



ROAR

The Official Publication of the TOP CATS OF ILLINOIS

PRESIDENT'S PERSPECTIVE



Hello Top Cats,
Our club, Top Cats of Illinois was founded 22 years ago by Carl Virgo

Bender and others, and was established

as a place for business executives and owners to share their services amongst each other, support each other, network and to share their love of motorcycling together with organized, interesting rides done in a safe manner. Our club was founded with the principles of integrity, honor and compassion as we support N.I.S.R.A. and other causes over our 22 years of existence.

Recently we had a problem with an organization. We repeated our charity ride in the same way as we did in 2016 to the same place in the same format and while we were there and afterwards, they communicated to us that we failed to meet their requirements. This was, mind you, after full year without any adverse feedback from them on how the ride was done in 2016. Unbelievable!

I, your president, am representing the club in dealing with the consequences. But in a way we all are dealing with the consequences. Event riders and others in the motorcycling community are very curious about the situation. If asked, you all can offer a simple explanation which is just what I wrote above and is "We repeated a ride in the same format as the year before and after the event, the not for profit organization we led it to told us it did not meet their requirements, although those requirements were never communicated to the club".

We all should be proud of being members of Top Cats. We are an organization full of good people all of whom I am glad to say are my friends and I am happy to be with. Everyone one of you are representatives of the club and should be proud and unafraid to wear your colors and be a member of Top Cats of Illinois. I know I am.

Rock, Roll and ROAR!

Sincerely,
Mike Bradbury
President
Top Cats of Illinois

August, 2017

Volume 17, Issue 8

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Upcoming Events

AUGUST 1 LEAVE FOR STURGIS

AUGUST

8—13 POST STURGIS RIDE
15 GENERAL MEETING

SEPTEMBER

Talk to Gene Rigsby and get your ideas on



KAUTION KORNER



Mid-Summer Review

Reprinted from Press Enterprise

Following a few basic rules can help make the roads safer for motorcyclists and everyone out there with them, experts say. Here are five motorcycle safety tips that will help you to enjoy your riding days and tell the story for many years to come.

1. Dress properly

Before getting on the bike, riders should suit up in clothing that's durable and covers them from the helmet on down, said Allison Woods, who runs the *SoCal Motorcycle Training* school in San Bernardino and Palm Springs with her husband, Dave.

Look for a state Department of Transportation-approved helmet, long-sleeved jacket and pants with armor and abrasion-resistant fabric such as leather or heavy denim, footwear that covers the ankle, a face shield or goggles and gloves designed for the sport.

It may sound like too much in hot weather, Allison Woods said, but there's weather-appropriate gear with breathable mesh that still offers protection from road rash.

2. Don't push it

Be aware of your abilities as a rider and don't try to go beyond them, Dave Woods said.

Most people know when they're taking too big of a risk, he said. He also advised motorcyclists to take a training course and "Follow the rules of the road — they're there to protect everybody."

3. Be visible

Drivers in cars and trucks don't always see motorcycles, so wearing a white or light-colored helmet and gear with reflective tape or trim can make a rider more eye-catching. Dave Woods said he drives with his high beams on during the day and has extra lights on the front and back of his bike.

While riders shouldn't weave around unpredictably, moving a little and not staying in the same part of the lane can also get other drivers to take notice, Allison Woods added.

4. Use common sense

Remember where you are and don't do tricks or drive at high speeds in traffic.

"There's a time and a place to practice and do stunts, and that would be on a closed course or somewhere in a controlled environment and not on public roadways where everybody is," Allison Woods said.

Speeding is the second highest cause of motorcycle accidents, Cochran said. Just like pedestrians or bicyclists, motorcyclists are at a disadvantage in crashes with larger vehicles and should ride defensively.

"If they get into a crash, whether it's their fault or somebody else's fault, they're going to be at the losing end of it," Cochran said.

5. Avoid alcohol

Always drive sober.

The No. 1 cause of motorcycle crashes is riders driving under the influence of alcohol or drugs, Cochran said.

These suggestions on safe motorcycling are a reprint from an article by Alicia Robinson, published in the Press Enterprise on July 30th, 2017. Keep thinking Safety!



V.P.'s Vision

By: Gene 'Lucky' Rigsby



VP Vision: Aug, 2017

Hello Top Cats!!

I hope you are taking advantage of the remaining "long days" while they last. We are on the down side of the equinox and the days are getting shorter.

In case you didn't know, some of our Top Cats family and friends are on their way out to the Black Hills Bike Rally in Sturgis SD and will continue out west on to the post Sturgis ride. If you never been on this trip, I would highly recommend you sign up when you make the time to go. The rally is a bit much for me, but the sights in this part of the country like the black hills, Custer State Park, Deadwood, Mt Rushmore, the Crazy horse monument, etc... and my personal favorite, Spearfish Canyon.

Speaking of riding, we have had a lot of changes in our calendar due to some Road Captain conflicts so you may notice some rides removed. Keep your eyes open and check the calendar often (you should be seeing a blast as well). I know there is a ride to Galena in the works, a fall colors ride, a possible sunrise ride and maybe a couple more surprises.

And, don't forget, send me a note if you have a ride or event idea that you would like to share with your Top Cats family. Gene.rigsby@gmail.com

We'll take care of yourself and each other and next time you see me, ask me about but my latest adventure where I lived up to my road name, again.

Have a great month and plan to meet up at the September meeting!!!

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



Oil Spots

By Traveler



AMA to Celebrate 2017 Hall of Fame Inductees Sep. 22 in Columbus



The AMA Motorcycle Hall of Fame will welcome five

new inductees on Sept. 22 at the Greater Columbus Convention Center in Columbus, Ohio.

The ceremony, which takes place in conjunction with the American International Motorcycle Expo, will officially induct FMF Racing founder Donnie Emler Sr., off-road racing champion Eddie Lojak Sr., world motocross champion and Road 2 Recovery founder Bob Moore, racer and filmmaker Peter Starr and racer, team owner and publisher John Ulrich.

“Generations of riders have benefitted from their accomplishments or can appreciate their competitive talent,” said Ford. “The Hall of Fame will shine a little brighter this Sept. 22, when these five motorcyclists are enshrined for perpetuity.”

The Evel Knievel Museum: Now Open



It’s not something any shop or dealership can do, constructing a two-story addition to house a vast collection of artifacts related to the world’s most iconic daredevil. But Historic Harley-Davidson (HH-D) in Topeka, Kansas has pulled off precisely that and in splendid fashion.

Visitors access the new Evel Knievel Museum by a dedicated entrance, then, after two floors of authentic motorcycles, leathers, rare video footage and interactive features, they exit into the dealership showroom. Great planning, certainly, but the overall concept was far more serendipitous.



Third-generation HH-D owner Mike Patterson met collector, producer and entrepreneur Lathan McKay in 2015 after McKay had acquired Knievel’s “Big Red” Mack truck rig. Patterson boldly agreed to restore it, though he’d never worked on one, and as he learned about McKay’s growing collection he got an idea: Why not amass the artifacts in one place and create a destination?



See, a four-year-old Patterson saw Knievel jump at the Kansas State Fair

and he never forgot it. Shortly thereafter he was a national-number dirttrack racer, much like today’s athletes who still honor Knievel as the godfather of extreme sports.



The H H-D team (left to right): Museum Director Bruce Zimmerman, Museum Co-Founder and HH-D Owner Mike Patterson, HH-D General Manager Eli Geiger, and Amanda Beach, Museum Graphics & Marketing Director.

(Continued on page 5)



Oil Spots, Continued...

Yes, they developed in-kind partnerships with local businesses and hired pros for the sophisticated Bad To The Bones touch screen wall and Virtual Reality Jump, a fully immersive 4-D experience. The Plan-A-Jump interactive wall and Snake River Experience address STEM educational directives such as the SkyCycle's steam-power and the physics of a successful jump. What a way to teach science and engineering on school field trips!

With authenticity and passion, HH-D's Evel Knievel Museum extends American pop culture's fascination with the world's ultimate risk-taker and bone-breaker, engaging riders and non-riders alike.

Can Millennials Save the Motorcycle Industry?



For Fed Pacheco, it was a long journey from motocurious to motorcyclist. There was a ride years ago in Texas on his uncle's Suzuki Boulevard, not long after Pacheco had emigrated from Venezuela. A few years later, he decided to take a riding course and got his motorcycle license, though he still didn't pull the trigger. But when Honda unveiled its new Rebel 500 in November, the 27-year-old finally went all in.

"I just started obsessing about it, to be honest," he said. "The riding season was coming up and I thought 'You know what? Maybe, it's not that crazy.'" Pacheco traced one of the first Rebels on the market to a dealership in New Jersey, walked in and paid \$6,800 on the spot. The bike was still in its shipping box.

With a starting price of \$6,000, Honda's Rebel 500 is aimed at younger, first-time riders. Honda's Rebel is the latest entry in a parade of new bikes designed for first-time riders; almost every company in the motorcycle industry has scrambled to make one. They are smaller, lighter, and more affordable than most everything else at a dealership and probably wouldn't look out of place in the 1960s—

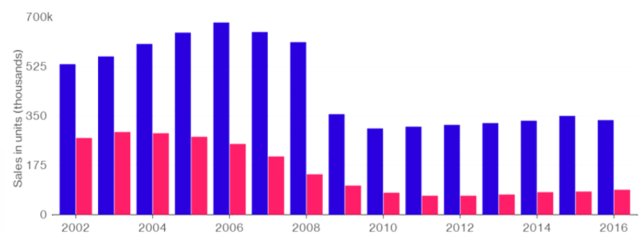
back when motorcycling was about the ride, not necessarily the bike. They are also bait for millennials, meant to lure them into the easy-rider lifestyle. If all goes as planned, these little rigs will help companies like Harley-Davidson coast for another 50 years.

"They're new motorcycles, but they're also new thinking," said Mark Hoyer, editor-in-chief of Cycle World magazine. "They're selling this perception of lifestyle ... it's a cultural movement; a rebranding of the whole motorcycle industry."

Not So Easy rider

Motorcycle sales have been largely stagnant since the Recession.

■ Road bikes ■ Offroad bikes



Source: Motorcycle Industry Council

Bloomberg

It's also the manufacturing equivalent of a mid-life crisis. Motorcycle sales in the U.S. peaked in 2006 at 716,268 and promptly started to skid. When the recession hit, the market went down hard. Bike sales fell by 41 percent in 2009 and another 14 percent the following year, according to the Motorcycle Industry Council. That's not surprising considering the economy at the time: A motorcycle is a picture of discretionary spending, and they can be tricky to finance even in a healthy credit market. Even now, with the stock market on a historic bull run and after the U.S. auto industry posted its best year on record, traffic in motorcycle stores has stayed slow. In 2016, U.S. customers rolled off with 371,403 new bikes, roughly half as many as a decade ago.

And then there's the generational time-bomb. In 2003, only about one-quarter of U.S. motorcycle riders were 50 or older. By 2014, it was close to half. The market has been cruising on a demographic that may only be able to buy one more bike.

Suddenly, bike-makers desperately need new riders and millennials, apparently, are the best hope. Not only are there more of them than GenXers, but they have a longer expected lifetime value, which is corporate way of saying they're a further away from needing a hip replacement.

(Continued on page 6)

Oil Spots, Continued...

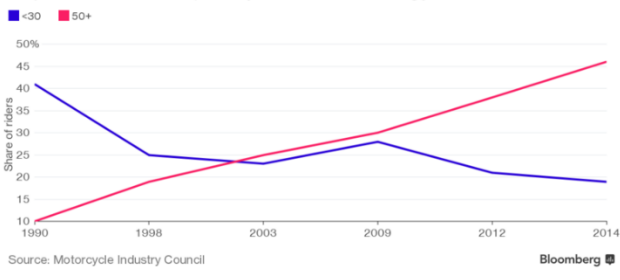


Harley-Davidson's Street 500 quickly turned its riding academies into a sales opportunity. Around 2010, bikemakers made a major strategic shift: Sturgis was out; Coachella was in. They needed something cool to show on the wealthy, quasi-hipster music scene, something far from the fat-fendered, chrome-soaked hogs buzzing around South Dakota. "Everybody is trying to do the same thing," said Lee Edmunds, manager of Honda's motorcycle marketing. "They're all realizing they need to have more people come in at an entry-level stage."

Harley-Davidson led the charge, perhaps because it dominates the U.S. market for large motorcycles and has the most to lose. Between 2006 and 2010, the number of big-engined Harleys registered in the U.S. plummeted by almost half. The company has hosted riding academies for first-timers since 2000, but it quickly ordered its engineers to design a true starter bike.

Ride or Die?

Despite a rash of small bikes, motorcycle brands are increasingly reliant on old customers.



Unveiled in 2013, the Street 500 resembles a conventional Harley in the way an Ivy League quarterback resembles an NFL lineman. The engine, just shy of 500cc, won't turn any heads in Daytona Beach or wake anyone up in suburbia. The seat sits relatively low to the ground and the whole package can be had for just under \$7,000. The Street 500 quickly became the standard kit in Harley's riding schools, which churn out 65,000 new riders a year.

"There was a requirement to be more relevant to urban environments," said Anoop Prakash, the company's director of U.S. marketing. "Prior to the Street, we certainly believed and knew many riders would start in another brand."

At about the same time, Kawasaki launched its Ninja 300, a subdued version of its famous sport bike. It has the same angry wasp styling, albeit with a much smaller powerplant and price tag—\$5,000; anti-lock brakes could be had for \$300 more.

In 2014, Ducati joined the first-timer fray with its Scrambler, resurrecting a sub-brand that it last made in 1974. The contemporary version is essentially an 803cc engine wrapped in six different trims, from a no-frills "Classic" to a stripped down café racer. The engineering lends itself to tinkering and Ducati encourages buyers to customize their Scramblers with add-on elements.

"We call it a naked bike," said Jason Chinnock, chief executive of Ducati North America. "It was trying to bring something to market that had a nod to the nostalgia, but also the simpler way motorcycling was approached in the 1970s."

About a year later, BMW pulled the cover off its G 310 R, a tidy, 350-pound version of its famous touring bikes. Anti-lock brakes are standard, and with a sticker price of \$4,750, it's less expensive than adding "smoke white" merino leather to one of BMW's 7-series sedans.



The base version of BMW's G 310 R costs \$4,750 and includes anti-lock brakes for a safer ride.

Finally, Honda rolled out the Rebel that Pacheco fell so hard for. Pacheco is cofounder of a Manhattan marketing shop called Hungry Studio—it's his job to know what a brand represents and what a product projects. In the end, the Honda felt more right to him than the Harley-Davidson that he learned to ride on. "It didn't feel cheesy to me at all; it felt tasteful," he explained. "And I could definitely tell they were advertising to people like me."

Make no mistake, the economics on these bikes isn't great. Profit margins are far fatter on something like a Honda Gold Wing F6B, an 844-pound locomotive that starts at \$20,500. But that swollen kit doesn't hold much street cred where Pacheco parks in Manhattan, in part because the folks buying those big cruisers are quickly transitioning from the roadhouse to the golf course.

The problem, however, with this sudden industry pivot to younger customers is that it may be coming too late.

(Continued on page 7)



Oil Spots, Continued

For years, it was too easy to just keep building bigger, more powerful bikes. “They got more complicated, more expensive and more intimidating,” said Edmunds at Honda. “For a long time, all the manufacturers could do that, because that baby boomer market was so huge.” Chinnock, at Ducati, calls it “the horsepower game.”

The new breed of small bikes, meanwhile, has quickly become the most promising part of the business. Between 2011 and 2016, sales of motorcycles with engines smaller than 600cc increased by 11.8 percent, while bigger, more powerful bikes managed only a 7.4 percent gain.

In its first full year its Scrambler was on the market, Ducati sold 15,000 of them—28 percent of its total business. “These riders were not looking at Scrambler as an entry to the world of Ducati; they looked at it as a whole new thing,” Chinnock said. “It’s kind of one of those business mistakes you’re OK with.”

Harley-Davidson, meanwhile, has a new marketing tagline: Nine bikes for under \$12,000. Prakash, the marketing chief, breaks it down to \$6 a day. Skip the latte; buy a bike.

Harley-Davidson roaring into the 'hood that the Chicago Cubs call home

A Harley Davidson store soon will be a neighbor of the Chicago Cubs.

Grand Rapids, Michigan-based [Fox Motors](#) will open a 10,000-square-foot Harley-Davidson store in the Addison & Clark, a mixed-use complex going up directly across the street from the Chicago Cubs' home ballpark Wrigley Field in the heart of the city's Lakeview neighborhood.



Fox Motors also owns two other Harley-Davidson (NYSE: HOG) stores in the Chicago area.

The new showroom at the corner of Sheffield Avenue and Addison Street will incorporate Harley-Davidson history in the decor. Oversized garage doors will open directly onto the street, and a year-round lineup of special events is planned.

The store will sell both new and used motorcycles, parts & accessories and Harley-Davidson-branded clothing, in addition to performing light maintenance.

Noted [Dan DeVos](#), chairman and CEO of [Fox Motors](#): “We see this as a great opportunity to serve the strong city riding community and introduce the iconic Harley brand to a new generation.”

Fox also operates Harley-Davidson retail stores in suburban Glenview and Libertyville, and a Fox Ford Lincoln dealership in the city's Lincoln Park-Bucktown neighborhood.

Added [John Bucksbaum](#), CEO of Bucksbaum Retail Properties that is developing the retail and apartment complex: “This 2.3-acre parcel of land is fast becoming one of Chicago's premier retail locations, and it's the perfect spot for Harley-Davidson to broaden its reach among Chicago-area consumers who demand top-notch retail options.”

The Addison & Clark complex, slated for completion in 2018, will include 148 apartments and 150,000 square feet of retail space. In addition to the Harley-Davidson store, the complex will include CMX Cinemas, a [Lucky Strike](#) venue, a [Shake Shack](#) restaurant, a baseball-focused apparel store called Baseballism, and not one, but two 7-Eleven convenience stores.

Margins Remain Strong for Harley in Q2, Retail Sales Lower Than Expected



Harley-Davidson worldwide retail motorcycle sales were down 6.7 percent in

the second quarter compared to the same period in 2016. Harley’s retail motorcycle sales in the U.S. were down 9.3 percent compared to the year-ago quarter, with the overall U.S. industry down for the same period. Its U.S. market share for the quarter was 48.5 percent in the 601cc-plus segment while international retail sales decreased 2.3 percent compared to the second quarter in 2016. And net income was \$258.9 million on consolidated revenue of \$1.77 billion versus net income of \$280.4 million on consolidated revenue of \$1.86 billion for the same period in 2016.

Continued on page 8)

Matt Levatich, president and CEO, Harley-Davidson said, “Given U.S. industry challenges in the second quarter and the importance of the supply and demand balance for our premium brand, we are lowering our full-year shipment and margin guidance.”

For the first six months, the company’s 2017 net income was \$445.2 million on consolidated revenue of \$3.27 billion compared to six-month 2016 net income of \$530.9 million on consolidated revenue of \$3.61 billion. Worldwide retail motorcycle sales were down 5.7 percent in the first six months from the same period in 2016.

“Our long-term strategy, focused on building the next generation of Harley-Davidson riders, is our true north. Our new product investment is one pillar of our long-term strategy to build riders globally and we are energized by the strength of our model year 2018 motorcycles coming later this summer,” said Levatich.

The company says its new retail motorcycle sales in the U.S. were down mostly due to weak industry conditions. New retail sales internationally were also down but generally in-line with company expectations for Q2.

Revenue from the motorcycles and related products segment was down in Q2 versus 2016 largely due to lower motorcycle shipments. Operating margin as a percent of revenue increased versus the prior year quarter primarily as a result of mix favorability driven by demand for the Milwaukee-Eight powered touring motorcycles and lower SG&A spending.

The Financial Services segment operating income was down 8.5 percent due to the full securitization gain on sale recognized during the second quarter of 2016 which did not recur in the second quarter of 2017.

Harley-Davidson Retail Motorcycle Sales
In units as reported by H-D dealers

	2 nd Quarter			Six Months		
	2017	2016	Change	2017	2016	Change
U.S.	49,668	54,786	(9.3)%	82,984	90,112	(7.9)%
Canada	3,827	3,813	0.4%	6,188	6,283	(1.5)%
Latin America	2,355	2,573	(8.5)%	4,697	4,459	5.3%
EMEA	17,230	17,513	(1.6)%	27,397	27,723	(1.2)%
Asia Pacific	8,308	8,581	(3.2)%	15,171	16,147	(6.0)%
International Total	31,720	32,480	(2.3)%	53,453	54,612	(2.1)%
Worldwide Total	81,388	87,266	(6.7)%	136,437	144,724	(5.7)%

Motorcycles and Related Products Segment Results
\$ in thousands

	2 nd Quarter			Six Months		
	2017	2016	Change	2017	2016	Change
Motorcycle Shipments (vehicles)	81,807	88,160	(7.2)%	152,638	171,196	(10.8)%
Revenue						
Motorcycles	\$1,270,433	\$1,330,632	(4.5)%	\$2,370,135	\$2,648,210	(10.5)%
Parts & Accessories	\$237,498	\$258,208	(8.0)%	\$406,523	\$441,913	(8.0)%
General Merchandise	\$63,017	\$75,757	(16.8)%	\$118,853	\$146,375	(18.8)%
Gross Margin	36.5%	36.4%	0.1pts	36.2%	36.9%	(0.7)pts
Operating Income	\$319,647	\$322,749	(1.0)%	\$558,489	\$655,206	(14.8)%
Operating Margin	20.3%	19.3%	1.0pts	19.2%	20.2%	(1.0)pts

The company reports that it now expects to ship between 241,000 and 246,000 motorcycles to dealers worldwide in 2017, which is down approximately 6 percent to 8 percent from 2016. Harley had previously provided full-year ship-

ment guidance of flat to down modestly in comparison to 2016. In the third quarter, the company expects to ship 39,000 to 44,000 motorcycles, which is down approximately 10 percent to 20 percent from 2016. The company now expects full-year 2017 operating margin to be down approximately 1 percentage point compared to 2016.

Justice Department expected to drop \$3 million Harley-Davidson emissions penalty: sources



The U.S. Justice Department is expected to announce this week it is dropping a requirement that Harley-Davidson Inc spend \$3 million to reduce air

pollution as part of a settlement the Obama administration announced in August, sources briefed on the matter said.

Last year, the Milwaukee-based motorcycle maker agreed to pay a \$12 million civil fine and stop selling illegal after-market devices that cause its vehicles to emit too much pollution as part of a federal court consent decree. It also agreed to spend about \$3 million and enter into an agreement with the American Lung Association of the North-east to retrofit or replace wood-burning appliances with cleaner stoves.

The consent decree has not been finalized by a federal court. Last month, U.S. Attorney General Jeff Sessions barred legal settlements in federal investigations that include donating funds to community organizations or other third-party groups, rather than paying those directly harmed by the wrongdoing or involved in the cases.

The expected reversal marks the first time the Trump administration has rejected part of an Obama administration Justice Department vehicle emissions settlement. It comes as some members of Congress and conservative legal groups have said the funds in the Harley-Davidson settlement and other cases should go to taxpayers and not an outside group.

The Justice Department plans to refile the proposed consent decree without the \$3 million mitigation project. The revised decree will need to be approved by a federal judge in Washington. A Harley-Davidson spokeswoman and a Justice Department spokesman declined to comment.

(Continued on page 9)



The settlement resolved allegations that Harley sold roughly 340,000 "super tuners" enabling motorcycles since 2008 to pollute the air at levels greater than what the company certified.



Harley did not admit liability, and said previously it disagreed with the government, arguing that the tuners were designed and sold to be used in "competition only."

However, the Environmental Protection Agency said last year that the vast majority of these tuners were used on public roads.

According to the government, the sale of such "defeat devices" violated the federal Clean Air Act. Harley was also accused of selling more than 12,600 motorcycles that were not covered by an EPA certification governing clean air compliance.

The settlement required Harley to stop selling the super tuners by last August and buy back and destroy all such tuners in stock at dealerships.

The EPA said the modified settings increase power and performance, but also increased the motorcycles' emissions of hydrocarbons and nitrogen oxides.

The settlement came amid greater scrutiny on emissions and "defeat devices" by U.S. regulators after Volkswagen AG admitted to using illegal software to evade U.S. emissions standards in nearly 600,000 U.S. vehicles in September 2015.

The Sessions' policy would likely have barred part of the EPA diesel emissions settlement with Volkswagen, which requires the German automaker to invest \$2 billion in zero emission vehicle efforts over 10 years, government officials said.

[Indian Scout motorcycle gets custom BSA look, and that's not even the best part....](#)



The crowd wasn't the only thing roaring at tonight's 2017 National Jamboree opening show.

Among the night's highlights was an epic entrance from BSA Chief Scout Executive Mike Surbaugh, who rode an Eagle Scout-themed motorcycle onto the stage.

This wasn't just any motorcycle. It was a one-of-a-kind Indian Scout motorcycle customized to honor the National Eagle Scout Association.

Indian, now a brand of Polaris Industries, has been making top-quality motorcycles since 1901. But they've never made one quite like this.



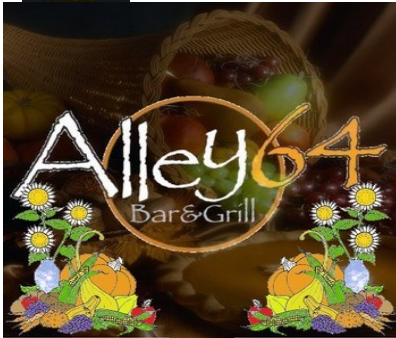
The bike features an eye-catching red, white and blue paint job. BSA and NESA logos flank a hand-airbrushed image of an eagle. The Music City Indian Motorcycle dealership in Nashville, Tenn., helmed by general manager Kameron Austutz, created the

rolling work of art.

Don't look for this artwork in any museum. And don't look for it in our Chief's garage — as much as he might want to keep the bike. The customized motorcycle will be auctioned off on Sept. 8 in Dallas. Proceeds from the sale will benefit the NESA World Explorers fund, which sends Eagle Scouts around the world to do meaningful research.



ROAR



Alley 64
2001 N. Rand Rd, Palatine, Illinois

**GENERAL MEMBERSHIP
MEETING MINUTES
JULY 11TH , 2017**

Submitted by Mary Kirkpatrick

President: Mike Bradbury

7:30 pm, Meeting called to order and members were asked to stand and recite the Pledge of Allegiance.



This night was a different night! Tacos for all and a night to enjoy the company of fellow Top Cats! Check out the smiles!



(Continued on pg 11)



General Meeting, continued...



15 - Mano Gawat
16- Jane Smith
24 - Greg Smith and
Bob Morrison

Birthdays and Anniversaries!

Happy Days to our Top Cats Celebrities
for July!

Let us know your special Dates so that
we can celebrate with you!



28th -
Gene and Noelle Rigsby



Top Cats Buy, Sell, Trade....

The best way to ensure good quality at fair prices!

1970 Triumph Bonneville T120R

Immaculate and 99% original, iconic Triumph Bonneville, 650cc. Restored engine with 4+ hours on it. 4,900 original miles. New period paint, original parts with no upgrades, Perfect condition and ready to roll. \$7,500. Contact Traveler: wkirkpa177@aol.com



GREAT DEALS!



Harley Davidson XL Sportster.

883cc. VERY clean and fast. 10,000 miles. Custom paint, engine upgrades, S&S Super E carburetor, windscreen, passenger seat and backrest. Good tires, major service performed. Ready to roll. \$3,600.

Contact Traveler: wkirkpa177@aol.com





TOP CATS BUSINESS MART

BUSINESSES OWNED AND/OR MANAGED BY TOP CATS MEMBERS

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*See Mary Kirkpatrick for
Information*

Support the TOP CATS Patrons



Top Cats Get 15% Off Certain Parts and Merchandise at Woodstock and McHenry Harley-Davidson



Top Cats Get 15% Off Certain Parts and Merchandise at City Limits Harley-Davidson

GRASS Classes are held at the Keller -Williams Offices!

Thanks, Greg for supporting our Top Cat's Safety Class!

Membership Has Its Privileges!

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



Greg Smith

Keller - Williams Realty

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

**800 E Northwest Hwy
Palatine, Illinois 60074
847-241-2200**

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.

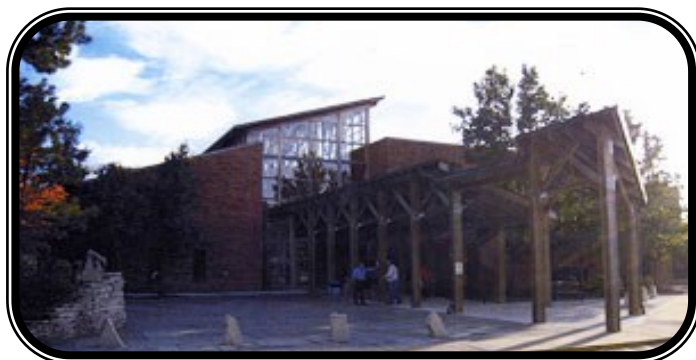
If you have an interest in becoming Top Cats Historian or being a part of this activity please contact Dennis P. (*Wombat*) Dougherty at wombat@dpdougherty.com



RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, August 1	Sturgis	Mc Donalds Lake Zurich	Sturgis, SD	8:00 am	Boand
Tuesday, August 8th—13th	Post Sturgis	Colorado, Rt 66 and more!	Final Destination: Home	8:00 am	Kirkpatrick
Tuesday, August 1	General Meeting	CANCELLED	Alley 64	7:30 pm	Bradbury
Tuesday, September 5th	General Meeting	Palatine	Alley 64	7:30	Bradbury
Sunday, August 24th	Memorial Ride	TBD	TBD	TBD	Case

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



Barrington Library

Location and Hours
505 N. Northwest Highway
Barrington, IL 60010

847-382-1300
balibrary.org

See the Top Cats Archive

FREE ADVERTISING in ROAR for TOP CATS Business Owners

Attention all Top Cats business owners!

As part of our ongoing philosophy to support our members and goal to provide a more value-rich publication, we are now offering free advertising space in ROAR for Top Cats business owners.

Each business owner can submit advertising content and graphics up to 2 X 3.5 inches (Business Card size) for their company.

We will run the ad for 3 months after which you will need to resubmit it.

This offer is for Top Cats business owners only. We are not accepting advertising for other businesses at this time.

Submit your ad along with contact information to the ROAR editors at ROAR@TOPCATS.org



ROAR



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

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

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For questions or to submit comments or articles for publication, contact the editors at ROAR@TOPCATS.org