



ROAR

The Official Publication of the TOP CATS OF ILLINOIS

PRESIDENT'S PERSPECTIVE



As I write this, we have had 4 consecutive days of over 90+ high temperatures setting new records. While September 22nd was the official start of fall, it sure feels like summer. And you know what that means? More time to ride our motorcycles!

In September we had Greg Smith, Senior Road Captain, lead "The Wright Ride". I did not have the pleasure of doing this with him and his riders, but I hear that it was a very interesting ride and a great example of some of the variety of interesting rides you can do with the Top Cats.

Another recent ride, called The Memorial Ride, was lead by Senior Road Captain and Director, Ric Case. This ride was intended to memorialize Top Cats who are no longer with us and involved doing local roads to a local lunch stop. Another great example of ways we can ride and socialize together. And another unfortunate example where your president had to work instead of ride albeit I was able to meet them for lunch and enjoy their company!

It is that time of year where our 2018 membership fees are due for payment by 10/31. Our treasurer, Nolle Rigsby has been working hard to issue the mailers so please respond asap and pay your dues. The costs

are the same; \$75 for individual membership and \$130 for family membership. I hope you all will join us for another great year of socializing and riding great safe, organized rides together as Top Cats!

Also, at the December general meeting, we will be voting to select (or re-select)

current and new officers and directors to help support and run the

club. As long as you are an active member in good standing, this is your opportunity to vote and make a difference. You too can offer your support and assistance in running our fine club. It is an honor not just to be a member, but to step up and be a bigger part of our club in maintaining a great tradition of over 22 years of group riding safety, providing support for our charity N.I.S.R.A. and forging a greater legacy with the Top Cats of Illinois.

Your President and Proud Top Cats Member,

MIKE BRADBURY



October, 2017

Volume 17, Issue 10

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Upcoming Events

OCTOBER

3 GENERAL MEETING
7-8 RIDING THE EDGE W/ TM
10 BOARD MEETING

NOVEMBER

7 GENERAL MEETING
TBD SHOOT-OUT
18—NISRA FASHION SHOW

Talk to Gene Rigsby
and get your ideas on





KAUTION KORNER



Riding with Age ... and Grace

Thinking about the Changes That come with Age

By: Mary Kirkpatrick



With my 60th birthday in the rearview mirror and many of my good friends looking at more candles than you can easily count, it seems to be a good time to address the question of when to make some changes to the riding schedule...



maybe even the riding equipment. It's a tough topic, but an essential one when dealing with safety and age. For those of you who cut your transportation teeth on two wheels, possibly a Marman Twin or a Harley-Davidson 'Hummer', the thought of three wheels just doesn't sit well.



But, for the safety of you and your loved ones on two wheels, this topic is an important one. There is a website for aging **Drivers** that has a great deal of information on making safe decisions for being on the road as we get older. . Much of the information can apply to **Riders** as well. There are cognitive tests that you can use to evaluate your skills on your own, as well as services that will work with you to make the decisions for the future. There are also movements in the political healthcare arena that will guide physicians and optometrists to report those who are not self-regulating in this area, but take control... because WE want to be sure that WE are making the decisions for OWN future! To assist with the thought process, there are many sources. Family, friends, doctors and online sources. The following information was gathered from the CHORUS website. **CHORUS** stands for Clearinghouse for Older Road User's Safety. We can use this to begin building into our thinking the importance of making decisions that include our aging bodies and minds. As we add these to our discussions for Rider Safety, we will be establishing a good foundation of safety for bikers today in one of those areas that we often-times try to avoid... Aging. Aging has many challenges that we have to face as conscientious motorcycle enthusiasts. CHORUS has many topics that are important to all aging Americans, but here are a few ideas to get started for us in the motorcycle community.

When concerned about riding, for yourself or a loved one, the first step is a medical checkup. Have a vision check making sure your glasses prescription is up to date and conditions such as cataracts or glaucoma are monitored. Check in with your physician about medications, feelings of depression or fatigue, and ask specifically how your medical conditions might challenge your abilities to safely operate "heavy machinery" which includes a motorcycle! If you are looking for an individualized assessment of both strengths and limitations with the focus on determining what options are available to stay on the road, the comprehensive driving evaluation is the service to request. The driving evaluation moves the question from worry to facts! With the evaluation results, you can better understand how and why these changes affect your riding and discover new strategies or tips you can use to keep your riding skills sharp.

(Continued on page 3)



Kaution Korner, Cont

One of the easier areas to address is a medical condition or physical limitation that has created a loss of range of motion, flexibility or strength in your arms or legs. The evaluation will provide you with a plan of rehabilitation and/or assistive equipment, if appropriate. And, this plan may help you begin to think about your transportation future, particularly valuable for riders who want more control as they plan ahead for the changes that may come with progressive conditions.

It is important that we begin this process and self-regulate. Self-Regulation refers to the ability to modify or adjust driving pattern by riding less or intentionally avoiding challenging situations in response to declining abilities. Self-regulation is one way to help riders maintain independence and extend the period over which they can safely ride. The more experienced riders use self-regulation to compensate for declining health or loss of functional abilities that can compromise riding. It is important because as we age, the fact is that we experience age-related changes in perceptual, cognitive and motor performances. These occur naturally and gradually over our life-span. Therefore, as we age we are faced with the challenge of making the appropriate stage adjustments in order to maintain an active level of performance.

The advantage of self-regulating includes the fact that we lessen the burden on society to intervene. For example, voluntary self-restriction by older riders could lessen the need for mandatory restrictions by licensing agencies, who may move to prohibit riding at night, during rush hour, on major highways, or long distances from home. As a result, appropriate self-regulation serves as a useful strategy that can not only benefit riders directly, but also society at large.

There are three different types of self-regulation that include Strategic, Tactical and Life-Goal. **Strategic** self-regulation has to do with decisions made by riders before they actually embark on a trip, for example, the decision to not take a trip at all or to avoid situations considered to be challenging such as riding at night, during heavy traffic, or on a freeway. **Tactical** self-regulation happens when riders are actually on the road, for example, maneuvering out of traffic and avoiding on-board distractions, such as listening to the radio, eating or drinking, and using directional equipment such as a GPS. The third self-regulation type, **Life-Goal**, has to do with larger decisions in life, such as where to live in relation to destinations of choice or what kind of bike to ride. We are seeing many more trikes on the roads and this is a great option for anyone faced with age-related challenges.

If we don't self-regulate, there may be limitations imposed upon the biking community by laws as mentioned above. There are already guidelines used by Health providers who routinely care for patients whose ability to operate a motor vehicle is compromised by a physical or cognitive condition. To ensure the safety of all who share the roads, health professionals and caregivers are called upon to identify conditions that might compromise the driving abilities of patients and people under their care. As a result, health providers are often faced with the responsibility of deciding if they should report the unsafe driver to their state Department of Motor Vehicle (DMV).

We are all going to face this at some time... For those of us in this category now, it is important that we realize the far-reaching impact of our decisions and set an example for those who are younger. It may mean passing on a longer ride, staying off of challenging roadways, or going out to purchase a trike. It means being realistic and looking at all options in light of our changing abilities. Tired of the topic? Take a quick nap and come back to it later... But, the realities are here and there is no way to avoid having to face the aging realities of motorcycle riding. And with a little creativity... who knows what crazy, interesting rides we will see!

Stay safe.

For more reading on this topic, you can go to WWW.ROADSAFESEN-IORS.ORG. The information found in this article was taken from this website, and there is much more of interest on the topic of road safety.



V.P.'s Vision

By: Gene 'Lucky' Rigsby

Hello Top Cats!!

Fall is upon us, which means great riding weather, allowing us to gear up properly without feeling the heat. And, we are fortunate to have a great opportunity to ride

together again coming up in the very near future.

As I mentioned last month (indirectly), Ted Makarewicz has planned a ride to Indiana for October 7 – 8. The route looks great. The locations we are visiting



look great, and most importantly, the weather is looking great. We should have comfortable conditions (at least per the forecast now). Blasts for this ride have been sent out and there will be one more reminder to RSVP and book your room. Let me know if you have not received the blasts (gene.rigsby@gmail.com).

Though the riding season is slowing down now and soon, and at least for most will end. We will continue to have opportunities throughout the off season to stay connected. Keep an eye on the calendar and be on the lookout for the blasts as updates or additions are made. Send me a note if you have an idea for an event that you would like to share with your Top Cats family.

Speaking of the Top Cats family and the camaraderie we share, I recently started to question the future of the unity I have seen for so long within the motorcycling community. This season I had a few encounters with riders that projected a vision of separation and highlighted the lack of respect for riding and more so for themselves, which was pronounced by their lack of consideration to others.

I am happy to say, I was riding out to Greg Smith's ride a couple weeks back and more recently to Ric's Memorial Ride and I found that the riding community is still unified and what I had seen this season was isolated to a few bad apples and not a trend. One profound indicator was provided by a rider that was turning left in front of me while I waited at a traffic light. He waived hello to me mid turn, which brought a smile to my face and kicked, what turned out to be a great day of riding and friends, off right.



Have a great month and plan to meet up at the October 4th meeting!!!

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



Oil Spots

By Traveler



Celebrating 60 Years of Sportsters



By the late-1950s, demand had grown in the American market for a middleweight motorcycle with outstanding capability and versatility. With British

bikes surging in popularity, Harley-Davidson countered. For 1957 it offered the XL Sportster, which many consider the first superbike and finest street motorcycle ever built. In fact, the Sportster has been in constant production for 60 years, with six models in Harley's current lineup.

Harley-Davidson had long made middleweight bikes, as exemplified by the 1929 D-series, which used a 742-cc flathead V-twin. The 1952 K-series had an advanced chassis and suspension but used an 888-cc flathead that struggled to match performance of British bikes' overhead-valve 650-cc parallel twins.



The K-series provided the basis for the Sportster, and the new bike brought with it a new overhead-valve engine. For \$1,103—a \$78 increase over the KH—the '57 Sportster flaunted a stripped-down look on a compact 57-inch wheelbase. It emphasized the new 45-degree V-twin. In a nice flourish, the Sportster name

was embossed on the bottom case.

The next year, the Sportster lineup added models and potency. The XLH had a higher-compression engine, while the XLCH offered newfound potential in track and trials events. This "Competition Hot" model had staggered dual pipes, peanut tank, and bobbed rear fender. In 1959, it sold for \$1,285.

How formidable was the Sportster? *Cycle World* reported 122 mph as its top speed in 1962, but many wondered if that test was dubious. Nevertheless, the magazine concluded the XLCH "is clearly the fastest mass-produced motorcycle we have had."

Harley-Davidson also experimented with different styling, so the Sportster XLCH donned a long dual saddle and white grips in 1964. The '67 SLH tourer had a white saddle and passenger backrest, as well as a gaudy headlamp nacelle.

Even as the Japanese multi-cylinder revolution began, Sportster sales kept pace in the expanding market, soaring to 8,500 units in 1970. Harley remained competitive on the track, and Evel Knievel

soared from ramp to ramp on an XR 750, giving the brand a cool factor (until the daredevil and a couple of henchmen assaulted a promoter with a baseball bat). The big shocker was the 1977 XLCR 1000, a café racer from the land of bratwurst and Pabst. This Sportster was so advanced it had siamesed pipes, front- and rear-disc brakes, and a bubble fairing. Curious but not popular. Sportster buyers wanted the all-American engine-with-two-wheels look, and the XLCR went away.



XLCR CAFE RACER

(Continued on page 6)

**Oil Spots, Continued...**

As always, the quest continued for more power. In 1972, engine displacement increased to 997 cc. Then in 1986, after a period of mismanagement, Harley brought out its Evolution engine in medium (883-cc) and large (1,200-cc, eventually) displacements for the Sportster. Extensive use of aluminum resulted in a lighter, tighter, and more durable engine with better heat dissipation.

Harley took another risk in 1988 with the Sportster XLH 883 Hugger, a low-seat variant meant to entice new riders who may have previously been rear passengers. And the company explored trends and pushed the limits, as seen in such creations as the XR 1000, a racy streetbike, and the XL 1200N Nightster, with rat-rod styling.

Today's Sportsters comprise six models, ranging from the XL 1200T SuperLow touring bike to the XL 1200X Forty-Eight, which Harley calls an "urban brawler."

Entering its seventh decade, the Sportster appeals more than ever, and that just shows the soundness of the original superbike's formula.

TOP 1 ACK ATTACK Retains World's Fastest Motorcycle Title

From the beginning, the Top of the World Landspeed Trial was a pioneering achievement and a logistical challenge of epic proportions.



Chief Engineer Mike Akatiff and rider Rocky Robinson took the TOP 1 ACK ATTACK to Salar De Uyuni salt flats high in the Bolivian Andes with the express goal of exceeding 400 mph and breaking the team's own LSR mark of 376.363 mph set in 2010.

"No wind, perfect salt... No reason it wouldn't go over 400 mph," said Akatiff when they finally were able to unload the 20-foot, twin-engined streamliner. No reason except for Bolivian salt gremlins.

On August 5th at 1 a.m. — three weeks later than scheduled, the trailer containing the ACK ATTACK finally arrived. "Our container arrived 3 days into the

Top Of The World Land Speed Trial's very limited window so we were only able to run 2 days and simply didn't have enough time to sort out our complex machine," added Rocky Robinson. "We didn't achieve our goal, but still have a lot to be thankful about." While they didn't go 400 mph, Robinson says they did go faster than their own existing Land Speed Record.



"Our best pass we ran 378 mph before blowing off the turbo manifold a half mile before the lights," he said. "I coasted dead stick through the lights at 338 mph. Another pass we shredded a rear tire and then had another manifold blow out. I even overshot the pits one time by a 1/4 mile and stopped in the middle of the rough, unprepared salt." There was also the run where the outrigger wheels failed to engage and the ACK ATTACK tipped over as Robinson coasted into the pits.

"We went 5,000 miles to one of more remote places on the planet in an attempt to raise the bar on our own record," said Top 1 President Joe Ryan. "Unfortunately, time and logistical challenges prevented us from attaining our goal of surpassing the magical 400mph (643 kph) barrier on the last try, but we still have the record and TOP1 will forever be remembered for having the guts to make the commitment to bring attention to perhaps the next major venue for land speed racing."

At nearly 12,000 feet (3,656 meters) above sea level, the Salar de Uyuni offers perfect salt conditions, no wind and miles of run-off room that LSR teams in Bonneville can only dream about. And several records were set at the Top Of The World Landspeed Trial, including Al Lamb riding his turbocharged Honda CBR 1000 to 265.8 mph and Nick Genet piloting a naturally aspirated Aprilia RSV4 with the fairing removed to a 192.8 mph record.

(Continued on page 7)



Oil Spots, Continued

"Thank you to our general and leader Mike Akatiff," said TOP 1 President, Joe Ryan. "You are my mentor and inspiration. I cannot be more proud of the entire team.



We didn't get our record but I feel very strongly we have a great story to share with the world!"

The record set by TOP 1 ACK ATTACK in 2010 still stands... for now. To be the best, you have to beat the best and Mike Akatiff's ACK ATTACK is still the best with a motorcycle land-speed record of 376.363 mph. "This is historic," said Akatiff. "Coming to Boliva is something I'll never forget!"

Labor unions end partnership agreement with Harley-Davidson



Two labor unions that represent most of the production employees at Harley-Davidson Inc. say they've terminated an agreement with the com-

pany that had fostered collaboration and joint decisions on a wide range of issues.

The United Steelworkers and the International Association of Machinists and Aerospace Workers say ending the agreement, which was in place for 22 years, sends a message that relations with Milwaukee-based Harley have soured.

"It has become apparent to me that for the last seven years Harley-Davidson has been, and continues to, systematically dismantle its hourly workforce through various means," said Robert Martinez Jr., president of the International Association of Machinists and Aerospace Workers.



Courtesy of Harley-Davidson

Employees are still covered under the current union contracts, and nothing in those contracts has changed, yet the written collaboration agreement was important, according to Martinez.

"It worked well for many years. But Harley-Davidson has changed their di-

rection on the way they've communicated with, and dealt with, our leadership teams in the plants," he said. "Harley would just unilaterally make decisions on what they were going to do," without the unions' endorsement, he added.

Harley-Davidson spokeswoman Patricia Sweeney said the unions' decision to pull out of the agreement won't change the company's approach to dealing with workplace issues.

"We will continue to work very closely with (the unions) to resolve issues, to address challenges, and to make improvements that are really important in helping move the business forward. And just as importantly we remain committed to working with the international union leadership as well," Sweeney said.

In May, Harley-Davidson upset the unions when it announced plans to operate a motorcycle assembly plant in Thailand. The company said the plant, scheduled to open in 2018, wouldn't result in any U.S. job losses and that it would assemble bikes from components produced at U.S. facilities.

However, union officials argued it would take work from the United States and that it was one of multiple steps the company had taken to weaken its unionized workforce. "Building motorcycles abroad is a slap in the face to every one of our members. We find it appalling that the company continues to dismantle what we built up for all these years," Martinez said.

(Continued on page 8)

Oil Spots, Continued



The Thailand plant is necessary, Sweeney said, as Asia is one of Harley's fastest-growing markets and the Thailand tariff on motorcycles assembled in the U.S. is about 60%.

The growth overseas comes as the U.S. motorcycle market has been in sharp decline, and analysts say the outlook isn't very promising.

"We have been working very hard to reverse the declining trend, but we have also had to make difficult adjustments that impact many employees in the U.S.," Sweeney said about layoffs and furloughs at the plants here.

Union officials cited job losses and the use of seasonal, temporary employees in the motorcycle factories as two of their top concerns.



"When we had 2,000 members in York, Pa., in 2010, and today there are only 600, there's a problem," Martinez said.

Temporary furloughs are expected at the plants this fall, including the Menomonee Falls factory that employs about 1,000 production workers. The company also is eliminating about 180 production jobs, with the Menomonee Falls and Kansas City locations expected to be hit the hardest.

"Certainly it's been tough on our union employees, given the number of layoffs that we've had and down days. And we recognize that has had a significant personal and financial impact on them," Sweeney said. The company needs to grow its way out of the slump, according to Sweeney.

"We believe that if we can bring new riders into the sport, here in the U.S. and internationally, that is going to result in company growth. And that growth is

the only path to reverse the conditions we have been facing over the last couple of years," she said. Union leaders said they met with Harley-Davidson CEO Matt Levatich on Monday. Levatich agreed to work with them to resolve staffing issues, according to the unions.

"I guess we will just have to wait and see what happens and what he means," said Steelworkers spokesman Wayne Ranick. "Things aren't working like they have in the past. ... This partnership has broken down," Ranick said.

Until now, union leaders said, the partnership was helpful in settling workplace issues that otherwise could have escalated. "The intent was to be interactive, and not just in solving problems but also in things like production improvements and to really encourage people to step up and talk about how to make things better," Ranick said.

The unions say they're willing to reinstate the agreement if the company addresses issues such as job security. "Both unions strongly believe that seniority has to count for something when it comes to job security, instead of leaving it to management discretion alone," Martinez said. The use of temporary, seasonal employees also needs to be resolved, according to union leaders.

"There is no way I will put this agreement back in place until then," Martinez said.

[Honda Bringing a Self-Balancing Electric Motorcycle to Tokyo Motor Show](#)



You might remember the self-balancing motorcycle Honda brought to CES earlier this year, but Big Red is apparently taking that idea to the next level.

According to [Motorcycle.com](#), the powersports giant has taken that same technology and applied it to a new all-electric concept.

(Continued on page 9)



Oil Spots, Continued



The original self-balancing bike can keep itself balanced at a stop or at low speeds without using gyroscopes. That doesn't mean it's impossible to fall on a Honda Riding Assist, but it means it can keep itself upright at a stop light without requiring you to put your feet down on the road.



under the seat with a drive shaft housed inside the swingarm sending power to the rear wheel. The charging port is under the seat on the left side of the bike and there's a rear-facing radiator mounted behind the electric motor.

That's about all we know so far about the Honda Riding Assist-e. For more details like range, power, and real-life availability, we'll have to wait until the [Tokyo Motor Show](#) begins on October 25. Production is far from confirmed, but the fact that it's based on a real motorcycle and looks somewhat production-ready are good signs.

The self-balancing technology was actually developed by Honda's robotics division, not [Honda Motorcycles](#). The

Riding on the Edge with Ted From Urban Clamor to Country Serenity!



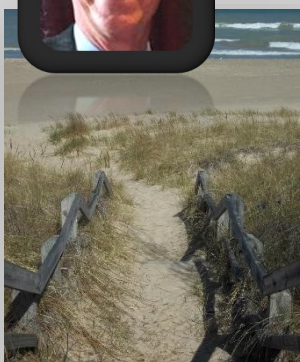
Saturday and Sunday,
October 7-8, 2017

Meet: Saturday, Oct. 7. Hinsdale Oasis at 8:30 am. KSU at 9:00am

Reservations must be made at: Farmstead Inn and Conference Center located at 370 S. Van Buren St. Shipshewana, IN. The phone number is (260) 768-4595.

Reservations are under Ted Makarewicz and will cost Approximately \$100 for the night.

Return: Sunday, Oct. 8. Approximately 3:00 pm.



This is an overnight ride from Chicago to Shipshewana, Indiana riding on "the Edges." We will meet at the Hinsdale Oasis at 8:30 a.m. and kickstands up at 9:00 a.m. Sharp! We will precede south on 294 to Interstate 55 and exit towards Chicago. We will be on 55 for approximately 1 mile and exit off on LaGrange Road South (Rt. 45). We will proceed to Rt. 12 and make a left. This is the beginning of our ride on the Edges. We will stay on Rt. 12 which is 95th Street all the way to the lake and cross into Indiana. Rt. 12 goes along the Edge of the lake including such places as Whiting, Hammond and Gary (Urban Clamor).



Rt. 12 then proceeds through (Country Serenity) to Ogden Dunes, Beverly Shores, Michigan City, Long Beach, Michiana Shores and then into Michigan. We stay on Rt. 12 pass New Buffalo and head east. We are now at the bottom or Edge of Michigan parallel to the border of Indiana.

We proceed on Rt. 12 for approximately 75 miles and wind-up back in Indiana to the Amish town of Shipshewana with a quant life style and horse drawn buggies. There will be a Fall Crafters Fair in town that weekend with quilters, carvers, painters, cloggers, musicians and crafters along with entertainment. Join us! There's always room for one more!



FALL
CRAFTER'S
FAIR





Respectfully Submitted by:
Ron Kostus, Top Cat Secretary

GENERAL MEMBERSHIP

MEETING MINUTES

SEPTEMBER 5TH, 2017



President's Section: Mike Bradbury

7:30 pm - Meeting was called to order

★ The members were asked to stand and recite the Pledge of Allegiance

★ Birthday/Anniversary Announcements for this month were made by Mike Bradbury

11- Mary Kirkpatrick – Happy Birthday

4 -Mary and Wayne Kirkpatrick – Happy Anniversary

22- John And Jamie Curry – Happy Anniversary

Safety: Ric Case

★ Final GRASS class for the year to be held on 10/22 were reviewed. It will be held at Keller Williams and is open to anyone that would like to attend. Last chance in 2017 for Top Cats to fulfill ride requirement.

★ Kaution Korner was presented by **Jim Purcell**; “**Things to consider before taking a long x-country trip.**” See detailed article presented by Jim in the September “Roar”.

★ **Bike accident: President Bradbury** commented that after a serious accident out West member **Jim Chavier** has returned home and is recovering. Flowers sent by TC's were appreciated. Jim would like to hear from club members.

Past President: Wayne Kirkpatrick

★ Wayne asked members of this year's Sturgis + ride to comment on their experiences. Wayne K., Mary K., Jim and Lisa P. Ozzie and Bard B. commented on numerous new experiences and challenges encountered on this trip.

★ Bard Boand commented that the Alex Johnson Hotel will maintain the current room rates for the 2018 event in Sturgis. He stressed that it is becoming harder to maintain these rates due to the lack of participation.

Activities: Gene Rigsby

- Sept. 9th. Wright Ride – Greg Smith – SC Johnson – Racine, WI.
- Sept. 10th. Charity ride – Woodstock Harley – Frank Dugan
- Sept. 17th. Rolling Thunder escorted memorial ride from N. Chicago VA Hospital.
- Sept. 24th. Memorial Ride – Rick Case – members who passed memorial ride.
- Oct. 7th & 8th. Riding on the Edge – Ted Makarewicz
- Oct. 22nd. Last Grass class – Ric Case

Meeting Speaker – none at this meeting

Membership: Emil Kornecki , Nicole Rigsby

★ Emil Kornecki suggested he may have a new member for the club, nothing positive as yet.

Treasurer: Nicole Rigsby – membership dues are due by October 31st. Invoices are being sent out.

Products: Jim and Lisa Purcell

• Available at the meeting, Men's, Women sized t-shirts and baseball caps:

o T-Shirts; M, L, XL; \$18 each T-Shirts; XXL; \$22 each Long Sleeves; \$22
Decals: \$3 Caps; \$15

50 / 50 Raffle : Winner – Rick Case! - donated his winnings to the Charity!

No monthly meeting Photo by Bob Morrison; Bob was absent this meeting.

Meeting was adjourned by Mike Bradbury at 9:00.



ELECTIONS 2017....

By Traveler



Annually we have the opportunity to either vote to confirm a slate or to choose candidates for our Board of Directors and our Executive Committee for the coming year. Annually, we verify our members who are eligible to vote and who are eligible to run for office based on Club participation, dues, GRASS attendance, committee service, etc, consistent with our Bylaws.

As we approach this key, and critical, Club event all of us should be reminded of the impact of our vote....

Ideally, with our vote we are continuing the great legacy of Top Cats – Illinois into our 22d year and selecting the best possible candidates to run our Club consistent with our By Laws. Ideally, each of us will cast our vote to select or confirm candidates based on their proven performance, dedication, and contributions to the Club. Ideally, our selections will not be based on personal friendships alone, animosity, or in retaliation toward the Club, its leadership, or its members.

When you find yourself faced with a selection decision, simply look at your choices and determine 1.) Who has the best interest of the Club at heart, 2.) Who has a proven record of dedication to the Club, 3.) Who has the experience for that particular position and, 4.) If all else is a tie, ask yourself who you see at every ride, every meeting, every committee activity, every Club event, and every charity ride. That should help you decide.

NOMINATIONS. We have a wealth of eligible candidates this year and we are very fortunate to have



each incumbent accept a nomination for another term. The positions up for election / reelection this year are:

Secretary
Two Directors

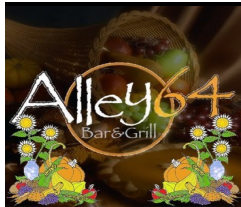
Eligibility for nomination includes; dues paid, attend a combination of 5 meetings/events per year, GRASS attended within the last 3 years, service on the Board or on a committee. We ask that nominations be received by a serving Board member by 15 November 2017.

Please be cautious of candidates who violate Club policy of no campaigning or who try to influence voting. That kind of lack of integrity will only result in a negative impact on one of the finest Clubs in this area....Top Cats – Illinois.

VOTING. To be eligible to vote...by 30 November each year each Top Cat must have been a member in good standing for one year, attend GRASS within the first year of membership and within the past three years thereafter, and attend a combination of 5 meetings/events per year.

The Board can waive certain requirements on an individual basis for unforeseen hardships or circumstances.





Respectfully Submitted by:
Ron Kostus, Top Cat Secretary

BOARD MEMBERSHIP

MEETING MINUTES

SEPTEMBER 12TH, 2017

President: Mike Bradbury

- ✦ a. Meeting was called to order
- ✦ b. VOTK update – Check was cashed by VOTK – issue is dead for today – not handled very professionally by VOTK staff. TC's won't be working with them again.
- ✦ c. Club "Tax Exempt" status – IRS sent letter stating that tax exempt status has expired.
- ✦ Bradbury to file form 990 EZ for reinstatement.

Past President – Wayne K.

- ♦ 2018 Elections
- ♦ Qualifications – good communication
- ♦ Interest – we have same pool of people to choose from for same position.
- ♦ President position – Mike B. stated that he is getting "burned out" and is losing his "passion" for the club. May look to Gene R. to start running meetings in preparation.
- ♦ Wayne K. to expand on election process at next meeting.

Activities—Gene Rigsby

- ♦ Gene discussed activities at Sept. 5th. general meeting.
- ♦ Further discussion dropped due to Gene being absent.

Membership – Emil Kornecki

There was a general discussion with all voicing opinions on the club.

- ✦ Do we want club to grow ? do we care if it gets bigger ?
- ✦ What is the "street" perception of Top Cats ?
- ✦ Club base membership is older, what does that mean to others ?
- ✦ Are rides too long, too infrequent, not of interest, are people too busy on weekends ?
- ✦ How do we conduct ourselves compared to others such as HOG ?
- ✦ Are TC rides "Fun" ?
- ✦ What is the next generation of TC's
- ✦ George Rob Jr. applied for membership from Michigan – sent app and check.

Treasury – Nicole R.

- ✦ Discussion of main and charity account balances.
- ✦ Review of current expenditures.
- ✦ Motion passed to donate at least \$ 5,000.00 to NISRA in 2018.
- ✦ Motion passed to maintain website expense of \$ 228.00

- ✦ Discussion by Wayne K. that club maintains 1M D&O insurance for all TC published rides, Pick-up rides can't be published.
- ✦ Nicole R. suggested that "Ride waivers" be sent out with membership renewals. Good idea, will happen.
- ✦ Mike B. to keep a file of all current waivers with TC's files he has at home.
- ✦ Motion passed dues to be \$75.00 individual, \$130.00 family.
- ✦ General comment – Road Captains to complete and maintain a list of all participants on their rides, Lists to be turned over Road Captain administrator. Road Captains failing to so currently.

Charity – Lisa Purcell

- ✦ Concerns for being able to raise monies we've committed ourselves to.
- ✦ Motion passed to donate at least \$ 5,000.00 to NISRA in 2018.
- ✦ Will we have the resources within the club ?
- ✦ Alternative venues – picnic, bike show, custom bike contest, music venue ?

Secretary – Ron Kostus

- ✦ Ron claims he's fully developed – Mike B. wants no details.

Safety – Ric Case

October 22nd. last GRASS class for the 2017 season. Bike safe – Ric C. says it's tough to promote classes with Ben, but he will remain in contact with this resource. Contact other organizations and coordinate safety venues if possible.

Ric C. chair position for 2018 ?

Road Captains who are "Mentors" are not following through with ride reports.

Road Captains to complete and maintain a list of all participants on their rides, Lists to be turned over Road Captain administrator. Road Captains failing to so currently.

Website

Bob Morrison is currently coordinator of photos, Roar issues, etc. sent to web developer. Membership status of Bob M. in question.

Meeting was adjourned by Mike Bradbury at 9:20ish.



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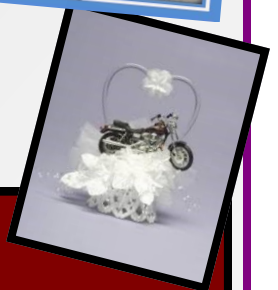


Birthdays and Anniversaries!

12—Ric Agrimonte
22—Ric Case
30—Gene Rigsby

Happy Days to our Top Cats Celebrities
for September!
Let us know your special Dates so that
we can celebrate with you!

18th—Bob and Nancy Morrison
25th —Ric and Jacquie Case



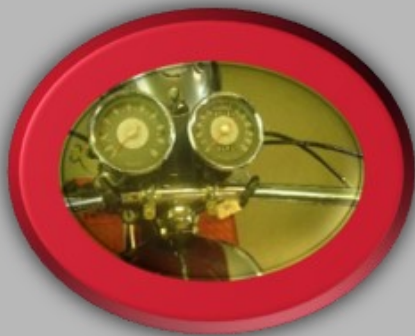


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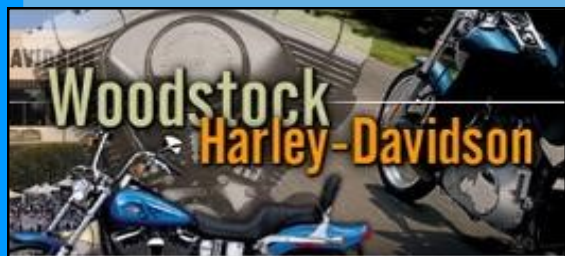
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WANTED



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 3rd	General Meeting	Palatine	Alley 64	7:30	Bradbury
Sat / Sun October 7th-8th	Riding the Edge With TM	Oasis—Hinsdale	The Edge of Lake Michigan	8:00 am	Makarewicz
Tuesday, October 10th	Board Meeting	Palatine	Alley 64	7:30	Bradbury
Tuesday, November 7th	General Meeting	Palatine	Alley 64	7:30	Bradbury
TBD	Shoot –Out	On Target	Crystal Lake	TBD	Case
Saturday, November 18th	NISRA Fashion Show	Crystal Lake Holiday Inn	Crystal Lake	10am	L Purcell

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



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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ROAR is the official publication of the **TOP CATS OF ILLINOIS**

and is published on the 1st of each month.

The content and opinions expressed in articles are those of the authors and not necessarily those of **TOP CATS OF ILLINOIS**

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

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