



ROAR

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Upcoming Events

- DECEMBER**
- 3 GENERAL MEETING
 - 10 BOARD MEETING
- JANUARY**
- 5 GENERAL MEETING/
 - 12 BOARD MEETING

Talk to Greg Smith and Jim Purcell and get your ideas on the calendar!



The Official Publication
Of
Top Cats Illinois



PRESIDENT'S POINT

And Now a Word from your President...



Hello Top Cats!!

The end of the year is near but there still is one more riding opportunity this year, which is Toys for Tots with Ted. This is a great cause and a great breakfast event hosted by Ted. What a great way to spend time with your friends, have a great breakfast and help the community.

As usual, we did a lot this year. We will reflect on all that we have done the evening of February 8th at the annual Top Cats award dinner, so **SAVE THE DATE** now.

As I reflect on this past year, I am thankful for all the members of our club that make Top Cats what it is in addition to all that we know it is on the surface, which is a valued part of the community. Through your efforts, charity support, club promotion and most importantly, active participation, we make the Top Cats what it is and will ensure that the club grows and will be a valued part of the community for years to come, and we are quickly approaching our 25th year.

We are already making plans for 2020, within the Board, Activities, Charity, Safety and Road Captain Committees all setting event dates, so watch for blasts and check the Top Cats event calendar regularly and by all means **SAVE THE DATES first**. Don't forget to get any activity or ride ideas to Jim Purcell, Rick Agrimonti or Greg Smith.

As always, please feel free to reach out to me at anytime via my email: Gene.rigsby@gmail.com, or phone, 847-770-9425.

Best wishes to all for a safe and Joyous holiday season!!!

Look Forward to seeing you there!

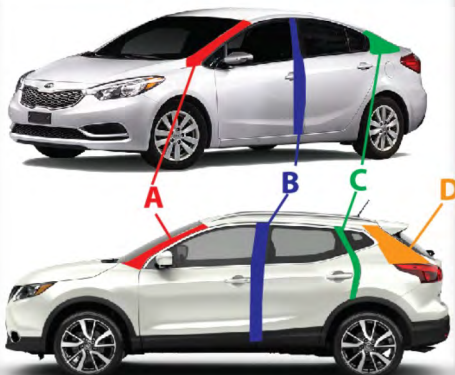
Gene "Lucky" Rigsby

KAUTION KORNER

Know Your Blind Spots!!

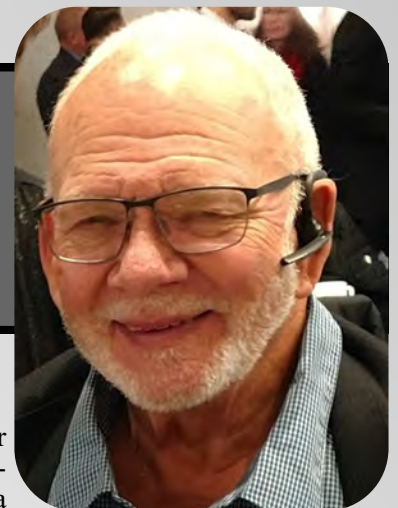
By: Ric Case

Senior Road Captain



If you can understand blind spots in your car, you can be more aware of your position on the motorcycle as well! Here is a brief description of what constitutes a blind spot....

Sitting in your vehicle, take notice of where your windshield meets the driver's door and where the passenger side door meets the windshield. In automotive terms these are referred to as the "A" pillars.



(Continued on page 3)



KAUTION KORNER

Depending on the type of vehicle they may be as narrow in width as a couple inches (tiny sedans) or very large in width as in trucks, vans, and large sedans. From inside your vehicle, while sitting at an intersection waiting to go across the road, watch as approaching vehicles disappear behind those fore mention A pillars of your car.

How long did that approaching vehicle stay invisible. That will depend on the vehicle's size and speed. I suggest you get familiar with how long they disappear for you in your vehicle.

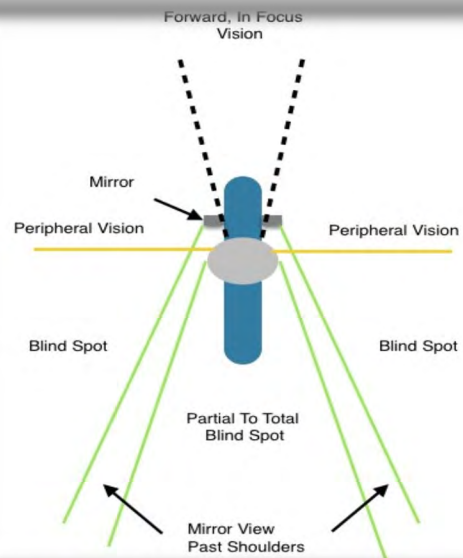
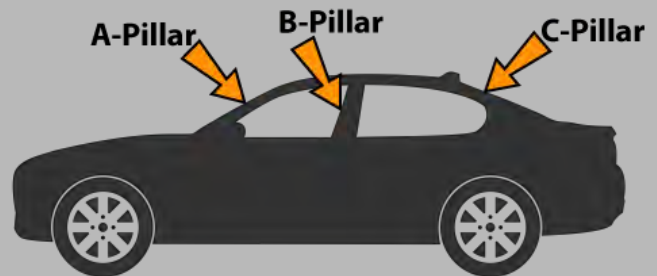
Now use that as a guideline for yourself while riding your motorcycle. Think about being on your motorcycle, as you approach the intersection, how long will you disappear from a driver's view? Was that driver in a hurry so they did not see or notice you? Did that person wait to see you leave and return to their field of view? As you approach the intersection adjust your speed to insure that he/she DOES see you.

There is another pillar where the drivers side door and the passenger side meet the rest of the vehicle, whether it be car, van, or truck. Depending on the type it can as be very wide just like the A pillar and in Autotive terms it is called the "B" pillar.

When I went from driving a sedan to a van I failed to recognize that "B" Pillar fact, and was unaware of how much of the approaching traffic it blocked my view. I pulled out not noticing the approaching vehicle which was traveling well above the posted speed limit. Fortunately, there was room on the far side of the road for that driver to go around me or we may have collided. So the next time you are in your vehicle take note of the size of the B pillar because it too creates the same type of blind spot as the A pillar. Everything about the A pillar ALSO applies to the B pillar. So if your on your motorcycle and can see a driver looking over either shoulder be prepared for that driver to pull out into your path of travel.

Hopefully this will help you understand in more detail the blind spots where you could be in danger. If you recognize them and how to evaluate them in the cars around you, you will be able to avoid and stay out of those blind spots in the vehicles around you. This could prevent a possible collision.

By the way... do not forget the blind spots that are a part of your motorcycle. Use the diagram and refresh your memory about the areas of vision on your motorcycle and... Ride Safely!





Oil Spots

By Traveler



Harley-Davidson's 1st Adventure Touring, Streetfighter Models Debut with New Revolution Max Engines

Displayed for the first time publicly at EICMA in Milan, Harley-Davidson is showcasing two all-new middleweight motorcycles, including the release of information surrounding the latest signature Harley-Davidson V-Twin engine – the Revolution Max. The powerful all-new 60-degree V-Twin has been designed for a new range of Harley-Davidson motorcycles in two different guises – 1250cc in the new Harley-Davidson Pan America and 975cc in the Harley-Davidson Bronx.

Harley-Davidson first announced expansion into new segments including new middleweight offerings in its More Roads to Harley-Davidson accelerated plan for growth in July 2018. These exhilarating new models will both launch in late 2020 extending the iconic brand into new market segment.

Pan America™



The Harley-Davidson Pan America is an all-new advanced adventure touring multi-purpose motorcycle equal parts campfire, wanderlust, and

grit. The Pan America is a two-wheel multi-tool built to endure, designed to explore, and engineered for the unknown.

Bronx

The new Harley-Davidson Revolution Max powertrain is also at the heart of an all new Bronx. This middleweight streetfighter



model rolls with an unapologetic attitude and performance to match.

Powering both the new Pan America and Bronx models is the new liquid-cooled 975cc and 1,250cc Revolution Max engine. Created to power a range of new Harley-Davidson models, the Revolution Max is designed to offer flexible performance with a broad powerband that builds to a surge of high-RPM power.



Minimizing weight and maximizing performance, the Revolution Max provides a narrow powertrain profile that is integrated into the motorcycle as a stressed member of the frame to enhance center of

gravity and handling. The fully balanced powertrain has an internal counter balancer that mitigates primary engine vibration to enhance rider comfort and improve vehicle durability. Its design is bold and contoured, classic and contemporary, strong and svelte – a representation of Harley-Davidson performance and style.

Revolution Max 1250 Engine Performance

Displacement 1250cc

More than 145 horsepower

More than 90 ft. lbs. peak torque

Revolution Max 975 Engine Performance

Displacement 975cc

More than 115 horsepower

More than 70 ft. lbs. peak torque

Revolution Max Engine Technical Features

Liquid-Cooled V-Twin Architecture

Since 1909 the V-Twin engine has been the centerpiece for legendary Harley-Davidson motorcycles. This lineage continues into the middleweight performance space with the Revolution Max engine.

A 60-degree vee angle of the cylinders provides space for dual down draft throttle bodies that maximize air flow and increase performance.

Liquid cooling maintains a controlled engine temperature for consistent performance in changing environmental and riding situations.

(Continued on pg. 5)



Oil Spots, continued...

High Performance Development Collaboration – Braking and Tires

To optimize performance of the new Pan America and Bronx models, Harley-Davidson tapped into the expertise of world class component manufacturers to deliver bespoke solutions for braking and tire performance.

For braking, Harley-Davidson collaborated with Brembo to create a new radial monoblock four-piston caliper that combines sharp edges with softer curves designed to create a style that complements the personality of the bike and delivers outstanding braking feel and capability. For tires, Michelin and Harley-Davidson have worked closely to develop co-branded tires for each motorcycle model that optimize performance, feel and grip in all conditions.

Traction Control Explained



Your motorcycle may be big or small. Still, the area where your bike's rear tire makes contact with the pavement is likely not much larger than a can of a soda. When you think about it, it is incredible that your motorcycle can turn its engine's horsepower into forward motion using such a small patch of friction. If your bike has motorcycle traction control, it does a better job than its counterparts.

When you engage your machine's throttle, a powerful engine can be a bit much for the tires.



When raw power does not immediately move the bike forward, your tires may spin

or slide on the surface beneath you. It can take a toll on your motorcycle's overall performance. It will also cause your tires to wear out faster.

OEM Traction Control

Many bike manufacturers install traction control on their machines. When the force-to-slip ratio is too high, the bike's computer intervenes. How your bike's computer prevents a slide, though, depends on its algorithms, torque-modulation components and sensors.

If you ride a motorcycle that has OEM traction control, you need to get used to how your bike responds before riding aggressively. Read through your motorcycle's manual to have traction control explained.

Functionality

Five motorcycle manufacturers, BMW, Ducati, Aprilia, Yamaha and Kawasaki, have some type of traction control on their new machines.

While each manufacturer uses its own technology to help you maintain traction, most systems work similarly. If you ride one of these motorcycles with traction control, there is a good chance it works by limiting the slippage of your bike's rear tire.



With most bikes, traction control begins with sensors. Your bike probably has high-tech sensors on its front and back wheels to help gauge your speed and road slippage. These sensors may also help your bike manage its anti-braking system, as braking and slippage involve similar mathematical equations and calculations. Changes to tire thrust and wheel speed affect how your bike's tire adheres to the surface of the road, track or trail.

On other types of motorcycles, traction control may come from an engine-speed indicator instead of tire sensors. On some bikes, the traction control kicks in when the engine hits a certain speed, rather than when sensors on the tires identify changes in wheel speed.

There is another subject your bike must address when managing traction control: torque. Generally, the more torque you have, the greater your likelihood of losing traction. Many motorcycle manufacturers factor torque into their traction-control algorithm. If your bike has fuel injection, its computer likely already gathers torque information to use in traction control.

Wheel speed, engine speed and torque provide sufficient information for traction control. BMW and Ducati add additional sensors to give you better performance.



(Continued on pg. 6)

Oil Spots, continued...

Driveline Traction Control

In motorcycles that have this type of traction control system, you get the benefit of traction control with just your machine's accelerometer. Rather than having your bike's computer make assumptions based on sensor data, driveline traction control uses information from your bike's acceleration to decide how much stop to put to slippage.

Even though driveline traction control is somewhat less complicated than other types of traction control, it performs the same function. It is not, necessarily, better than traction control that uses engine data or wheel speed information. Rather, it is a different approach for meeting the same objectives.

Which type of motorcycle traction control is right for you depends on your riding style and goals. If you are thinking of buying a new bike with traction control, test ride a few different styles. Once you understand how each type of traction control affects your ride, you can make an informed purchase.

Another state reclassifies driving requirements for Slingshot

A new "autocycle" classification will allow consumers to operate a Slingshot with a standard driver's license in the state of Wisconsin.

Residents of Wisconsin can now operate the three-wheeled Slingshot with a standard driver's license, rather than the previously required motorcycle license or endorsement. The reclassification will take effect immediately.



With a steering wheel, a five-speed manual transmission and side-by-side seating, state policymakers recognize Slingshot's operator skills mirror those required for a valid state driver's license rather than a motorcycle license and as such, the need for the unique Autocycle classification. All states bordering Wisconsin currently classify Slingshot as an Autocycle.

With four distinct models, the 2019 Slingshot lineup features head-turning styling and an open-air, side-by-side driving experience unlike anything on the road. Select 2019 models feature the seven-inch touchscreen RideCommand infotainment system with turn-by-turn nav-

igation, as well as eye-catching paint schemes and Sparco components, including the steering wheel, shift knob and pedal covers.

Additionally, all Slingshot models are powered by a 2.4L GM EcoTec engine that creates 173 horsepower and 166 ft-lbs of torque in a vehicle package that weighs just over 1,700 pounds. This unheard of weight-to-power ratio combined with the open-air cockpit sitting just inches from the road and side-by-side bucket seats creates the most unique shared experience on three-wheels.



Slingshot's 2019 lineup includes four models: the S, SL, SLR, and Grand Touring. Pricing ranges from \$20,999 (S) to \$30,999 (Grand Touring).

Owners can personalize their Slingshot with a variety of Slingshot Engineered Accessories, including the revolutionary Slingshade, a color-matched top offering superb rider comfort and sun protection. For the ultimate customization, most accessories are available in a variety of factory color-matched options.

\$2M FUNDING FOR FLYING MOTORCYCLE

The world's first flying motorcycle.



JPA's Recreational Speeder™ represents the ultimate in personal transport. It is fully VTOL (vertical take off and landing) capable and can effectively take off from anywhere in the size of a small car space. Originally intended only for Military, Government and Commercial clients JPA is also designing a version of the Speeder™ for the recreational market. It will be lighter than most 125cc motorcycles, fully stabilized and simple to fly.

(Continued on pg. 7)



Oil Spots, continued...

Flying the Recreational Speeder™ will be just like riding a motorcycle If you pre order now, you will get the special price of...\$380,000 (personal version)

but in the sky!

Being fully stabilized means that minimal pilot training will be required.

It will take off from practically anywhere and will fly at over 150 mph* It will also fly at up to 15,000ft but we don't expect many of our customers to need this!

Plans are to build two versions of the Recreational Speeder™: The Ultralight Version and the Experimental Category Version.



The Ultralight Version (UVS) will not require a pilot's license to operate – all training will be provided by JPA or one of our authorized training centers. The Ultralight version will be limited to carrying 5 gallons of fuel and to 60 mph flying speed.



The Experimental Version (EVS) will require a private pilot's license to fly and will have no fuel or speed restrictions.

Training will be provided at the

JPA training facility in California where they remain the only FAA authorized jet-VTOL instructors in world

SPECS

Empty Weight: 231 lbs

Max Thrust (ISA)*: 705 lbs

Max speed: > 150 mph

Endurance**: 10 - 22 min

Fuel: Kerosene/JetA/diesel

Operating Ceiling: 15,000 ft

Piloted/Fully autonomous: Piloted

*Maximum thrust can vary depending on density altitude

**Endurance is dependent on pilot weight and density altitude

The 2020 Indian Motorcycle Challenger Is Here

Indian's new Challenger takes on its tried-and-true competition by breaking a few of the old-school rules. For starters, it sports a liquid-cooled engine, an all-new liquid-cooled 60 degree V-twin. The 108 cubic-inch (1,768cc) mill produces a claimed 122 horsepower and 128 pound-feet of torque. Tied into a cast aluminum frame housing a big, fixed fairing, Challenger weighs 796 pounds dry.



Challenger packs a few modern bells and whistles like, the 7-inch touchscreen navigation/infotainment system that is, according to Indian, the "largest on two wheels," with add-

ed value bits like traffic info and key bike metrics. The standard keyless ignition, 18 gallons worth of weather-proof saddlebags, and cruise control are nifty, but also to be expected given the Challenger's \$21,999 starting price. Included in all models is a power operated windscreen, twin 100-watt speakers, and LED lighting.

Step up to the Dark Horse (\$27,499), and you get blacked-out details and Smart Lean technology, which links the radially mounted Brembo brakes and traction control to a six-axis Bosch system for lean angle-sensitive settings. Pleasingly, the traction control can be easily disabled via switchgear, enabling ample deposition of those Metzeler tires onto pavement. The Limited model (\$27,999) switches the blacked-out bits to chrome and adds highway bars.

Riding the bike is a similarly contemporary experience. There's 60-degree V-twin bark, even-paced and soothing with a more isolated, soft-mounted sensation compared to the Harley's palpable pulse. But there's also the liquid-cooled nature of the engine, which helps it maintain manageable temps with the aid of rear cylinder deactivation when required at idle. By killing the rear cylinder on demand, the piston essentially acts like an air pump,

(Continued on pg. 8)



Oil Spots, continued...

reducing the heat on the exhaust pipe and enabling a more temperate experience for the rider.

The PowerPlus engine's torque makes for strong pulls off the line, but the engine's real magic happens in the mid-range. Stay on the throttle as the engine wails towards the upper end of the which terminates at 6,000 rpm.

Low speed handling is a straightforward experience, with the Challenger's relatively low center of gravity making it easy to swing the bike through tight S-turns. Cranking up the preload on the Fox rear shock helps keep from scraping.

The Challenger offers everything you'd want in a bagger. It offers a comfy saddle, good wind protection, loads of power, and a progressive, easy-to-pull clutch. No major dynamic flaws arise, as long as you don't mistake it for a sportbike and go tackling mountain roads.



The Challenger is powerful, capable, and pleasurable to cruise for hours on end. It comes with a big boy price tag (a 114 cubic-inch Road Glide Special rings in at a comparable \$27,299).

Indian Challenger Price And Specifications

PRICE \$21,999, \$27,499 (Dark Horse), \$27,999 (Limited)

ENGINE 1,768cc, DOHC, liquid-cooled 60 degree V-twin; 8-valve

FUEL DELIVERY Fuel injection

TRANSMISSION/FINAL DRIVE 6-speed/belt

FRONT SUSPENSION 43mm telescopic fork; 5.1 inches of travel

REAR SUSPENSION Single hydraulic shock with adjustable damping; 4.5 inches of travel

FRONT BRAKES Dual four-piston calipers, 320mm discs

REAR BRAKE Single two-piston calipers, 265mm disc

WHEELS Cast aluminum; 19 x 3.5-inch front; 16 x 5.0-in. rear

TIRES 130/60-19 front, 180/60-16 rear (Metzeler Cruise-tec)

SEAT HEIGHT 26.5 in.

FUEL CAPACITY 6.0 gal.

What is your Head Worth?

By: Traveler

We can argue the advantages and disadvantages of wearing a helmet all day long but, if it doesn't fit correctly, or it doesn't meet federal safety standards, then it doesn't matter much does it? It would be much like buying your own casket....who cares what it looks like or if it fits.

However, for those who wear helmets, or are leaning towards wearing one, here are some factors to consider when you buy one.



Color: If this is your first and most important criteria, please do us all a favor and ride alone! However, the basic rule is....the darker the color, the hotter the helmet. If you leave a black helmet on your bike when you stop for lunch on a hot day, you will really notice the heat when you return from lunch and put that helmet on. On the end of that heat spectrum, a white helmet reflects radiation heating better than a black helmet hence, it will feel much cooler.



Style: There are half, open-face, full-face, and modular (the chin bar flips up) helmets available. Half helmets and open-face/three-quarter helmets leave significant areas exposed, full-face or modular helmets offer maximum protection. Cheap novelty helmets typically only protect you from a citation in a helmet state. Otherwise, they are worthless. Select your style based on what you are comfortable with. Full-face helmets weigh more, and some riders believe that they limit peripheral vision but, they provide the best protection. Half helmets weigh the least but, they also provide the least protection.

Above all, your helmet must be comfortable.

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Safety Standard: DOT certification (US Department of Transportation) and Snell certification (Snell Memorial Foundation) are two of the most common that you find on many helmets in the US, however, there are also ECE (European safety standard), JIS (Japanese safety standard), that meet other countries' requirements and, MIPS (Multi-directional Impact Protection System) that consists of a low-friction layer between liners that allows 10–15mm of sliding action of the rider's head independent of the direction of impact, which may reduce chance of injury.

Remember, with cheap (~\$15.00) novelty helmets, just because it has a "DOT" sticker doesn't, necessarily, mean it meets any safety standards. In fact, you can buy "DOT Approved" stickers at most motorcycle rallies and stick them on a bandana if you want.



Cost: What's your head worth to you? Be honest. Look in the mirror. For some of us, we look so damn good that we should spend unlimited funds to preserve our lovely face. For others, well, why bother?

At different ends of the price spectrum you can spend \$59.00

on a DOT-certified HJC half helmet or \$4,000.00 for Arai's Corsair-X RC.

Weight: Helmets typically range from 2.7 lbs to 4.8 lbs depending on material, style, accessories, etc. A lighter helmet is often a more comfortable helmet. Heavier helmets can become uncomfortable on longer rides and, that added weight can amplify the inertia danger from stopping quickly i.e. the bike stops and the helmet, with your head in it, continues. This can add to injury.

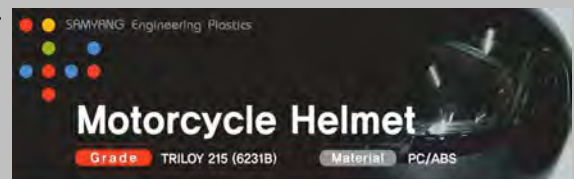
The center of gravity of a motorcycle helmet will also



affect how the weight is carried, which can make a lighter weight helmet feel heavy and vice versa. Also, helmet aerodynamics are important, because a proper design

will help prevent helmet lift and buffeting (which can also be exacerbated by the helmet's perceived or real weight).

Shape: As with all things biological, there is never a universal, one size, body part. Same for heads. The closest that the helmet industry can come is to categorize heads into about eight shapes. When you're helmet shopping, look for shape designations like; NA = Narrow; MN = Medium Narrow; SN = Slightly Narrow; N = Neutral; SR = Slightly Round; MR = Medium Round; R = Round. O = Oval. The fit of the helmet is paramount because a proper fit will distribute the weight more evenly around the head and down through the shoulders. It makes perfect sense to be picky and search for the shape that feels comfortable.



TRILOY 215 (6231B) is designed for high impact resistance at low temperatures with the combination of thermal stability, processability and light weight for motorcycle helmet application.

Main characteristics

- Excellent impact resistance at low temperatures
- Outstanding heat resistance
- Good processability and paintability
- Good dimensional stability
- Very good external appearance with high gloss



Product	PC	ABS	PC/ABS alloy
Mechanical properties	Excellent	Poor	Good
Impact at ambient temperature	Good	Poor	Excellent
Heat resistance	Excellent	Poor	Good
Processability	Poor	Excellent	Good
Chemical resistance	Poor	Good	Intermediate
Weather resistance	Excellent	Poor	Good

The helmets made of TRILOY215 are approved by the U.S. Department of Transportation (DOT) and Snell Memorial Foundation.

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Material: Pay attention to the type of material a helmet is constructed of. Each type of material offers advantages and shortcomings.

Thermoplastic - This type of hot plastic can be molded to make the shell of a true helmet. Polycarbonates are a soft plastic used to make the thermoplastic shell of the helmet. This does not mean that the helmet is safer. You need to add more padding to make it comfortable as well as safer.

Fiberglass Shells - Fiberglass is difficult to make. You need to put fiber cloth within a mold, add resin and then heat it all to a billion levels. Fibers have to undergo a process several times before they mold into the desired shape. The helmet is usually light in weight, but they are very sensitive to impact. If it drops from any distance, it will lose strength.

Advanced Fiberglass Shells - These are much like fiberglass shells. But they are created from advanced fibers that have been mixed with a resin or another substance. There is often no requirement for multiple layering measures. The result is a helmet with all the same security features as routine fiberglass, at roughly 80 percent the weight.

Kevlar and Carbon Composite Shells - Even if you don't intend on getting shot in the head, a Kevlar shell has a few more advantages. The manufacturing process is the same as fiberglass, however, rather than using fiber fabric, manufacturers utilize Kevlar. And because Kevlar is extremely strong, you do not have to use as much material to attain a stronger helmet. Kevlar has fantastic tensile strength and compression resistance. Some helmets combine Kevlar with carbon fiber. Carbon fiber is super lightweight, strong and, incredibly costly. But Kevlar is not cheap to start with so, who cares? The outcome is a top-notch shell, which exceeds the performance of fiberglass and plastic helmets without as much size and weight.



Interior Lining

Once you understand the material types for shells, the next things to consider is the interior lining.

Here are some of the best types of linings that you can use inside the helmet.

EPS (Polystyrene Foam) - A kind of foam that is firm and stiff. EPS is comfortable and can absorb the strong force and energy of an impact.

Multiple EPS - Some motorcycle helmets use one layer of polystyrene foam. A higher quality helmet uses more layers of polystyrene foam to build safer, and more comfortable helmet. However, polystyrene foam needs to be replaced due to wear. Removable cheek pads and padding

are a plus.

Size: Don't guess. Measure your head or....have someone help you do it. Either way get your measurements in centimeters and inches. Start by wrapping a [measuring tape](#) horizontally around your head, approximately 1 inch above your eyebrows, write down the measurement, refer to the brand's size chart, and select the best corresponding size.

If you are in between sizes, try the smaller size first.

Size

is just the entry into finding a good helmet. Use the chart below as a guide but, size is just the first step. Remember, helmet sizes can vary between manufacturers. Once you find a good – fitting, and comfortable, helmet put it on and but do not pull the helmet straight down onto your head. Although the shell has a few millimeters of give when you pull the straps out, a properly fitting helmet will be snug. Attempting to pull straight down causes you to pull down onto the widest part of your head with your temples, cheekbones, and ears in the way.

After the helmet is on, note if there are any uncomfortable pressure points. Look for discomfort/pressure while the helmet is on or red spots on exposed skin after removing the helmet. These are indicators that you should try a different size or helmet shape. The helmet should be tight enough that it should not rotate forward if pushed up from the back and snug enough that it should not easily shift side to side when shaking your head from side to side.

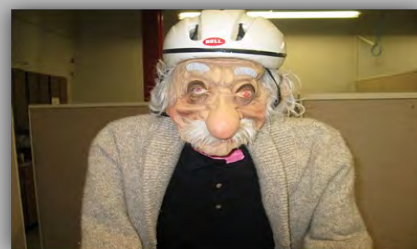
The helmet should fit so that your eyes are centered in the viewport. If the helmet rests on or is close to your eyebrows, it is too large. If it is high on your forehead and your cheeks are pressed up, then it is too small.

To fit the wide variety of face and head shapes in this world, padding options can help tailor the helmet accurately to your dimensions. Helmet manufacturers often provide easily changeable cheek pads (and other changeable interior pads) of different thicknesses for this purpose.

Words of Wisdom:

After decades of riding and wearing helmets, there are a few more considerations.

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Important Head Cont.

Wear & Tear – your helmet will become looser with wear. Just like boots, gloves, etc., they are tight to begin with and loosen up with wear. Start with a snug fit. You can also change our padding on most hi-end helmets to maintain that snug fit.

Speed Effects – A helmet will have different fitting characteristics at 100+ mph than it does at 30 mph. At high speed, aerodynamics and wind buffeting may adversely affect the fit. Sever wind buffeting will cause the helmet to shake and move at higher speeds causing at a minimum, a distraction and worse case, interfering with vision. Following one rider in Arizona many years ago, his helmet was so loose fitting that the wind caught his visor which raised his helmet and almost pulled it off of his head.

Accessories – There are many add-ons to helmets, each of which have an effect on the fit of the helmet. We have a



wide variety of face shields, goggles, chin strap clasps, anti-fog spray, communication systems, even heads – up displays. Every time you use or install one of these accessories, test it out first to determine if it adversely effects your comfort, your fit, your visibility. Don't discover that your new face shield causes more wind buffeting or reduces your range of vision at 70 mph. Test it at 30 mph first.

We've discussed more than ten factors to consider in buying a helmet. IF all that you consider in buying your helmet is color or style or the "Cool" factor, then....don't worry about even wearing a helmet. We need to get folks like you out of the biker gene pool!



V.P.'s Vision

By: Mary 'Trooper' Kirkpatrick

Thanks GIVING in December!

Happy December! Another month with great opportunities to be THANKFUL! For me, I may have a few more years of riding ahead and I'm THANKFUL! With some GIVING from Wayne, the weight on the Balance Scale has shifted back toward riding again. This summer, we did a short 24 hour, 500 mile tour of southern Wisconsin and I was able to try out a Softail similar to the one that Mike Gilfillin rides. (Thanks, for the parking lot trial, Mike!) The ride was great... so, we took the Road King in and traded it for this Champaign Beauty! It has been customized by Wayne, polished and is ready to ride! I was hoping that our annual Toys for Tots ride would have been an opportunity to try it out, but the strange weather this year was following suit with the rain, fog and salty roads. The day did not give cause to ride.



BUT... the opportunity to GIVE thanks with good friends and Top Cat Family was created once again by



Ted Makarewicz. This is our 3rd annual Toys for Tots event that always starts with a wonderful Polish breakfast organized by Ted. He arranges a very complete Polish brunch at The Podhalanka which is an unassuming small corner of Polish culture with huge tastes of Poland! Soups, Sausage, Potato Latke, Stuffed Cabbage, Pierogis, and Cheese Blintzes made for a memorable morning. The friends, food and gift GIVING for the Toys for Tots Drive,

all make for a very nice start to the holiday season! Maybe someday, it will be a large group event, on a sunny day, with the chance to drop our numerous toys right to the site...

Meanwhile... THANKS to all that you GAVE to make this another great year!



DISTINGUISHED and STEADFAST BOARD OF DIRECTORS 2020

By: Traveler



Consistent with our Bylaws, we have completed our nomination/election process for four vacant positions for 2020 to 2021. Those position vacancies and current qualified incumbents, or nominees, are:

I. Vice President (2020-2021): Nominees – Mary Kirkpatrick (Incumbent)

II. Secretary (2020-2021): Nominees – Diana Lanute

III. Treasurer (2020-2021): Nominees – Don DeLordo

IV. One Director (2020 - 2021): Nominees – Ric Case (Incumbent)

Our nominees were vetted for eligibility and the slate was reviewed and approved by our Board in November 2019. Our new Board will take office on 1 January 2020.

Where our Bylaws are silent on protocol and procedure, we refer to Robert's Rules of Order. In the case of only a single nominee for a position, the Board of Directors may confirm that nominee and simply hold a voice vote of confirmation. The same procedure applies when multiple positions are up for election as we have here. We will follow that procedure at our December meeting.

Our full Board of Directors, going into next year will be:

President (2019 – 2020):

Gene Rigsby



Past President (2019-2020):

Wayne Kirkpatrick



Director (2020 - 2021):

Ric Case



Vice President (2020-2021):

Mary Kirkpatrick



Director (2019-2020):

Greg Smith

Secretary (2020-2021):

Diana Lanute



Director (2019-2020):

Lisa Purcell



Treasurer (2020-2021):

Don DeLordo



Director (2019-2020):

Ted Makarewicz

Our Club is directed by our Board and... we could not do the great things, adventures, charity work, and events that we do without them. Please join together to thank our current Board and our outgoing Secretary. Ron Kostus and outgoing Treasurer, Noelle Rigsby for their dedication and effort toward maintaining the Top Cats legacy as a premiere motorcycle enthusiasts' organization!



A Biker's Christmas...

By: Dennis Kirk



'Twas the night before Christmas, and not
until Spring,
Would an engine be running not even a Wing.
The bikes are all sleeping, they're covered and
warm
Batteries are tended, nylon covers their form.

My Bros were all nestled, snug in their beds,
While visions of new chrome danced in their heads.
And I in my doo-rag, bike jacket and boots,
Out shoveling snow, and dreaming of scoots.

Then from the horizon there came such a clatter,
My shovel I dropped... what could be the matter?
Away up the hill, I slogged through the snow,
Looked up at the sky, where'd all that noise go?

A throb from the heavens like straight pipes
so hearty,
Gave summers' good thoughts, a loud bikers party.
When what to my wondering eyes should appear,
But a Hog Ultra Classic, red trailer in rear.

With a little old rider, so lively and quick,
I knew in a moment it must be St. Nick.
More rapid than crotchies, his Ultra came on,
And he whistled and shouted and sang out this song.

Now, Harley, Now Big Dog, On Honda and Beamer!
Now Vulcan! Now Injun! On Vict'ry and Triumph!
To the top of the porch! To the top of the wall!
Now Ride away, ride away, ride away all!

As bikes that from the semis do fly,
When they meet with the air blast, mount to the sky.
So up to the house-top that Ultra it flew,
With a trailer of goodies, and 'ole St. Nick too.

And then, in a twinkling, I heard on the roof,
The rumble and thunder of pipes that gave proof.
I ran to the house, boots thumping around.
And in came St. Nick all bearded and round.

Dressed all in black leather, from do-rag to boot,
His chaps were all tarnished with road grime
and soot.
A T-Bag of goodies he'd flung on his back,
And he looked like a peddler just opening his pack.

His shades... how they twinkled! His do-rag...
how scary.
With Chains intertwined, through skulls that
were cherry.
He had a broad face and a large fat beer belly.
That shook when he laughed like a bowlful of jelly.

He was tattooed and plump, a right jolly old rider,
So I offered a cold one... thought, 'what could
be righter?'"
With a wink of his eye, he downed that cold beer,
And that's when I knew I had nothing to fear.

He spoke not a word, but went straight to my ride,
And fixed it with Chrome, horsepower and pride!
And giving the peace sign with biker's good cheer,
Took off for his Ultra rumbling near.

He sprang on the saddle, his gloves on the bars.
A wheelie he threw... then off towards the stars.
I heard him exclaim, as my chest swelled
with pride...

***Merry Christmas to all,
And to all a good ride!!!***



Respectfully Submitted by:
Top Cat Noelle Rigsby for
Ron Kostus.

GENERAL MEMBERSHIP MEETING MINUTES NOVEMBER 5TH, 2019



Announcements:

Birthdays: Mike Bradbury 11/5

Jim Purcell 11/9

Kathie Bradbury 11/17

Doug Jackson 11/28

Anniversary: Rich and Diana Lanute 11/20

The meeting was called to order at 7:00p.m. by President, Gene Rigsby.

The members were asked to stand and say the pledge of allegiance.

Vice President: Mary Kirkpatrick

Mary: asked the group to express what we are all thankful for? What wonderful treats served.

Past President: Wayne Kirkpatrick

- ✦ Wayne explained nominations procedure. The final nominations are due on Monday at noon. Board members will approve following day at the board meeting. Open positions: Director, Treasurer, Secretary, V.P.
- ✦ Next issue of ROAR will announce candidates

Director: Ric Case

- ✦ Ric stated that member, Don DeLordo, brought a laminator for members to bring up their NOK (next of kin) cards to have laminated
- ✦ Jim Purcell presented Caution Corner, Tips for storing motorcycles during winter and maintenance. Cindy DeLordo noted it is also a good idea to store helmets inside house during the cold season
- ✦ Safety Motorcycle video: "One of the most dangerous problems for motorcycles", The members discussed Deer season and the challenges for motorcyclists.

Director: Ted Makarewicz

- ✦ Ted posed the question "How do we gain new membership?" The members gave suggestions and ideas will be discussed more in the coming months.
- ✦ Ted gave an update on our tax exempt status. We should hear by mid-November.
- ✦ Jim P: reflected on past successful rides/events of October. Upcoming events: 11/10 all invited to Rolling Thunder ""Table for Vet"" ceremony and 11/23 NISRA Holiday Fashion Show, 12/1 Toys for Tots (Chicago)

Honoring Past Top Cats:

- ✦ Ric explained the sentiment regarding our annual "memorial ride". He spoke of past members who have passed and told a little story of each of them Angel, Virgo, Jim Hutton, Jerry Diedrich, Rashid and Eric Shertz.
- ✦ Ric explained the meaning of having black bandana wrapped around one of your handlebars. When a member of Top Cats passes on each of us who has a wrapped bandana passes it over to the surviving members family as a symbol the Top Cats family

Director: Lisa Purcell

- ✦ Products available Long sleeve shirts \$22.00, short sleeve shirts \$18.00, Hats \$15.00, Decal \$3.00
Raffle winner: Gene Rigsby donated the winnings back to charity. Meeting adjourned at 8:15.



Respectfully Submitted by:
Top Cat Noelle Rigsby for
Ron Kostus.

BOARD MEETING MINUTES NOVEMBER 12TH, 2019

Meeting called to order 7:00 pm
Excused: Ted Makarewicz and Ron Kostus

President: Gene Rigsby

- ★ Gene has been meeting with the Committee Chairs all year to identify ways to improve. The last meeting will be with Lisa Purcell before the beginning of next general meeting as part of Gene's "Committee Meeting Update."
- ★ Gene asked if there were any Immediate needs and there were NONE at this time.

Past President: Wayne Kirkpatrick

- ★ Wayne discussed the upcoming elections. He will compile an article for the ROAR with details.
- ★ Wayne: announced the slate of candidates: Mary K. V.P., Diana Secretary, Don D. Treasurer, Ric C Director. Motion to except candidates was made by Ric Case, 2nd by Greg Smith. The motion passed unanimously.

Vice President: Mary Kirkpatrick

- ★ No update tonight.

Treasurer: Noelle Rigsby

- ★ Noelle announced the up to date paid memberships, which stands at 27.
- ★ But at least 2 more members told her they are renewing and will receive payment at the next general meeting. A blast will be created and sent out as a reminder.

Become a Member
or Renew

Director: Greg Smith

- ★ Greg discussed future events:
 - ⇒ NISRA Fashion Show 11/23,
 - ⇒ Toys for Tots 12/1, IMS 2/8,
 - ⇒ Awards Banquet 2/8

Director: Ric Case

- ★ Ric discussed the January 26th planning and road captain meeting.
- ★ Ric asked to purchase additional black bandanas to give to members who does not have one on bike

Director: Lisa Purcell

- ★ Lisa announce she will have smaller committee for charity...will include herself, Jim P and Noelle

Other Announcements for the good of the Club:

Wayne stated that Top Cats ' Charity Event was mentioned on radio show in interview with Wayne and Doug Jackson of Woodstock Harley Davidson.

Meeting adjourned : Gene Rigsby: 7:50 pm.

*May you enjoy a beautiful
Christmas Season with Friends,
Family and all that makes your
heart Merry and Bright!*



December Birthdays and Anniversaries!



Birthdays

17th
Emil Kornecki

Happy Days to our Top Cats Celebrities
for December!!

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

Anniversaries

None in
December!

No Cold
Hearts here!



*Top Cats Buy, Sell, Trade....
The best way to ensure good quality at fair prices!*

GREAT DEALS!



Put your items here and get the word out that you
have stuff to sell!



TOP CATS BUSINESS MART

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Mortgage Banker
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Riders here...**



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PALATINE, IL

Home to Alley 64,
Top Cat's Monthly Meeting Spot!

GRASS Classes are held
at the Keller -Williams
Offices!

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

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

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Greg Smith

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





RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, December 3rd	General Meeting	Palatine	Alley 64	7:30 pm	Rigsby
Tuesday, December 10th	Board Meeting	Palatine	Alley 64	7:30 pm	Rigsby
Tuesday, January 5th	General Meeting	Palatine	Alley 64	7:30 pm	Rigsby
Tuesday, January 12th	Board Meeting	Palatine	Alley 64	7:30 pm	Rigsby

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



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

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