



ROAR

The Official Publication of the TOP CATS OF ILLINOIS

PRESIDENT'S MINUTE

Wow! What a of both clubs plus Combat Vets of great season so America and McHenry HOG. The far. How do group totaled 48 bikes!!!

you measure success in an organization of

motorcycle enthusiasts? There are so many metrics like; smiles on faces, number of riders, number of co riders, after – ride activities, volunteering, committee activity, etc. By all measures, we are having another fun – filled, exciting and adventurous year with June activities like....

SHORT- NOTICE RIDE



notice replacement ride for the cancelled NISRA Fishing Derby. 13 folks and tons of fun with a great route and great meal at Lindy's Landing.

ROLLING THUNDER XXVI

Eleven Top Cats rode with Rolling Thunder to DC over Memorial Day weekend and enjoyed the camaraderie



SAFETY

GRASS was presented again to six of our members with diet doughnuts and coffee provided, again, by our gracious host, Greg Smith.

TURKEY RUN

Gene Rigsby, greatly assisted by Noelle, planned and led our back - roads trek to Crawfordsville, IN for a three-day weekend that included; a day

trip over gravel roads and steep downhill slaloms led by Gary Brandt, a

touring/shopping visit to Nashville, a great evening of BS and beer while watching the Blackhawks, and a rain – dodging return on Sunday.



CHARITY DRIVE BY



Our Charity Committee, and a herd of 11 Top Cats, held a great Sunday morning local ride, led by Gary Brandt, to distribute our Ride for Dreams flyers around local biker venues followed by another great lunch and committee meeting. We had one momentary breakdown by a rider who will remain un named..... (Cont. Pg 5)

July, 2013

Volume 13, Issue 7

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Upcoming Events

JULY

- 2 General Meeting
- 5 Trempealeau
- 9 Board Meeting
- 14 Range Day
- 16 Franks and Fries
- 20 GRASS Class
- 21 Fly-In
- 28 **RIDE FOR DREAMS**
- 31 Sturgis/ Little Sturgis

AUGUST

- 10 RFTNIS
- 11 Mendota Sweet Corn
- 13 General Meeting
- 20 Board Meeting
- 18 Lions, Tigers, and Classics
- 27 Franks and Fries
- 30 National HOG Rally

Get your RIDE ideas printed here!

KATION KORNER

When there is No Place Else to GO!

By Gary Brandt
Senior Road Captain

We have all either been in this situation or we will be at some point in our riding lifetime...

***You are heading down the Interstate or some other limited access highway
and there is fast developing storm in front of you...***

This past Memorial Day a group of Top Cats, who also happen to be Rolling Thunder members, were traveling between Buffalo and Cleveland. The weather reports were for clear skies all day between both cities. The interstate that serves this corridor also happens to be set up as a turnpike. This means very limited exits for the entire 300 mile section we were to travel on. Distances of 20 to 30 miles between exits were common.

When our group of 3 bikes was around 100 miles east of Cleveland, the sky suddenly turned black almost directly in front of us. There were no exits in site and to make matters worse we were in a construction zone that removed most of the shoulder areas.

Within minutes it became clear that we were going to have to get rain protection on quickly. It just so happened that the construction zone ended just as the rain began to fall, with an overpass ahead. The group pulled under the overpass, as far to the right as we could.

Within a few minutes we were ready to go, and all seemed fine. Suddenly we were under a major thunderstorm with winds strong enough to move us sideways and a wall of water that hit us as if we were standing out in the open. Almost immediately our danger level increased dramatically as cars and trucks started pulling over. The rear bike in the group turned on the emergency flashers.

It was over almost as fast as it started. But we were in far more danger then we realized. If you look at the picture you can see that there was a cement barrier keeping us close to the bikes and thus the roadway. We were sitting ducks. All it would have taken was one vehicle to not see us sitting there due to the decreased visibility, and all three bikes and six people would have been history. Even the picture shows the lack of visibility as the car coming up on the overpass can barely be seen.



(Continued on page 5)



What's On Your VP's Mind

By Larry Scalzitti

It must be summer – the time is really flying by!

I hope everyone has been able to find enough dry days to get some miles under their belts. Seems like we've had more than our fair share of rain, but I'd much rather have that weather, than the drought conditions that persisted last year. I'd choose spending time mowing all of that beautiful green grass now instead of watching the yard brown out like we had to last summer.

As I write these words, I find myself struggling to finish my backlog of tax returns, trying to sell some of my training motorcycles, planning for my summer educational tour and trying to find some time to relax and enjoy the fruits of my labor. I'm not doing too well with the later, but my vacation will have started by the time you read this!

Every year I attend the National Association of Tax Professionals (NATP) annual conference. Besides learning lots of new information and being able to network with others, I get to ride my motorcycle there. I also try to find some time to see friends and family along the way. Sometimes those friends are places and roads that I just want to visit and ride through again. I know every rider understands what I mean. There are just some rides that if we could we'd ride them again and again, but reality always gets in the way and we run out of money and have to go back to work so we can make some more motorcycle money.

Since I shut down LRN2RYD this year, I now have my weekends free. Judy and I have been trying to catch up on the yard work that I've neglected for the past seven years. We're slowly making progress. I've also been able to do more group rides this year with my Top Cat brothers and sisters and I really cherish the time spent riding with others.

This year Judy and I are embarking on our first "summer" vacation in a very long time! After I finish my taxing conference in Phoenix, Arizona, I'll ride the Rockies north and then head to Salem, Oregon for the annual BMW Motorcycle Owners of America (BMWMOA) Rally. I've been pouring over maps looking for those terrific twisting mountain roads and the passes that I love to ride over. It's just so hard to not dawdle and spend more time than I have allotted for the trip. Unfortunately I have some hard dates this year, the conference ends and only 6 days later the BMW rally starts. That's not much time to see and ride all of the places in between those two cities.

Google tells me that the quickest route is 1,288 miles and that I only need 19 hours and 23 minutes of travel time. Hmmm – that's an easy Iron Butt SaddleSore 1000, but how could I pass up the allure of ridin' in the Rockies. If I tell Google to avoid highways and tolls, the route expands to about 24 hours of saddle time. That route has me heading straight west towards LA and the turning north onto 395, skirting the Sierra Nevada mountains and a number of National Forests, before moving over to Route 97 and moving into the lush forested areas of Northern California and Oregon. Not a bad way to go, but if I opted to head that way, I'd add lots of back and forths across the mountains via the twisty roads that abound in that region. I must also admit a strong preference for the western slope of the Sierras as the mountain roads let you really climb into the sides of the rising landscape rather than skirt along their base as you do on the eastern side. My revised route would easily double the saddle time of the trip in the process! After some adjustments to Mr. Google's route, but not completely finished, I'm at 1,897 miles and over 40 hours of saddle time.

(Continued on page 6)



**Ride For Dreams...
Get Ready!**

Ride for Dreams

All Proceeds Benefit
NISRA
Northern Illinois Special

***Well... Here is the BIG question being asked around Top Cat Tables....
Do you know the date of our Charity Event?***

Then there are the next set of questions that follow..

Where is it going to be? What is being done? What needs to be done? Who's putting this all together? Where can I find information on what I can do to help?

Here are some of the particulars that will help you to answer these pressing questions. Then once you have this information, you can make plans on how to help. And finally, with all of this information and an action plan in place, you will be able to sleep better at night!

When? Where? July, 28th, 2013 at Woodstock Harley Davidson.

Presently, the Committee is meeting once a month and has finalized the time and place. For the next 3 months, donations are being collected so that we can create themed baskets for the raffle. ***Take it with You*** Baskets (Tools, snacks, and warmers); ***Looking Good*** Baskets (Tatoos, clothes, and bling); ***Ride Hard*** Baskets (Athletic events and work-out passes); ***After the Ride*** Baskets (Bath, Dinners, Bike Cleaning), and others... that we will develop as the donations come in.

What can you do?

GET DONATIONS! Wherever you shop, stop or drop... ask for their help in making this a fun and productive event! We will be recognizing their help at the event.

Future activities include: Identifying Road Captains; Creating the Baskets; Setting up on the day of the event; Making the day of the event work smoothly; And after the day... we'll need help with the clean-up.

What can you do? Part Two:

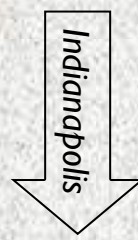
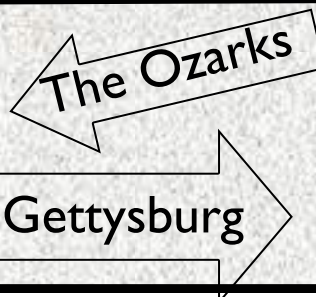
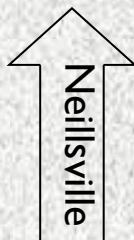
GET THE WORD ON THE STREET! Tell friends, tell strangers, tell passersby. This is one easy thing that we can all do. Wherever you go and whatever you are doing, ***Talk about the event, about NISRA, and about the fun of riding FOR a good cause.***

What can you do? Part Three:

Contact Noelle. GENOE88@gmail.com or call at 847-770-9436. State what donations you have collected or what you can do to help the day of the event!

As of July 1, there are only 27 days left until our event! Let's make this the best one yet...

If you have ride
ideas Contact the
Activities Team!





Kaution Korner... Continued

So what could we have done to make this a safer situation? The cement barrier made it more difficult to be safe initially, but actually gave us the opportunity to use it to our advantage. If we would have grabbed our rain gear and walked around to the other side, we would have had significant protection. The issue was we were so focused on the storm, and where it was moving etc, that we forgot to even think about it. In fact, we didn't even have emergency flashers on at first. This was an after the fact thought. If there was no barrier, we would have moved far off of the road into a safer place, but we were a perfect example of a group not properly accessing the situation and taking action right away.

Lesson: Stay alert. Think the situation through. Use all protective options available... and tell your story afterwards to all who will listen!

(President's Minute.. Continued

And, by the time you read this....

with his forthcoming Ride in / Fly in to the East Troy Airport for their annual fly in including a great pancake breakfast.

SHORT – NOTICE RIDE

Rich Flynn will have planned and led a ride to the Rockford area and a visit to the auto museum and lunch at the rustic Kegel's diner at Kegel's HD.

SAFETY CHECK!!!!

Looking forward, you will have the opportunity to perform a detailed safety check of your bike at the next general meeting at J&D's Bar and Grill on 2 July.

RIDE FOR DREAMS

Our biggest event of the year will summon ALL Top Cats to Woodstock Harley Davidson for our 18th Annual Ride for Dreams on Sunday, 28 July. Much more to follow on that from our Charity Committee.



TREMPEALEAU TREK

Another great, Mike Bradbury – led, trek to Trempealeau, for the 4 July weekend with side trips, great dinner and....as always, superb camaraderie.

SHOOTOUT

By great demand, we have arranged another Top Cats' Shootout at On Target Range facility for Sunday, 14 July. Details soon but, plan on breakfast followed by two hours of range time again.



RIDE IN FLY IN

We are the beneficiaries, again, of Stewart Johnson's superb planning

73d BLACK HILLS RALLY



Not enough? You can always take 7 to 10 days off and tag along with Bard Boand and 11 other riders on his annual voyage to the Black Hills for Sturgis Bike week.

Common to every one of these events is the upbeat conversations, the good – natured joking, the interesting stories, the making of fond memories and the immeasurable camaraderie that comes from being fortunate enough to be....a Top Cat.

Let's roll,

Traveler
President
Top Cats – Illinois

VP's Mind...Continued

Saddle time is really that and when planning a trip you need to add time for gas and food stops. Of course you also have to add additional time for sleeping as well. Everyone will allocate different times for those necessities. Based on the nature of the trip, it could take any number of days, especially if you wanted to stop and smell the roses. Without any of that “other time” factored into the initial “quick route” provided by Google Maps, the average speed is 66 mph. Do you get a feel for what kind of roads the original route had included? My almost ready for prime time” route results in an average speed of about 47 mph. It would realistically be even slower, since I’ve been known to double back and re-ride the really fun sections of challenging tarmac. On a trip, I want to really ride, not just be a prisoner of the slab!

Since I’m really just riding from point A to point B, I’m not going to add any scenic stops and I most certainly won’t be stopping for any five star meals. Can you say, “Show me the Carl’s Jr?! For this leg, it’ll be all about the ride. I plan on stopping every 200 miles or 2 hours to stretch my legs. At those stops, I’ll get gas, something to drink and a powerbar to put something in my belly. When I’m in ride mode I just eat one nice meal a day, when I stop for the night. So for 40 hours and 1,897 miles of saddle time that means I’ll need between 10 and 20 stops. Based on the demanding nature of the twisty roads travelled, stops will be more often and more likely will be closer to 20 stops of 20 to 30 minutes each. The length of the stop will vary based on how I feel and how much I want to cool down and hydrate. That means with a projected saddle time of 40 hours, I could be resting for up to an additional 10 hours. Now my total travel time becomes 50 hours. If I plan on being active for 10 to 12 hours of the day, that’s 4 to 5 days of riding. That would be a good trip, but . . . I’m opting to head north first and ride through the Rockies. The challenge will be to keep the saddle time about the same as the last route while riding more backroads and taking more detours to visit old highways and find time to discover new favorites as well. I’ll let you know how it turns out.

Judy will be flying in to meet me at the BMWMOA Rally. She’ll arrive in Portland and then the real trip begins. We’re working on the route now, and we’re having a hard time trying to fit everything that we want to do and see into just ten days. We plan on spending time in the mountains, visiting Crater Lake National Park, Mount Rainier National Park, Mount Hood National Forest, Mount Saint Helens National Volcanic Monument and Olympic National Park. We’ll also be riding up the coasts of Washington and Oregon; making time to walk on the beaches and to visit the small coastal towns. We already have one day set aside for wineries as part of the BMW Rally activities. We’ll be chauffeured around to three different local vineyards for tastings. Somewhere along the way, we’ll also get to at least one brewery. Not sure how we’ll fit it all in, but we’ll try. This type of route planning is significantly different than what I talked about earlier in the article. For this type of planning we’ll lay out the places and then see how much time we can spend riding to get it all in. That will allow for good route planning and give us places to plan for hotel stops and make reservations.

After Judy flies back, I’ll ride back. I plan on twisting around in the mountains in Oregon, Washington, Idaho and Montana. I’ll stop in Glacier National Park and then head home. Not sure when I’ll be back, but I’ll take it one day at a time. When I get home it’ll be back to the grind – taxes, liquidating business assets and yard work. Hope your July is as good as mine!

Ride safe and ride often,
Larry
And...

**Congratulations
Blackhawks!!!**

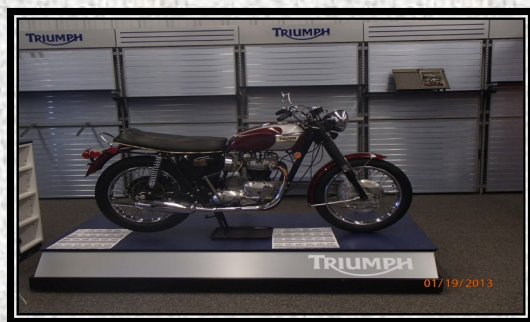




Oil Spots

By Traveler

CITY DANGLES \$70K TAX INCENTIVE TO HARLEY DEALERSHIP



ST. CHARLES, Ill. – Cities are anxious to bring in sales tax generators, and that worked to the advantage of **Windy City Triumph** this week when the City of St. Charles offered a \$70,000 tax incentive to get the dealer to locate there.

Windy City Triumph plans to relocate to St. Charles by leasing 5,000 sq. ft. of a large dealership building that houses **Fox River Harley-Davidson**. The deal would be with Lone Star-Cardinal Motorcycle Ventures III, which owns Fox River H-D as well as Windy City Harley-Davidson and three other Harley stores in the Chicago area. State records show the Windy City Triumph name is registered but inactive.

Windy City Triumph said it expects to generate \$18.5 million of sales in its first five years after coming to the city. Dealer representatives told city officials they could not afford to move to St. Charles, 45 miles west of Chicago, unless the dealership receives a tax incentive of up to \$70,000.

"It is a very large building, and it is currently underutilized," Chris Aiston, the city's economic development director, told the [Daily Herald](#). "With \$18 million in sales in the first five years, that's about \$140,000 of sales tax. This is a nice fallback for that location. We feel it is well worth the reimbursement."

Lone Star would agree to have the Triumph store open by Aug. 1, and keep it open in the city for 10 years. The deal also calls for the dealer to spend an estimated \$26,000 on fixtures and furniture, \$24,000 on signs and \$15,000 on lighting to spruce up the new store, plus \$5,000 on employee hiring and training.

FEDERAL RULE WILL REQUIRE A "BLACK BOX" IN NEW VEHICLES



Congress failed to pass legislation that would have required manufacturers to install event data recorders (EDRs) in all new vehicles, so a federal safety agency is using its rulemaking authority to

mandate that all new cars sold in the United States be equipped with so-called "black boxes" - capable of capturing what happened in the moments before and during a crash.

Citing privacy concerns, House Republicans had succeeded in removing a Senate provision requiring EDRs from the final transportation bill last year, so the Obama administration is bypassing the legislative process in favor of the administrative rule.

Insisting the devices are meant for crash investigation purposes, and not for invading privacy, the U.S. DOT National Traffic Safety Administration mandate will require all automobiles and light trucks manufactured after September 1, 2014 to have an EDR device that stores driving information for federal investigators.

Automotive EDRs are similar to -- though not nearly as sophisticated as -- the black boxes used in commercial airliners, and they are already installed in nearly 92% of today's vehicles, according to industry officials, and provide important information for industry engineers and, in some circumstances, law enforcement authorities.

But Horace Cooper of the National Center for Public Policy Analysis called the move "an unprecedented breach of privacy for Americans." Cooper said that contrary to what is being claimed, EDRs "can and will track the comings and goings of car owners and even their passengers" -- and what they can record is virtually unlimited.

In the meantime, U.S. Representatives Mike Capuano (D-MA) and Jim Sensenbrenner (R-WI) have announced their intentions to introduce the "Black Box Privacy Protection Act" that will protect drivers' and riders' rights by requiring dealers to disclose to consumers if a vehicle is equipped with an EDR, would require manufacturers to allow consumers to deactivate the device, and clarifies that the owner of the vehicle owns the data and it cannot be accessed without permission.

(Continued, Pg 8)

Oil spots, continued...

"Consumers should have control over the information collected by event data recorders in vehicles that they own and they should have the option of disabling the device if they choose to do so. This is a basic issue of privacy," said Rep. Capuano.

DESPITE MEDIA HYPE, MOTORCYCLING IS SAFER

Record numbers of motorcycles over the past few years have resulted in an increased number of annual motorcyclist fatalities, and in light of overall motor vehicle fatalities steadily decreasing gives the impression that motorcycling is becoming more dangerous, but just the opposite is true.

While so-called safety experts point to more and more states relaxing their helmet laws as the root of all this evil, it's in fact a numbers game that motorcycle enthusiasts are winning.



Over the past five years, since 2007 when there were just over seven million motorcycles in the U.S., motorcycle registrations nationwide have ballooned to eight and a half million; an increase of 15% more motorcycles on the road today, while at the same time fatalities per 100,000 registered motorcycles has actually decreased by nearly a quarter! Moreover, over the past decade motorcycle registrations have risen 40.7% (from 5,004,156 in 2002 to 8,437,502 in 2011), but the fatality rate dropped 17.3% (from 65.35 per 100K to 54.66).

Check out the most current statistics acquired by the National Coalition of Motorcyclists (NCOM) from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS), compared to motorcycle registration numbers found on the U.S. DOT Federal Highway Administration website:

Year - Registered Motorcycles / Rider Fatalities = Fatality Rate per 100,000 Motorcycles

2007	-	7,138,476	/	5,174	=	72.48
2008	-	7,752,926	/	5,312	=	68.52
2009	-	7,929,724	/	4,469	=	56.35
2010	-	8,009,503	/	4,518	=	56.40
2011	-	8,437,502	/	4,612	=	54.66

****NOTE:** According to these data analyzed by the National Coalition of Motorcyclists, motorcycle registrations have increased 15.4% over the past five years, while fatalities decreased by 10.9% and the fatality rate declined 24.6%...why isn't the news media reporting THESE facts?

GERMAN STUDY CLAIMS MOTORCYCLE HELMETS COULD BE SIGNIFICANTLY SAFER

A study carried out by the German Hohenstein Institute in Bönnigheim shows that motorcycle helmets could indeed be a lot safer if some other measurements would be taken into account, concluding that inner shell size alone is not enough for providing the best protection-to-fit ratio, and the head shape is just as critical.

The Hohenstein Institute study narrowed the head shapes to 6 major categories, with an amazing width variance of 3.5 cm (1.37"), determining that one helmet size cannot possibly offer the best fit for all these head shapes, even provided the circumference is the same.



With the way the inner impact layer fits on the rider's head being one of the critical elements in shock absorption and G-dispersion, it's apparent that the same shape will create different pressure points on a motorcyclist's skull, leading to various outcomes in similar crash conditions.

Spaces between the skull and the protective layer / liner result in less optimal protection in case of an impact, and such anthropometric head data could improve helmet design and manufacturing significantly, should the leading brands take notice of the study's finding.

JAYHAWKERS SEE THE LIGHT

The Kansas legislature unanimously passed House Bill 2318 which allows a motorcycle's headlamp to be wired with a headlamp modulation system, which must meet federal standards. The legislation was signed into law on April 4, 2013 by Governor Sam Brownback and goes into effect July 1st.

(Continued on page 9)



Oil spots, continued...

The bill also allows certain types of lights on the sides of motorcycles, visible only from the side and not from the front or rear and to not protrude beyond or outside the body or wheel of the motorcycle. The side lights may emit white, amber, or red light without glare.



RED-LIGHT CAMERA COMPANIES FIGHT LAWS AND RULINGS AGAINST TICKET CAMS



Purveyors of red-light cameras continue their quest to place cameras on every street corner in the nation, and one strategy is to put the hit on states that have traditionally been "protected" from cameras either through legislation or court ruling.

Redflex lobbyists recently swarmed over the Minnesota Statehouse pushing a bill to allow ticket cameras into the state. The bill was written to thwart a 2007 Minnesota Supreme Court ruling that Minneapolis' red-light camera program was unconstitutional. The bill was defeated in committee, thanks in part to the efforts of ABATE of Minnesota and the National Motorists Association (NMA).

In Michigan, where a 2007 ruling from the state's attorney general has been keeping cameras at bay, recently introduced camera legislation has turned Michigan into the latest photo enforcement battleground state.

The NMA (www.motorists.org) warns that if you live in one of the 15 states that have taken steps to keep cameras out, stay alert. Chances are that a camera company lobbyist is cozying up to a friendly state lawmaker with a nice campaign donation and a pre-written camera bill that needs support.

HONDA & BMW EXPERIMENT WITH "AUTONOMOUS MOTORCYCLE"

Most connected vehicle technologies have focused squarely on the car, but BMW and Honda are working to develop autonomous driving technologies that work on two wheels. Both BMW and Honda have already added plenty of connectivity to their cars, but now the two automotive giants are working with the University of Michigan and Australian startup Cohda Wireless to put networking smarts into their motorcycles.

Known as vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I), these technologies could help power self-driving cars of the future. The University of Michigan Transportation Institute (UMTRI) runs one of the key test-beds for that technology, and its lab is running an ongoing trial of 3,000 connected vehicles in Ann Arbor, Mich., which is where Honda and BMW will put their connected motorcycles through the paces, according to a report on GigaOM.com.

As for motorcycle applications, Cohda and UMTRI plan to test technologies that let bikes talk to traffic lights, roadside beacons and other cars, warning them of green lights about to turn red and dangerous curves ahead requiring them to slow down. By using a long-range secure form of Wi-Fi, a motorcycle could communicate with a car long before the drivers can see one another as they both approach a blind intersection.

Previously, a riderless motorcycle was developed in 2005 by graduate students from UC Berkeley to compete in a 150-mile off-road race for autonomous vehicles to further develop self-navigating vehicles for the Department of Defense.



(Continued on page 10)

Oil Spots Continued...

CANADIAN INSURER TO TRACK MOTORCYCLIST BEHAVIOR WITH "TELEMATICS"

With an eye to calibrating insurance rates, Saskatchewan Government Insurance plans to use new technology to track how fast and how far motorcycles go. It's called telematics and someday could be used to help set insurance rates, among other things, but for now SGI is just trying the technology out with a pilot program. It's looking for several hundred motorcycle users to volunteer to have their bikes equipped with telematics technology. The "black box"-type gadgets would record speed, braking, mileage and location. The volunteer riders would have weekly updates on their driving behavior, to show them what information SGI would be looking at.

"Usage-based insurance is the ultimate in rating fairness because it essentially lets the driver control their own insurance rate through their driving behavior," said Donna Harpauer, the minister responsible for SGI. "Simply put, those who drive responsibly pay less and those who don't pay more."

While no one's rates will be affected by the pilot program, the experiment is one of the ideas coming out of the Motorcycle Review Committee, a group formed in the wake of a storm of controversy after SGI had proposed boosting motorcycle rates an average of 73% to compensate for high injury claims. Government-owned SGI later withdrew its proposal and came back with some milder proposed increases for motorbikes, including the telematics pilot program that could begin as early as this season.

POPE BLESSES HARLEYS & RIDERS

Thousands of Harley riders from around the world were blessed by Pope Francis in St. Peter's Square on Sunday, June 16 as one of the stops in a worldwide celebration of the famous motorcycle maker's 110th anniversary, which will roar across 11 countries before concluding in Milwaukee over Labor Day Weekend.



Choral music mixed with revving engines as the Holy Father blessed a sea of Harley-Davidson motorcycles and riders from all parts of the planet flocking to Italy over the weekend of June 13-16 to celebrate Harley-Davidson's milestone, and earlier in the weekend festivities, the leader of the Roman Catholic Church was presented with two white classic Harley-Davidson motorcycles for use by Papal police and his own black leather jacket.

ONE MORE THREAT TO RIDERS?

As bikers we've always had to deal with hazards like the wet roads, gravel and the inconsiderate left turn drivers. Lately we've had to put up with cell phones and texting. But it seems there's a new danger out there waiting for us. It seems a falling tree struck a Harley rider last Sunday in Huntingdon County, Pennsylvania.



The driver said he was going through a right-hand curve when he heard what sounded like a tree cracking along the side of the road. Police said the rider applied his brakes but the tree fell across the road and struck the bike and riders.

State police said the operator and passenger were not wearing helmets and were unrestrained, but they were wearing proper eye protection. Both the bike's operator and a passenger were injured in the accident.

SPEED PHOTO ENFORCEMENT

Beginning in July, 2013, Illinois will be using photo enforcement of speed limits in work zones

Why use photo speed enforcement?

Photo Speed Enforcement will be used to increase safety in work zones on Illinois highways and to obtain voluntary compliance by motorists to obey posted speed limits. Motorists on average represent over 90% of the fatalities in work zones. Between 7,000 and 8,000 crashes occur in work zones per year. Slower speeds will allow motorists more time to react to changed conditions.

(Continued on page 11)



Oil Spots Continued...

When would photo speed enforcement be in use?

Photo speed enforcement by an automated traffic control system may operate only during those periods when workers are present in the construction or maintenance zone, day or night.



When workers are behind Temporary Concrete Barrier (TCB) can photo speed enforcement be used?

Photo enforcement legislation requires workers to be present. While Temporary Concrete Barriers provide positive protection for workers, they are not impenetrable. Vehicles have hit and broken through TCB, causing injury to workers. Also, lane width restrictions may require reduced speed limits to ensure the safety of the motorists. For these reasons, photo enforcement may be used when workers are present.

Will a special sign have to be in place for photo speed enforcement to be used?

Yes. Signs indicating that speeds are photo enforced by automated traffic control systems will be clearly posted in the area where the systems may be in use.

Do I have an opportunity to slow down before the camera takes my picture?

Yes. In addition, the vans will have a speed indicator device that will be triggered by a separate radar and will communicate the vehicle's speed to the motorist. This will give the motorist one last opportunity to slow down before the camera radar is triggered. If the motorist does not slow down, the camera radar will be triggered. A photo of the driver, vehicle, and license plate will be taken. The time of day and speed will also be captured.

What if the equipment is not working correctly?

Illinois State Police will man these vans with troopers specially trained in photo radar enforcement. They will calibrate the equipment prior to each enforcement detail to make sure everything is working correctly.

Do I have to appear in court and what are the fines for a violation received with photo speed enforcement?

Yes, a court appearance is mandatory. The fines for speeding in a construction or maintenance work zone are the same when issued by any method of enforcement. There is a minimum fine of \$375 for the first offense and a mini-

mum of \$1000 for the second offense. If the second offense is within two years of the first offense, the Secretary of State shall suspend the driver's license for a period of 90 days.

What is the ticketing process?

A ticket will be processed by the vendor and will be approved by the on-duty officer. Tickets will be mailed by certified mail to the registered owner within 14 days. The violator will receive the ticket and will be required to appear in court.

SUPREME COURT WON'T HEAR E15 ETHANOL LAWSUIT

BEWARE THE ORANGE BUTTON!!!!!!!!!!

The U.S. Supreme Court will not hear a case that attempted to thwart the sale of fuel containing a higher percentage of ethanol, a decision that could clear the way for the more widespread use of E15.



The use of E15 has angered the oil lobby, which has a history of fighting many mandates that result in less oil use. But it's also raised the ire of poultry and cattle farmers, who said the use of corn in E15 production will increase grain costs.

In declining to hear the case, the high court preserved a lower-court ruling that the American Petroleum Institute, a lobbying organization for the oil industry, did not have the standing to challenge the Environmental Protection Agency's decision to allow sales of the controversial fuel.

API officials and a wide group of opponents that included auto manufacturers and poultry farmers argued that E15 could cause corrosion and damage to several car components, including engines. Some carmakers say drivers could inadvertently void their warranties by pumping it into their gas tanks. AAA, the nation's largest motoring organization, has called for increased study of the potential dangers to vehicle parts, and says potential dangers particularly exist for vehicles built prior to 2001.

The EPA, on the other hand, says E15, which is comprised of a 15 percent ethanol blend instead of the usual 10 percent, is safe for cars. None of this is an immediate concern for most drivers. Of the 180,000 or so gas stations in the country, The Detroit News says only about two dozen in the corn-fed Midwest are selling E15.



Meeting Location has
been changed for the
summer!

GENERAL MEMBERSHIP MEETING MINUTES JUNE 4, 2013

J and D's, 24600 N. Rand Rd, Wauconda, IL 60084

Submitted by Mary Walters

The meeting was called to order at 7:30 PM
by Wayne Kirkpatrick

Members were asked to stand and say the
Pledge of Allegiance.



There were two guests, Nancy and Randy Wood, who met the Top Cat's at a rest-stop and decided to come to a meeting.

Greg Ludwig also attended tonight, but submitted a membership application to the club.

President's Report: Wayne Kirkpatrick

- The President's Ride is cancelled for the end of June. There are already two overnight rides in a three week period, so the President's ride will be slated in for a time in August or September. Medieval Times is a possible destination.
- Wayne introduced our Guest Speakers for the evening. Representatives from the Law Firm, Kass & Moses will be speaking about motorcycling, insurance, and their experiences representing motorcyclists in accident cases.

Past President's Comments: Mike Bradbury

- Mike is traveling at this time and will update the membership of his activities at a later date.

Vice President's Report: Larry Scalzitti

- Larry informed the members that City Limits Harley Davidson will be having demo-rides this week-end, June 8th.
- He also referred the members to his Kaution Korner article in June's ROAR. The topic focused on swerving and stopping.
- Wayne Kirkpatrick discussed using aggressive lane changes as a regular practice for swerving.

Secretary's Report: Mary Walters

ROAR

- The ROAR is always in need of regular articles from the members. Send in ideas, observations, and other motorcycle related information! Make a mark on the club by getting involved in the publication!

Roster Changes

- Any changes in information should be sent to Mary Walters, so that the Master Rosters can be kept current. Getting information out in e-mails and Mass Blasts is dependent upon using the most current addresses.

Treasurer's Report: Stewart Johnson

- There have been no deposits or checks written in the past month. All information is current and unchanged at this time.

Products / Membership: Emil Kornecki

New members

- No new members at this time, but Greg Ludig submitted his application tonight and there are a number of other people who have ridden with the club or attended meetings who may be interested.

Products Update

- Anyone needing new Top Cat clothing or other items should contact Emil Kornecki at Emil.Kornecki@gmail.com

(Continued on page 15)



Guest Speakers: Attorneys at Law: Kass & Moses

“What you’re NOT being told about Motorcycle Insurance”!

- After 20 years of experience, these are the lessons that Kass and Moses would like to be sure EVERY motorcyclist is aware of before riding:
 - Be prepared! Talk to your insurance agent and know what your coverage is BEFORE you need it!
 - When an accident DOES happen, these three elements become extremely important:
 - Who is at fault?
 - Is there injury?
 - Where do I go to recover the money that is spent on this accident?
 - The first two questions are determined by the accident. The third element here has many variables. They include:
 - The wealth of the other person
 - The insurance coverage held by the other person
 - Your insurance coverage
- Be sure that your insurance coverage has Uninsured Motorist and Under-Insured Motorist coverage. By having these on your won policy, you can ride with the confidence that you are going to be o.k. financially in any situation.

Safety / Charity: Ric Case

Charity

- Noelle Rigsby stated that the focus at this time has switched from Donations to AWARENESS
- Talk to friends and any one you meet and ask them to ‘Save the Date’ for our ride.

Turn-out on the day is crucial to the success of the event... so make sure that YOU save the date too!

Safety

- Larry Scalzitti detailed the important points of his Kaution Korner article. See the June ROAR for a great summary of effective swerving and stopping.
- The next Grass Class will be on Sunday, June 9th.
- The safety tip included a discussion on the way to handle a flat tire. Reminders included:
- Coast to a stop – Do not use breaks on the tire that is loosing air.
- Downshift to decrease speed safely.
- A second safety tip included ways to address dogs approaching the road:
- Slow down so that the dog will be able to calculate your approach.
- Once the dog’s speed is set, speed up and pass by before he can recalculate and adjust his approach.
- Wayne Kirkpatrick addressed his DC Accident with the members. He used it as an example of how important it is to maintain a consciousness about the road in front of you. The rider behind him was following too closely for the level of attention that was being given to the road. BE SURE TO CLEAR THE ROAD AHEAD AND ENSURE A CLEAR DISTANCE EQUAL TO & MORE THAN THE TIME YOU WILL BE LOOKING AWAY.

Activities / Awards: Gene Rigsby

Activities

- The date to lock in Sturgis, 31 July – 10 Aug, is approaching. 12 June is when the rooms at the Alex Johnson will be released.
- Turkey Run Ride leaves at 8am on Friday, June 14th. Get your Father a get-away for his special day.
- The events for the next two months were reviewed by Gene and can be found on the Calendar at www.TopCats.org.

Awards

No updates on awards for this time.

History/Web Site: Jeff Tietz

Web Site

- The Website has been cleared of all old data and the site has been secured. It is up and running well, so if you have any issues or need information, contact Jeff and he will assist you in getting those issues resolved.

History

- All is well with the Archive at the Barrington Library Website.

The 50 / 50 was pulled by Sergeant at Arms, Ron Freudenberger,





BOARD OF DIRECTORS MEETING MINUTES

JUNE 11, 2013

J and D's, 24600 N. Rand Rd, Wauconda, IL 60084

Submitted by Mary Walters

Present: Wayne Kirkpatrick, Larry Scalzitti, Ric Case, Gene Rigsby, Mary Walters, Stewart Johnson,

Excused: Emil Kornecki, Mike Bradbury

The Meeting was called to order at 7:30 by Wayne Kirkpatrick.

President: Wayne Kirkpatrick

Discussion was had on guest speakers for the next meetings. The following was decided by the board:

- 2 July: A *Bike Safety Inspection* will be done at the beginning of the meeting. The Top Cat Road Captains will all be in charge of one area of the bike and they will guide the participant/members through a self-inspection.
- 13 August: A presentation on the use of various GPS systems
- 3 September: A Top Cats Website demo and review

Vice President: Larry Scalzitti

- No comments or updates at this time.

Secretary: Mary Walters

- No comments or updates at this time.

Treasurer: Stewart Johnson

- Financial Status at this time is unchanged. No new debits or credits for this month

Past President: Mike Bradbury

- Nothing to report at this time. Mike is traveling and will update the club on his plans for his trip through the website and at the July meeting.

Director: Gene Rigsby

- Much discussion was had on upcoming events that are planned and are in the planning stages. They include:
- Father's Day Ride to Turkey Run, Indiana has been finalized and looks to be a great time.
- Sunday, 14 July: Range day at *On Target*
- Saturday, 21 July: *Fly In* at East Troy, Wisconsin
- President's ride options include: House on the Rock or a dinner ride to Medieval Times
- There is a Safety Rodeo that is going to be held on the weekend of 28 June. TOPS advanced training is holding this event. It could be an option for a 'short notice' ride and other details can be found on their website.
- A Bon-Fire ride was also discussed with the final destination at the home of Jeff Tietz and Lisa Bowman.

Director: Emil Kornecki

Membership

- Emil was unable to be present, but sent his information to the board.
- One new member was presented to the Board. Greg Ludwig was nominated for membership by Wayne Kirkpatrick and the nomination was seconded by Stewart Johnson. The vote was unanimously in favor of adding Greg's name to the Membership Roster.

(Continued on page 17)



Products Update

- No updates for Products.
- No Chairperson has been identified at this time.

Director: Ric Case

Safety

- GRASS classes for May and June were very well attended.
- Safety Tip / Kaution Korner Schedule was updated and confirmed.

Charity Committee Update

- All things are on schedule for the Charity Event. Donations, Banners, and all final details are being completed at this time.
- There will be a ride to distribute flyers and posters on Sunday 23 June.

Director: Jeff Tietz

History

- Nothing new to report at this time.

Web Site

- There was discussion on the need to review old proposals or look into a new web site proposal. It was decided that Jeff would talk to Rich Flynn to see what he would advise at this time. An update will be presented at the next board meeting.
- The Website will need to be updated with the new meeting site as well as the altered dates for the August meetings which include:
 - 13 August = General Meeting
 - 20 August = Board Meeting
 - 27 August = Franks and Fries

NEW BUSINESS:

- A question was brought up about the necessity of monthly Board Meetings. It was suggested that work be done by E-mail. Discussion followed and it was agreed that monthly meetings facilitate quicker resolutions to issues, more face to face connection for the Board, and a development of stronger understanding by TC Board Members of the information that is discussed.
- Future leadership can revisit this issue if it surfaces again.

The meeting was adjourned at 9:00pm.

Membership Reminders:

Send all Changes in your
contact information to
MAWalters57@gmail.com

AND>>>

To keep your
membership current, you
must attend 5 events
during the year!

July Celebrations

Let us know your important dates
so we can celebrate with you!!

1st- Larry Scalzitti
3rd- Gary Brandt





Upcoming Rides... Check the Website for Complete Information!

The Trempeleau Trek
July 5th, 6th, & 7th



House on the Rock
August 24th & 25th



Neillsville, Wisconsin
September 14th & 15th



Accommodations and Details for these rides can be found
on the Top Cat Website. Make your Reservations NOW!



2013....

Record our Top Cat History!
Take pictures... Write Stories....
And Submit them to the ROAR!

The Barrington Area library has finished archiving about **150** 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..

TOP CATS BUSINESS MART

BUSINESSES OWNED AND/OR MANAGED BY TOP CATS MEMBERS



Gary Brandt
REALTOR



KELLER WILLIAMS
REALTY
Team Realty
Each Office Independently Owned and Operated

800 E. Northwest Highway
Palatine, IL 60073
Direct: (847) 241-2237
Office: (847) 241-2200
Fax: (847) 241-2205
E-Mail: gbrandt@kw.com

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805 Oakwood Rd. Suite C
Lake Zurich, IL 60047
Office: 847-726-1405
Cell: 847-207-5160

E-mail: scalzitti@mindspring.com

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

Richard Flynn

RichFlynnJr@aol.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
Friday to Sunday July 5th—July 7th	Trempealeau	Mc D's at 14 and 176	Trempealeau	8:00 am	Bradbury
Tuesday, July 2nd	General Meeting	Wauconda	J and D's	7:30 pm	Kirkpatrick
Tuesday, July 9th	Board Meeting	Wauconda	J and D's	7:30 p m	Kirkpatrick
Tuesday, July 16th	Franks and Fries	Libertyville	Slotts Hots	6:30 pm	Scalzitti
Sunday, July 21st	Ride In / Fly In	BP on Grand/21 Gurnee	East Troy, Wi	7:00 am	Johnson
Wednesday, July 31st	Sturgis	McD's at 12 and Ela	S. Dakota	8:00am	Boand
Sunday, August 4th	Pick-up Ride	TBD	TBD	TBD	TBD
Saturday, August 10th	RFTNIS	TBD	TBD	8:30 am	Scalzitti
Sunday, August 11th	Medota Sweet Corn Ride	TBD	TBD	8:30 am	Johnson
Tuesday, August 13th	General Meeting	Wauconda	J and D's	7:30 pm	Kirkpatrick
Tuesday August 20th	Board Meeting	Wauconda	J and D's	7:30 p m	Kirkpatrick
Tuesday, August 27th	Franks and Fries	Palatine	Tore and Lukes	6:30 pm	Scalzitti
Friday, August 30th-Sunday September 1	HD's 110th Anniversary	Milwaukee	Milwaukee	TBD	Kirkpatrick

All ride and event 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.

Submit your ad along with contact information to the ROAR editors at 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**

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

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