



ROAR

August, 2020

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Upcoming Events

AUGUST

2ND-11TH STURGIS

11TH-15TH WESTERN RANGE
RIDE

WATCH FOR BLASTS WITH EVENT
UPDATES...

SEPTEMBER

LET'S KEEP LOOKING TO MAKE
RIDES HAPPEN!

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!!

I hope you are all doing well.

We are heading out to Sturgis on August 2nd, for the 80th rally. This year will be a little strange considering the current conditions, but we will make the best of it and I'm sure it will be a great time. We will bring some stories back to share, no doubt!

Wayne will be heading out west as well this year, after the Sturgis trip. It may not be too late to get rooms and join him. Give him a call or send him a note if you're interested. I went last year and it was a blast.

Senior RC Mike Bradbury led us on his 3rd ride of the season, to the HD museum in Milwaukee for lunch. The food and dining company were great. Thanks Mike!!!! As I mentioned, that was Mike's 3rd ride, so far... Now the remaining RC's need to play a little catch up and get more rides on the calendar. LET'S RIDE!!!!

Just a reminder that the Ride for Dreams will be September 13th. Lock in that date now so you can attend and pitch in. Further plans will be available soon, so please keep watch for them.

Don't forget to "buddy check". Send me a note, letting me know how you are doing.

Buddy Check... gene.rigsby@gmail.com...

It would be great to hear from you. Let me know how you are keeping busy.

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

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

So you couldn't make to Mars??? See what you missed!



Thanks, Mike! It was a great trip with awesome roads... As usual! But, that final stop was oh so cold!



KAUTION KORNER



Keep Thinking! Motorcycle Safety Helmet Report

By: Mary 'Trooper' Kirkpatrick
Senior Road Captain

As we climb on our bikes and ride along the roads on our Therapy Travels, we tend to free ourselves of the daily grind and refresh our minds and hearts with the beauty of our surroundings. We think about the good things in life! In order to continue to do this time after time, our club will always suggest that you wear a helmet even in states that don't require one. We want you to 'Keep Thinking'! While researching this, I came across an acronym that fits here: ATGATT. All The Gear, All The Time. I'll start here and then in each of the next issues, I will use my VP column to highlight another piece of gear!

In looking for some great information to pass on to you, as you consider what type of helmet to purchase, I came across this website:

<https://www.motorcyclelegalfoundation.com/the-safest-motorcycle-helmet-you-can-buy/>

Funny, that a legal foundation would be talking about motorcycle safety, but when taking a closer look, who would know better? The legal community understands these aspects of riding in order to discuss the details of any kind of accident. Good debaters know that you should be able to argue all sides of an issue, so knowing safety allows the legal community to argue and understand the best strategies for their client's defense... So from the Motorcycle Foundation to you... here is a summary of what they have come to know to be important in

CHOOSING A HELMET...

Safest Motorcycle Helmet Type

There are numerous styles of helmets, but the three main designs are the full face, $\frac{3}{4}$, and the $\frac{1}{2}$ helmet. In regards to safety, the full-face helmet is the safest choice of the three. The full-face helmet offers the most coverage surrounding your head and neck. A full-face helmet protects you from the environment you're riding in, whether it be inclement weather or debris and bugs hitting your visor. One of the distinguishing features of a full-face helmet is a chin bar, which $\frac{3}{4}$ and $\frac{1}{2}$ helmets lack. According to an Australian study, the chin encounters fifty percent of severe impacts during an accident. Only a full-face helmet will offer you the protection to keep your chin and jaw safe.

"Whenever you go out to get yourself a new helmet, always look for shell-built design," says motorcycle blogger, Motorcyclist Lifestyle. "It is the first line of defense

that protects your head to avoid direct contact with the road. [Choose] another helmet if the helmet you picked doesn't have thermoplastic or reinforced composite shell-like polycarbonate. The second feature to look for is the impact-absorbing liner. As the name suggests, it is the inner liner of the helmet, which not only gives comfort to your top head but absorbs impact in crashes. It is the second line of defense that protects you from severe head injuries. The third feature is the chin strap. A helmet can only do its job if it's properly strapped."

One sticking point that you see a lot of banter on is the cost of a full-face helmet and why the higher price is a result of more or better safety. The truth is that cost doesn't necessarily equate to more safety. Helmet manufacturers have standards like the Snell Foundation requirements, DOT (Department of Transportation), and the current European Safety Standard 22/05. These requirements help to ensure a quality product is released to the public. Beyond those criteria, the cost is more driven by materials used to make the helmet, features available, and the visual aesthetics of the helmet.

There are many Testing Standards for Motorcycle Helmets. The main standards include the Snell Method, The DOT (Department of Transportation) Method, the European Standard 22/05, and the European BSI 6658-85 Type A. Although the testing of helmets is very similar in all standards both here in America and in European circles, The Snell method seems to be the easiest to understand and the most thorough in their communication to the customer. Here is a summary of what they look for in a safe helmet:

- **Impact Testing** – the impact test uses controlled impacts to simulate different impact surfaces. The object is to measure gravitational (G) force or acceleration. If the peak acceleration in any test exceeds a value, the helmet is rejected.

Positional Stability (Roll-Off) Test – A head form is mounted so that it points face downward at an angle of 135 degrees. The helmet is placed on the head form and the straps and buckles adjusted to obtain the best fit condition. Weight is connected via wire rope and dropped from a determined height. The helmet is turned 180 degrees, and the test conducted again. The helmet may shift, but must not roll off the head form to pass the test.

(Continued on page 4)

KK continued...

• **Dynamic Retention Test** – The helmet is placed on a head form with the chin strap fastened under a device representing the jaw. The jaw piece has a 23 kg weight applied for around one minute. The retention system is tested by simultaneously removing the 23 kg weight and applying a 38 kg mass in an abrupt guided fall. The retention system fails if it cannot support the mechanical loads or if the maximum instantaneous deflection (stretch) exceeds 30 mm (1.18 inches).

• **Chin Bar Test** – The test helmet is attached to a base with the chin bar facing upward. A 5 kg weight is dropped to hit the central portion of the chin bar. The maximum downward deflection of the chin bar must not exceed the stated distance.

• **Shell Penetration Test** – The test helmet is attached to a base. A sharp-pointed 3-kg object is dropped from a prescribed height. The test striker must not penetrate the helmet or even achieve momentary contact with the head from inside the helmet.

• **Faceshield Penetration Test** – The face shield (also called a visor) is attached to a test helmet and shot along the centerline in three separate places with an air rifle. The rifle shoots sharp, soft lead pellets at speeds approximately at 500 kph (310 miles per hour). The pellets must not penetrate the visor for it to pass the test.

As you can see, this is a very thorough test and will ensure safety for the rider in times of challenging situations. This article will also give you insight into making the best choice for helmet fit...

Each manufacturer's helmet will fit slightly differently. One brand may be a better fit for a round head, while others may fit better for an oval shape. You can read reviews from each manufacturer, but you may get the best understanding of what will fit you best by trying a few. Sizing will vary from brand to brand; therefore, a medium in one brand may fit like a large in another. Again, trying on a few may give you the best feedback.

Current helmet technology involves an inner liner to absorb shock, made of EPS (expanded polystyrene) foam.



There is a comfort liner that riders often mistake for a protective component, which also does provide some padding. A helmet should also have EPS foam in the lower area to adequately protect the face and jaw.

Fit is essential to finding the best helmet for you. What needs to fit is the EPS liner, not the comfort liner. A rough measurement should be taken from above the eyebrows, around the head at the furthest point of the back of the head, and around. A helmet must always be tried on and checked for fit. The chin strap should be tightened so that only two fingers will fit between the strap and the head. There should be no gaps at the top, front, back, or side of the head, although it should not be painfully tight. The helmet should be worn for a few minutes to gauge the fit. If you attempt to rotate the helmet, your cheeks should move. If the helmet moves or slips with rotation, or up and down, it is not a good fit. To test the chin strap, look down toward your chest, and see if the back of the helmet can be pushed upward.

Keep in mind that there are non-safety factors that make a big difference. These include the feel of the safety liner, the amount of airflow, and the size and shape of the eye-opening. Sound level is somewhat of a safety consideration, because it affects what is heard, and because wind noise over time will damage your hearing. Weight is more a comfort factor than a safety factor, but in an accident, the physics of weight may make a difference.

The most important thing is that the helmet fits your head correctly and that the chin strap holds it on your head.

And.. Finally. When should you replace your helmet? Motorcycle manufacturer consensus insists helmets should be replaced every five years, even assuming you have not had any direct impacts that would jeopardize the impact protection of the helmet. This recommendation is mainly from helmet manufacturers and the Snell Memorial Foundation after studying the effects on a helmet from regular use. Helmet degradation is caused by normal wear and tear, hair oils, and body fluids, and cosmetics. Cleaners, paints, fuels, and other materials also affect the liner materials and overall helmet performance. Many people have kept their helmets for more than the recommended 5 years, but you will have to make that call. If the helmet has been damaged or if the lining looks like it is thinning... make the investment! You want to care for your head so that you can 'Keep Thinking' while you are riding...





Oil Spots

By Traveler



Tips For Street Riding Safety

It's amazing how many different tasks we deal with on a normal traffic-choked commute. Doing it successfully

means processing a multitude of items at once and reacting correctly to each. Here are a few smart strategies for dealing with traffic-choked streets.



Watch Drivers' Heads And Mirrors

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves.

Don't Get Between A Vehicle And Off-Ramp

Drivers who decide to exit at the last minute can kill us. Never get between a vehicle and an offramp. Passing on the right is generally a no-no, but in this day and age, it's sometimes necessary. So if you do it, do so between exits or cross streets.



Don't Trust Your Mirrors



Always buttress your mirror-generated rear view with a glance over the appropriate shoulder to add an extra measure of rear-view and blind-spot knowledge to your info-gathering tasks. Mirrors alone can't tell

you it's clear. They can only tell you it isn't clear.

Cover Your Brakes

To minimize reaction time, keep a finger or two on the brake lever and your right toe close to the rear brake pedal. When that driver cuts across your path trying to get to the exit ramp, you'll be ready.



Be Seen

Wear brightly colored gear, especially your helmet and jacket. Hi-vis yellow suits and jackets are available at every gear shop.



Be Ready With The Power

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked.

Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that pickup suddenly moves over. The higher revs might also alert more drivers to your presence.



(Continued on page 6)

Oil Spots, continued...



long—watching only behind or in front of you, is just begging for trouble.

Traffic Slowing? Stay Left—Or Right

Look for an escape route when slowing due to traffic. It will keep you from getting smashed if the driver behind you fails to stop in time. Once you've stopped, be ready: clutch in, bike in gear, and your eyes on the mirrors.



ready. Watch the car's wheels or the driver's hands on the steering wheel; if you see movement, be ready to brake, swerve, or accelerate to avoid them. If possible, go thru the intersection alongside a car.



Watch for gravel / sand, which is usually more difficult to see. Often you can smell spilled diesel fuel / gasoline before you see or feel it.

Practice The Scan

Constantly scan your entire environment—from instruments to mirrors, to the road ahead, to blind spots, to your left and right. Dwelling on one area too

In

in them. Doing so will separate you from four-wheelers, give you additional room to maneuver, and allow you to keep away from dangerous blind spots. Riding along with the flow of traffic can make you invisible to other drivers, especially in heavy traffic.



Ride In Open Spaces

most groups of vehicles there are always some open spacing; find these and ride

Use That Signal Correctly

Get into the habit of canceling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't.



Plan More Than One Way Out



in a hazardous situation. There's almost always an escape route. Swerving to the shoulder could be a lot better than center-punching the car turning left in front of you. Always have an escape route planned.

Running Interference



Let larger vehicles run interference for you when negotiating intersections. If a vehicle is going to blow the light, better they hit the truck next to you. For the same reason, don't jump through an intersection as soon as the light turns green. Be patient and use the vehicles next to you as cover

Continued on pg. 7)



Oil Spots, continued...

Motorcycle Tire Pressure



One of the most basic aspects of motorcycle maintenance is checking your motorcycle's tire pressure.

Even those of you who like to go to the dealership for basic oil changes should know how to check your own motorcycle's tire pressure.

If the tire pressure is off on some bikes it results in a ride that feels overly squirmy. However, in some cases, you may not even notice that the tire pressure is off unless you specifically check it.

An under-inflated tire can result in a tragically bumpy ride, bad steering, a shorter life span for the tire, and can even cause the tire to come apart from the rim.



Over-inflated tires can end up reducing the amount of surface area the tire can grip the ground with, making the ride much more precarious

and often give a very bumpy ride.

Properly inflated tires give your bike better gas mileage, a smoother ride, better traction, and tires that last longer and stay in better shape.

Always check for proper motorcycle tire pressure when the tires are cold, or when the bike has been parked for at least three hours.



This gives you the most accurate reading and is why most riders check their pressure before they start off on a ride.

Where you store your bike is also important. The tires should be at ambient temperature, meaning that if you parked your bike in the hot sun on black pavement, your pressure reading may not be accurate even if you have not ridden the bike for several hours.

Checking your motorcycle tire pressure should be part of your routine every single time that you get on your bike.



Check your owner's manual to get the recommended tire pressures, front and rear, for your specific bike.

Additionally, the sidewalls on your tires should indicate the correct tire pressure the man-

ufacturer recommends. Tire pressure is measured in PSI, so somewhere on your tires it should state "42 PSI" or whatever the recommendation is.



When you are checking your motorcycle tire pressure, make sure that you take into consideration whether you are riding solo or with a partner, or if you are going to be having a lot of cargo on your bike.



There are, typically, different tire pressure recommendations depending on how much weight is going to be on the bike.

Checking the tire pressure only requires one piece of equipment...a tire pressure

gauge.

To check the tire pressure on your bike, first make sure that you understand what the PSI reading should be.

If you do not have an air compressor a good bicycle pump might help add or remove a few PSI from your tire.

Ensuring that you have appropriate tire pressure helps make sure that your motorcycle tires have the grip they need to provide you with a safe and secure ride. Also important is not becoming a burden on a group ride when you have to stop because of improper tire inflation.

CONCEAL CARRY

If you are going to carry a firearm on you or in your motorcycle during a trip, consider a few issues like:

- ♦ Are you licensed to carry a concealed weapon (CCW)?
- ♦ Is your CCW license current?



(Continued on pg. 8)



Oil Spots, continued...

- ◆ Do the States that you will travel through recognize your CCW license as valid?
- ◆ Are you fully aware of the CCW laws in the States that you are riding through?
- ◆ Will you be in a high-threat area where you need quick access to your weapon?
- ◆ Would it be better to carry it in a saddle bag?
- ◆ Should you wear a shoulder holster or a waist holster?
- ◆ Will you be able to secure your weapon if you can't carry it i.e. a government building?
- ◆ Should you use a gun vault in your saddlebag / tour pack?
- ◆ When you secure your weapon from holster to saddlebag, can you do so without displaying it? That could be considered Open Carry.
- ◆ Will your holster and weapon fit under your rain suit?
- ◆ However, the most important issue on carrying concealed on a motorcycle is.... do you really feel a need to carry a weapon with you in the first place?

What To Do With Old Helmets?



We all know that it is recommended to **replace helmets within 5 years** for safety reasons, and that if you crash in one, or drop it, you should

get a new one. But....what can you do with the old one?

Unfortunately, while many household recycling programs tell you to throw all different types of materials into a single bin for collection, those items get sorted by material when they get to recycling plants. Helmets are made of a mixture of materials that aren't easily separated, and thus will likely get discarded outright if you throw them in your recycling bin. In other words, you can save time by simply trashing it yourself from the start.



Clearly, selling it isn't a good idea, because you've already decided that it's no longer safe enough for you to wear. Since that's the case, you may also want to take the precaution of cutting the chin straps so no one else can scavenge it from your garbage bin, thinking they've found a good and safe helmet for free.

Calling local first responders in your area to see if they'd like a donation of a used helmet for training purposes only, is probably the most satisfying outcome. Training programs for those first responders may be able to use your spent helmet to train their people on how to handle motorcycle crash victims. If you're going this route, leave the chin strap intact before donating.



Upcycling your used lids into art or home décor can be fun, if you're of a mind. If you're into collecting lids with funky graphics, and you have the space, you could even put up shelving to simply display them somewhere in your home or garage. They may not be great at protecting your skull

any longer, but they still look cool.

When faced with too many old helmets, and no place to dispose of them, one can always invite friends over for a drink and a good old helmet roast!



(Continued on page 9)



Missouri Helmet Law Repealed



While some states are taking steps towards making motorcycle helmets mandatory, others, on the contrary, are relaxing their laws for the sake of "freedom". Despite the

overwhelming evidence that helmets can make a difference between life and death in crashes, some riders prefer feeling the wind on their face.

Missouri became the latest U.S. state to repeal its helmet law and modify their 52-year-old regulation.

Missouri Governor Mike Parson signed House Bill 1963 that allows motorcycle riders to ride without a helmet. However, riders have to meet certain requirements to be allowed to ride without a helmet.



According to the new law, only riders aged 26 and older, with a full riding license and proof of health insurance, are permitted to ride without helmets. Riders with a learner's license must still wear their helmets.

The bill also states that law enforcement isn't allowed to pull riders over only to check whether they meet the legal requirements. There may well be an increase in speed traps after the law takes effect on August 28, 2020.



Know Safe... Stay Safe!



Staying Safe!

V.P.'s Vision

By: Mary 'Trooper' Kirkpatrick

To continue on the theme started in the Kaution Korner to 'Keep Thinking', there were other pieces of information that are also crucial in keeping our rides safe and our reputation of safety at the forefront of the club!

Getting out and practicing is one theme that we continue to stress and a reminder every so often is a good thing, but especially now in these COVID times. The parking lots are empty, the roads are calling... and here are a few techniques that can always use a tune up! Try them in a parking lot or when you are cruising along the roads...

1. Be conscious of where you are looking. Your sight and the sights you are seeing are essential to Motorcycle safety. Target fixation can be deadly, so practice avoiding it in turns or on straights by visually selecting something on the road (debris, dark/light patches, etc.) and immediately looking farther down the road. The brain retains a short-term map of what was just seen and the rider then guides the bike around the imagined hazard. With enough practice, you don't even have to think about it, and your reactions kick in to steer you away from trouble.
2. Wayne always talks about the riders' position on the bike in turns when racing. First, their rear ends shift off the seat in the new direction they will be going. Next, their heads lean toward that same direction to utilize body weight for steering. Having a turn already set up like this helps to avoid big trouble while enhancing the experience of cornering. It not only reduces target fixation significantly, but also sets the tone for the entire turn. Practicing this essential at slow speeds in parking lots is great, because this skill becomes exponentially more important at street speeds.
3. Zen teacher Shunryu Suzuki said, "In the beginner's mind there are many possibilities, in the expert's mind there are few." So, every time we swing a leg over the bike, let's remember that as long as we are beginners, We can justify another ride to practice essentials while enjoying the stunning beauty in our corner of the universe.

To read the entire article and enjoy a few more tips, check out:

<https://www.cycleworld.com/five-motorcycle-riding-skills-you-can-practice-every-ride-nick-ienatsch-tuesday/>



The Harley Davidson Museum is a great destination for a ride, IF you are being led by Mike Bradbury! Thanks, again, Mike for a windy-twisty morning and a very nice setting for a good lunch!



August Birthdays and Anniversaries!



16 - Jane Smith
24 - Greg Smith

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

August's Love Story...

28th - Gene and Noelle Rigsby



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ADVENTURE???

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Thanks, Greg for
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with you to buy or sell your home!**



When we are released from our
quarantine, let's remember Alley
64 and get back there quickly!





RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Sunday, August 2nd - Monday, August 10th	Sturgis	Lake Zurich	Sturgis, S.D.	8:00 AM	Boand
Tuesday August 11th - Sunday, August 15th	Post-Sturgis	Alex Johnson	Multiple Western American Sites	8:00 AM	W. Kirkpatrick
Keep	Your	Eyes	Out	For	Details
	In	The	Coming	Weeks.	
	As	The	World	Changes,	
	We	Will	Update	Information	
	On	The	Website!	Fingers Crossed!	

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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