so beautifully laid out and expertly led, and the riders were so experienced, that watching the group from the back of the pack was an almost flawless experience. As we approached Richmond, I was mentally preparing for rain, but as luck would have it, one of our senior riders realized that the start of ride coffee was a bigger cup than anticipated. He had Ric pull into a gas station and as usual, the 5 minute stop turned into a half hour. What a break, as soon as we pulled through Richmond onto County H toward Lake Geneva, we were driving on wet roads from the showers that had just come through ahead of us. We got to Kirsch's without a drop of rain on the windshield.



At lunch we were regaled by the old timers with stories of Virgo and how he was the guiding light in formation of the club, about how his love of and concern for fellow members led him to keep in touch with everyone, and how the club grew over the years. We all raised a glass to toast our founder, had a much delayed meal, and were ready to go on our way.

We returned via a freeway route down Route 12 toward the Illinois border and finally, Virgo caught up with us. It was not a lot of rain, but enough to remind us why we were riding that day.

Thanks, Virgo, for starting a group that we have grown to love for its fun, adventure, and most importantly its fellowship.



KAUTION KORNER



CROSSWINDS

**When Mother Nature
Comes At you Sideways**

By: Dennis Dougherty

We all appreciate the feeling of freedom as the wind blows through our flowing locks (or lack thereof) as we're cruising down the highways and byways on our trusty iron steed. It is part of the joy of riding. On a 'no wind' day the wind force on you and your bike is totally dependent on your speed. If you don't like that feeling of the skin peeling off your face, back off the gas a bit. If your eyes haven't teared up yet and the sting from that bug going kamikaze up against your cheek isn't fulfilling enough, roll on the throttle. No matter what, the wind is always a headwind and flows directly over the handlebars hitting the rider straight on.

However, rarely is there a truly 'no wind' day. Most of the time Mother Nature joins in the fun and decides to blow. Depending on how hard she wants to play, she may just tease you a bit, or, if she's feeling temperamental, she may want to remind you that ultimately she's in charge of your riding environment and works you a little harder.

A gentle breeze or the occasional puff are no big deal. You'll hardly notice or require any handling adjustments. Most of the time, experienced riders make minor adjustments with little or no premeditated thought. However, when Mother Nature puts on a blustery show, you need to become more aware of wind direction and speed, the topography of the land you are riding over, what type of bike you are riding and its accessories, and your own skills when riding in less than optimal conditions.

A headwind prior to a turn always becomes a crosswind after a turn. A crosswind can become either a headwind or a tailwind depending upon if you turn toward the wind source or away from it. Maximum effect is felt if the turns are 90 degrees to the

direction of the wind. Rarely does a headwind become a tailwind or vice versa unless you do a 180 and head back from whence you came. Coming directly from the front or the back, strong and gusty winds generally don't cause many stability issues. However, from the side, things can get interesting.

So who cares about this meteorological mumbo jumbo? Well, you should. Especially if you are riding in strong and gusty winds. Why? Unless you're riding from Hickson to Streeter, North Dakota (the longest straight stretch of road in the US at 123 miles), the wind direction on you and your bike is going to change quite frequently. Depending on how strong the winds and gusts are, it can effect the handling of your bike. You'll need to be more alert and possibly adjust your riding style to optimize your safety.

If you're riding on twisties in high winds, the wind hitting you and your bike will be changing constantly, and so should your riding attitude. The same is true on gently curving roads, although not quite as often. As mentioned earlier, heavy or gusty headwinds and tailwinds generally don't cause too many handling issues. But heavy and gusty crosswinds can, as well as the transitions between them. The impact will vary, depending on whether you're riding a full dressed cruiser with solid wheels and few 'holes' in the bike's cross section to allow wind to flow through, or a moped. A heavier bike is generally a good thing in high or gusty winds as it takes

(Continued on page 5)



more wind energy to move it. An open cross section is also usually a help as the crosswind has less metal to push around. However, rarely do you find both extremes on a bike.

Regardless of what you ride or where you are heading, riding in high and gusty winds can be a lot of fun... especially if you are prepared for them. So here are the ***Top Ten Things To Do When Riding in Heavy Winds***.

Top Ten Things to Do When Riding in Heavy Winds

#10: *Know When Its Gonna Blow*

Check the weather before you go and while underway. Know the wind forecast along your route... both speed and direction. Some weather maps clearly show wind direction and speed all along a route. Learn how to read them... its easy!

9: *Get Off the Road*

If the environmental factors get to the point that they may be outpacing your handling skills and comfort level, *Get Off the Road!* Don't push it if you feel your ability to maintain *total* control of the bike may be compromised. Find a nice café, have a cup of coffee and meet the locals. Time will pass quickly and usually high winds die down after a short period of time.

8: *Button Up*

Keep yourself comfortable, but reduce your wind resistance profile. Secure any loose-fitting clothing and zip up and close any potential 'inflation points' in your gear. Allowing the wind to blow you up like the Pillsbury Doughboy or Michelin Man is like hoisting a sail into the wind. If you're wearing a helmet with a face shield, lower it.

7: *Take A Break*

Riding for an extended period of time in strong, gusty winds can be fatiguing. Pull off the road and take a break from time to time. Fatigue can be a huge contributing factor to motorcycle accidents.

6: *Wear Eye, Face, and Skin Protection*

Generally in high winds, there is more debris in the air being blown about. A small twig in a breeze is one thing, but in a high wind it can become a dangerous projectile. Chances are pretty good you won't see things coming at you, especially in a crosswind. Protect yourself by wearing good eye protection, such as goggles or *wrap around* sunglasses. A restraining strap for eyewear is also a good idea to keep them from blowing off your face. Wear a long sleeve shirt or jacket as a first line of defense and to protect your arms and torso. Consider wearing a bandana over your nose and mouth to help protect your face and avoid inhaling foreign matter. If you have a helmet with a face shield... wear it. It's every persons' choice in Illinois whether to wear a helmet or not, but in high winds it offers a lot of additional protection.

5: *Spread Out*

If you're riding with other riders, give each other some extra maneuvering space. The winds may jostle you from side to side. Leave more room between you and especially the riders adjacent to you to allow for any

(Continued on Page 6)



KAUTION KORNER CONTINUED...

corrections. Some may not be as skilled as you in handling a bike. Avoid crowding others on the ride, but don't extend the distance to the rider in front of you by so much that you compromise the integrity of the group riding formation. Use common sense. If you're riding on a Top Cats ride, your Road Captain may put you in single file or increase the spacing distance when riding in formation.

4: *Anticipate and Plan Ahead*

Look down the road at what's coming at you. Anticipate the direction of the wind, and the effect hills, open range, trees, buildings, and oncoming traffic will have on you. If you've been in a crosswind lean on a long stretch of open road and suddenly you come to a building or a grove of trees on the windward side, be prepared for the force of the wind to let up dramatically. Your bike will have a momentary tendency to drift in the direction of the lean. Oncoming traffic can also interrupt wind flow over your bike as well as push wind back onto you from the opposing direction. Be prepared. Don't let it surprise you.

3: *Take a Different Track*

Choose the road track that gives you the greatest margin of safety. You have three to choose from: Left, Center, and Right. If the heavy crosswinds are variable, stay in the Center track. If they're coming from the Right, generally the Right track is best. Same is true from winds coming at you from the left side, ride in the Left track. Use your best judgment and consider overall road conditions when making your choice. Choosing a different track can help avoid momentary transgressions across the centerline or off the road and into a potentially unsafe situation as winds toss you around.

#2: *Lean Into The Wind*

If you are on an extended stretch of open road with a *consistent* heavy crosswind, consider adding some countersteering and lean into the wind. The amount will depend upon the force of the wind. This will help keep the bike on a straighter track. Remember to release the countersteer if the wind direction or force changes. This works best if the wind is consistent. Avoid this technique if the winds are gusty or vary in direction as it may result in you over-controlling the bike.

... and the #1 thing to do when riding in heavy winds....

1: *Relax*

Rarely do high winds *cause* motorcycle accidents. However they can be a contributing factor... especially if the rider is not paying attention to what is going on around them. Physics will have a tendency to keep your bike rolling straight and upright. Blustery and heavy crosswinds will generally cause only momentary deviations. The key is to be aware of what is going on in the moment and anticipate what's up ahead. Keep your arms and hands relaxed. Avoid a 'death grip' on the bars so you don't *over* control the bike. Keep your head and body straight and upright with your eyes looking down the road. Use similar riding techniques that you would apply when riding over rough terrain. Let the bike move underneath you as it responds to the gusts and try to avoid abrupt maneuvers.

Remember a safe rider is always thinking ahead and constantly adjust their riding attitude (both mental and physical) as riding conditions change. This is especially true when Mother Nature tosses some challenging winds your way.

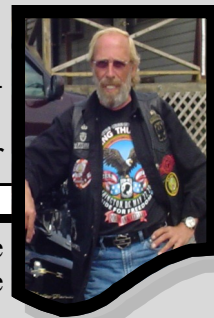
Ride Safe!



MOTORCYCLE COMMUNITY NEWSBYTES

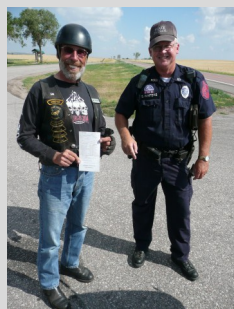
Excerpted from the E-News service of Aid to Injured Motorcyclists (A.I.M.) and the National Coalition of Motorcyclists (NCOM).

Compiled By: Traveler



IL GOVERNOR SEEKS CHANGES TO RED LIGHT BILL

Illinois motorcyclists who get stuck at red lights will remain stuck a while longer, as Governor Pat Quinn has vetoed legislation that would have made it legal to proceed through a red light that does not detect motorcycles.



However, the bill may yet become law if legislators agree to make some changes. Illinois has what is called an Amendatory Veto, wherein the governor can reject a bill as presented for signing, but with changes requested that, if met, will win his signature.

As written, House Bill 2860 sponsored by Senator Gary Forby (D-Benton) and Representative Daniel Beiser (D-Alton), specifies that motorcyclists could run red lights "after a reasonable period of time." Quinn objected that such wording is too subjective and "its interpretation could vary from individual to individual and county to county." He asked that the bill be changed to specify that the motorcyclist must wait two minutes. Quinn also asked for clarification that motorcyclists would still have to obey signs prohibiting right or left turns on red and would still have to yield to oncoming traffic.

ABATE of Illinois supported the measure when it passed the legislature in May, which is similar to laws enacted in 11 other states. "I was kind of disappointed with what the governor done," said Sen. Forby. "ABATE's going to have to make a decision on wheth-

er they want to negotiate with the governor's office or try to override his veto."

The Illinois Legislature has placed the amendatory veto on its calendar for action on October 19.

SIX MILLIONTH MOTORCYCLIST GRADUATES FROM RIDER TRAINING

The Motorcycle Safety Foundation recently graduated its six millionth RiderCourse student, a milestone reached through the ongoing efforts of nearly 10,000 RiderCoaches at more than 2,000 training sites worldwide.

"The MSF is still best known for its world renowned Basic RiderCourse, the best first motorcycle ride for any new street rider and the cornerstone of the MSF's Essential CORE curriculum," said Tim Buche, president of the MSF. "We want all riders to start with the BRC, then continue their education with the Basic Bike Bonding, Street Rider-Courses and more."



(Continued on page 15)

The Barrington Area library has finished archiving about 100 pages of our club photos.

They are found at <http://www.flickr.com/photos/barringtonhistory/tags/topcats/>. Check them out... and see how things used to be..

[Birthdays and Anniversaries for October](#)

Happy Birthday to YOU!!

Ric Case on October 22nd

George Lax on October 31st

Happy Anniversary to

Don and Alice Schaffer on October 20th!

Please let us know your special dates...
so that we can celebrate with you!



“Will it play in Peoria?”

By: Larry Johnson

...was a famous question that originated during Peoria's exciting vaudeville days during the 1920s. After a new live act or stage show was produced, it was soon booked into a Peoria theater to test audience reaction. If the show did not receive a positive approval, one of two things could happen: the production was improved, or it was canceled. Considered as the "typical" American town, if a show was successful in Peoria, it would be successful anywhere in the country.

Last week my wife Joy and I, with new found time on our hands (Joy retired in June), decided to take our *Retirement Act* to Peoria, IL on our Road King to see how it would play.

We arrive early afternoon Sunday after a stop for breakfast at *The New Brite Spot Restaurant* in Ottawa, IL. This restaurant has history going back to 1943, and was a great (and inexpensive) find as we scooted west along Route 6. We continue our trip to Peoria south along Route 29 on the west side of the Illinois River. This route provides us with some great late summer river valley sights.

After checking into the *Mark Twain Hotel* adjacent to the Illinois River, we take a short walking tour on the River Walk and luckily discover on this sunny, 83 degree day, the *Retro American Tap* which features thirty (30) American beers on tap (including PBR, Hamm's, and Schlitz!) and forty (40) different bottled beers. A great watering hole!

After the pause that refreshes we notice the USS LST (Landing Ship Tank) 325 moored at the dock. This was the largest ship (1,051 built for WWII) ever built to place tanks, troops, and cargo

onto a hostile beach during war time. This specific LST landed troops at Normandy on D-Day June 6, 1944.



Its home port is now Evansville, IN, but it travels along the river system during the summer, boasting the fact it is powered by biofuel.

We continue our walk and come upon the Spirit of Peoria Paddlewheel Boat. The Spirit of Peoria was built in 1988 in Paducah, Kentucky, has no props or thrusters, and is powered by twin Caterpillar 3412 diesels, which drive the twenty-one (21) foot diameter paddlewheel.



This engine system is not unlike a diesel locomotive and allows the boat to be comparatively fast and efficient, burning approximately 15 gallons of diesel fuel an hour, with a top speed of over 15 mph. At 160 feet



Peoria Continued

in length, this 275 ton boat can carry 487 passengers and routinely travels up and down the Illinois and Mississippi Rivers offering overnight trips with destinations such as Starved Rock, Grafton, Florence, and St. Louis.

Convenience befalls us as we notice a *Joe's Crab Shack* just as our stomachs begin to rumble. Crab stuffed mushrooms and a bowl of clam chowder work well for me, and Joy orders a coconut shrimp dinner, her seafood favorite.

As the afternoon turns to early evening we walk back toward the hotel and happen upon a larstructure called the Soldiers and Sailors Monument, dedicated October 6, 1899 by President William McKinley. This 68 foot high granite (base and shaft quarried in New England) and bronze (figures cast in Pistojo, Italy) memorial was created by internationally-recognized native Peorian, Fritz Triebel. This site was chosen because it was where the famous Abraham Lincoln and Stephen Douglas encounter occurred in October 1854, and where Peoria's 1866 War Memorial once stood.



Triebel named his sculpture "Defense of the Flag" which has six figures depicting a Civil War Battle scene.

At the southern side stands the classic heroic figure of a woman with her pen poised writing "We will write on page of granite what they wrought on field of battle".



An American bald eagle with an eleven-foot wing spread is perched atop a globe at the tip of the granite shaft. A tin box containing 1890's artifacts was placed in the Globe and a copper box of similar items was buried in the granite base.

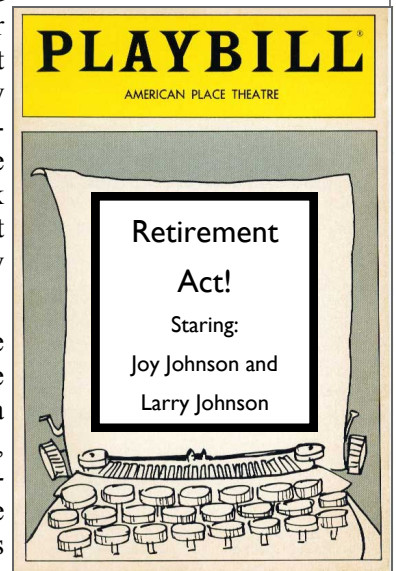
The next morning we treat ourselves to a complimentary full breakfast at the *Mark Twain* that includes made to order omelets by the resident Chef.



We enjoy another picture perfect weather day as we make our way back north via Routes 116 and 89 through small towns like Metamora, Washburn, LaRose and Varna. A sunny, warm day seems to showcase ordinary people engaged in daily life routines as somehow comforting, reassuring, and memorable.

We stop for lunch at the *Beehive Restaurant* in Ottawa, and afterwards Joy engages in some browsing along the shops of the "Old Town" area. Luckily for me, (and our retirement bank account) a set of very unique steel benches outside the *Déjà vu* boutique (that Joy felt "would look wonderful on our front porch"), could not possibly be tied to a Harley!

Arriving at home by 3 pm from this 360 mile two day trip to Peoria proves to be a great feeling, primarily because our *Retirement Act* played to some rave reviews from all of its two participants!





GENERAL MEMBERSHIP MEETING MINUTES SEPTEMBER 6, 2011

ESCAPE ENTERTAINMENT, 350 MCHENRY RD, BUFFALO GROVE, IL

Submitted by Muriel Brandt

The meeting was called to order at 7:35pm by
Wayne Kirkpatrick, Top Cats-Vice President

Opening

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

Guest Stan Lukasik



Vice President-Wayne Kirkpatrick

The election process was reviewed including the various protocols and rules that have been used over the years.

Chuck Prettyman, representing the nominating committee (in place of Carl Marcyan, who is the committee chair) went over the nomination process. He reviewed each current board member and mentioned if they were eligible to run again.

Members, who may want to run for office someday, should consider getting involved in club activities and serving on different committees. That can prepare you for board service.

Some areas that often need help would be award and product committees, also helping with activities and communications.

Membership-Jeff Teitz

Jeff Teitz introduced new members Gene and Noelle Rigsby and Russ and Theresa Phieffer.

Gary Brandt reminded new members that they must take a G.R.A.S.S. class with the first year after becoming a member and suggested taking the October class.



Safety Don Schaffer

Ric Case reported that the next G.R.A.S.S class will be held on Oct. 16th 2011.

The safety tip was given by Ric Case. He talked about cold weather riding and to remember the 3 Bs, body, bike and brain. A few of the key items he mentioned included:

Body: Always dress in layers to be ready for any kind of weather.

Bike: Let tires warm up at least 10 minutes in cold weather before pushing yourself because cold tires don't have the same grip.

Brain: Always be thinking ahead. Watch for wet slippery leaves and for deer (often in pairs) this time of year.

Read the complete article in the ROAR.

Activities-Tony Loden

Tony Loden went over the remaining rides on the calendar.

Gary Brandt asked for someone to lead Top Cats to the Rolling Thunder/Toys for Tots ride.

ROAR- Mary Walters

Mary asked for more articles for ROAR.

Terri Loden stepped up to help Mary with ROAR gathering articles, etc.

Treasurer-Stewart Johnson

Absent: No Report

Old/New Business

Wayne announced that 1st and 2nd edition of Top Cat coins were still available.

Wayne spoke about the law still pending where motorcycles can go through a red light that won't change. Keep an eye out for future information.

This month's 50/50 was won by Don Schaffer

Meeting adjourned at 8:30pm





BOARD OF DIRECTORS MEETING MINUTES SEPTEMBER 13, 2011

ESCAPE ENTERTAINMENT, 350 MCHENRY RD, BUFFALO GROVE, IL

Submitted by Muriel Brandt

Present: Mary Walters, Wayne Kirkpatrick, Muriel Brandt, Larry Scalzitti, Gary Brandt, Greg Smith and Stewart Johnson

Absent: Mike Bradbury and Carl Marcyan

Meeting was called to order at 7:30 pm by Wayne Kirkpatrick, Top Cats Vice- President.

Vice President Report-Wayne Kirkpatrick

The Board met in private session in order to discuss an issue regarding personal decorum during the previous general meeting.

Non- Board members were allowed to join the meeting after this session.

Wayne thanked each Board member individually for their contributions and hard work on the Board. He also thanked Terri and Tony Loden for their efforts on the charity event.

For the benefit of newer Board members, Wayne went over the make- up and role of the nominating committee.



Membership-Greg Smith

There were no new member applications to review this month. Greg will be following up with the guest who attended September's general meeting.

Safety-Gary Brandt

Gary sent a list to Don Schaffer that showed where each Road Captain stood in completing their requirements to date. The last G.R.A.S.S. class of year will be in October.



Activities-Larry Scalzitti

Larry talked about some of the upcoming rides and is looking to fill the remaining open dates on the calendar.

There was a lengthy discussion on various ways and incentives to get more members to become Road Captains, since the current Road Captains have met their requirements.

ROAR/Website-Mary Walters

Mary thanked Terri Loden for offering to help with ROAR.

Wayne talked about having each months ROAR be based on some type of theme.

It was suggested sending an email to Dennis every month before the Board meeting to see if there was any issue with the website that should be reported to the Board.

Charity Ride

There was discussion about the results of the charity event, such as the impact of the weather, and the need to attract bikers to attend in the future. It was agreed that the overall event was very good.

The estimated financial contributions available from the proceeds of the event are approximately \$3500. The board is looking at several options to use that amount in ways to benefit NISRA other than a single donation. (Sponsoring a Christmas tree at the NISRA Fashion Show as an example) No decision has been made.



Treasurer- Stewart Johnson

Stewart went over bank balances in both the Top Cat and the Charity accounts.

Old /New business

Wayne suggested setting date for 2012 charity ride before Posse meeting next month.

With no further business, Gary motioned to adjourn, seconded by Greg; the meeting was adjourned at 9:05pm.



TOP CATS BUSINESS MART

BUSINESSES OWNED AND/OR MANAGED BY TOP CATS MEMBERS



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Newsbites Continued..

PA MEASURE WOULD LIMIT LEARNER PERMITS

ABATE of Pennsylvania is supporting legislation to limit the number of motorcycle learner's permits allowed before a rider must get a license. "All too often those involved in serious accidents have no motorcycle endorsement on their license," lobbyist Charles Umbenhauer of BikePAC told the National Coalition of Motorcyclists (NCOM), adding that "In most cases this also means they have had no formal motorcycle rider training."



Currently, an aspiring rider can get a permit after passing a written test, which is good for a year to allow motorcyclists to legally ride and gain experience until they get their motorcycle license. However, some riders reapply to renew the permit year after year rather than getting a full license, Rep. Grove said. Under Grove's proposal, a rider would only be allowed to reapply for a learner's permit three times in 10 years.

MOTORCYCLE-ONLY CHECKPOINTS CHALLENGED IN NEW YORK



ABATE of New York, Inc., and NCOR Region VIII Director, met with a representative from the New York State Attorney General's office to discuss the ongoing motorcycle-only vehicle checkpoints.

ABATE has publicly expressed its opposition to New York State's tactic of conducting highway road-

blocks which divert only motorcyclists from the state's roadways for the purpose of conducting "safety checks".

Because motorcycles operated in New York State are already required to pass annual safety inspections, the ongoing New York State Police initiative serves only to harass, intimidate and inconvenience motorcyclists traveling upon the state's roadways. Further, motorcycle-only roadblocks conducted in the name of "safety checks" are a discriminatory and unconstitutional infringement upon an individual's right to travel without interference, and an abuse of discretionary power as acknowledged by the New York State Court of Appeals.

The Office of the Attorney General was reportedly receptive to a request for an investigation into the actions of the New York State Police, and a reporting mechanism has now been implemented for direct complaints of motorcyclist profiling.

PROFILES OF AMERICA

In recognition of 2011 Sturgis Bike Week, the U.S. Census Bureau posted the following "Profile America" feature: FRIDAY, AUGUST 12: BIGGEST MOTORCYCLE GATHERING - The town of Sturgis, SD hosts the world's largest gathering of motorcycles this week -- the 71st Sturgis Rally.

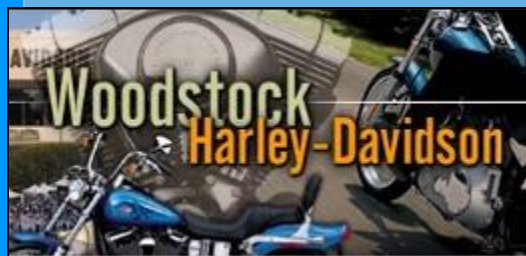


Home to about 6,600, the town sees its population swell to some 350,000 during the rally. The idea began with just 19 riders taking part in racing and stunt events 71 years ago. Those attending are seeing races, trade shows, and thousands of bikes on display.

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



RIDES & EVENTS

| Date | Ride/Event | Location | Destination | Time | Leader |
|--------------------------|-------------------------------------|---|---------------------------|------------------------------------|-----------|
| Tuesday, October 4th | General Meeting | Buffalo Grove | EsKape | 7:30 pm | Bradbury |
| Sunday, October 9th | "Never Forget" Toys for Tots Run | Shell / Hwy 12 and Lake Cook, Palatine | North Chicago | 9:00 am | Loden |
| Tuesday, October 11th | Board Meeting | Buffalo Grove | EsKape | 7:30 pm | Bradbury |
| Saturday, October 15th | It's Chilli | Citco / NE Corner of Bonner and Hwy 12 | Joan De- Rango's House | 10:00 am or 2:00 pm at Joans | DeRango |
| Sunday, October 16th | Grass Class | Keller Williams | Palatine | 8:30 | Case |
| Tuesday October 18th | Franks and Fries | Slotts Hots | Libertyville | 6:30 | Scalzitti |
| Tuesday, November 1st | General Meeting | Buffalo Grove | EsKape | 7:30pm | Bradbury |
| Tuesday, November 8th | Board Meeting | Buffalo Grove | EsKape | 7:30pm | Bradbury |

All ride information along with the
Photo Gallery can be found at
www.TopCats.org.

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.



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

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

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

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