



ROAR

November, 2020

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Upcoming Events

NOVEMBER

- 1 2AM - TURN CLOCKS BACK
- 3 GENERAL MEETING
- 10 BOARD MEETING

DECEMBER

- 1 GENERAL MEETING
- 6 TOYS FOR TOTS
- 8 BOARD MEETING

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





PRESIDENT'S POINT

And Now a Word from your President...



Hello Top Cats!!

I hope you and all your families are all doing well.

The recent change in COVID-19 restrictions has caused us to cancel the November meeting. The board will monitor future changes and adjust our club activity schedule accordingly.

Speaking of our club schedule, I have been noting for the last two months, our riding season is winding down, but riding is not over.... No way!! We still have opportunities to ride. This month might be the exception, with no rides posted in our calendar for November (**Note to our RCs. Open calendar space!!**). But just after the close of November. When you think all the opportunities to ride and hangout with your Top Cats family is done. December 6th to be exact. Ted has planned to lead us to the Chicago Toys for Tots parade. Watch for more details on that.



On October 17th, I had the pleasure of leading a group of brave souls out to visit some scary places in our area on a Haunted Highways and Picnic ride. We ended our ride at The Rigsby haunted castle for a BYO picnic lunch and a campfire. It was a bit cold to start the day, but warmed up nicely by the end of the event. Thanks to all who attended and made it a great day!!

As I mentioned last month, with no Ride for Dreams event and no raffle this year, we are "passing the hat" to raise funds for NISRA. Of course we want all of the Top Cat's to have an opportunity to donate, so you can do so by contacting me or any of the board members. My phone number is below and the board email addresses are listed near the end of the ROAR you are reading. Any donation is appreciated, so don't be shy.

Don't forget to "buddy check". Send me a note, letting me know how you are doing. I got a few last month and it was great to hear them.

Buddy Check...

gene.rigsby@gmail.com...

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

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" Rigsby

November Birthdays and Anniversaries!



5th - Mike Bradbury
9th - Jim Purcell
17th - Kathie Bradbury
18th - Doug Jackson

Happy Days to our Top Cats Celebrities for November

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

November's Love Stories...

20th - Rich and Diana Lanute





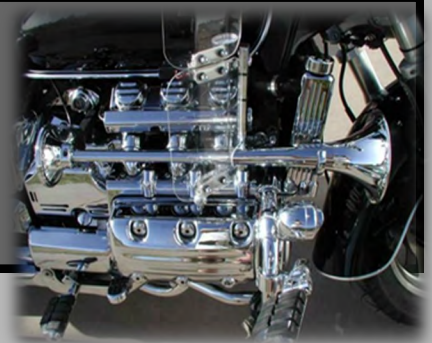
KAUTION KORNER



Be Seen... Be Heard!

STATISTICS SHOW THAT THE COMMENT MOST MADE
AFTER MOTORCYCLE ACCIDENTS IS :
I NEVER SAW THEM!

By: Jim Purcell, Road Captain



BE SAFE! Lets try to change statistics. Make them SEE you and HEAR you.....
HERE ARE COUPLE MORE WAYS HELP YOU TO RIDE SAFER

Motorcycles are already at a disadvantage on the road because they are far smaller and can accelerate and decelerate far faster than car drivers are accustomed to. This makes them both harder to see and harder to gauge the distance from. Darkly colored motorcycles only exacerbate the issue, making our tiny little rocket ships that much more difficult to recognize on the road. Riding a brightly colored motorcycle can exponentially increase the chance you'll be noticed, even if only seen out of the corner a driver's eye; a fraction of a second difference in reaction time can be the difference between life and death.

We all wear helmets, leathers, gloves and glasses. Or... we should! But, how about being seen? Today's technology has come a long way! Motorcycles now come in vibrant colors which now stand out in the crowd. Equipment, helmets and clothing have become high tech and high visibility!

So in a flip-flop from nature's order, rather than hide, smart riders find ways to grab drivers' attention, which means appealing to one of their five senses. Since drivers can't touch or taste or smell you, Here with are some well-proven strategies.



Hyper horns: Especially on older bikes, stock horns sometimes offer little more than an ovine bleat. But wiring up a set of ear-splitting Fiamm or Stebel air horns can roust even drowsy drivers fast!



Loud pipes: The classic bumper sticker, "Loud Pipes Save Lives," is probably true to some extent. They are, however, illegal and don't make many friends for motorcycling, either. And unlike a loud horn, they won't do much good in alerting a car that's about to swing across your bow.

Neon gear: Some emergency vehicles are painted high-visibility neon, which, in conjunction with their warbling sirens, halts traffic like nothing short of a good miniskirt or a built body in a sleeveless T. A growing number of companies make high-vis apparel, and Vemar offers a fluorescent lid that soaks up light energy and then glows all night.



Helmets

Everyone knows the importance of wearing a helmet, to avoid or significantly reduce the severity of injuries to the head and neck in case of accident. Also, do not underestimate its significance in terms of visibility.

When you ride your bike, your helmet is the highest and most visible object, especially when driving in urban traffic. A white or a brightly colored helmet will surely draw more attention in the rear view mirror of the other drivers on the road. Do plain colors bore you? Helmets are available with highly visible graphics! Get inspired!

(Continued on page 4)

KK Continued...

HID lighting: Your BFF may always have your back, but the brightest headlight you can afford will have your front on the street. High-intensity discharge (HID) xenon and light-emitting diode (LED) lighting are super-noticeable in daytime and also brighter than halogen OE units at night.



Headlight modulator: You already ride with your headlight on, right? Legal in all 50 states, a pulsing headlight modulator from Kisan Electronics draws additional attention to your position in the space-time continuum. Brake-light modulators are also available.



Lights in general are more available now that LED are available, they come in all sizes and can be placed anywhere now. You can upgrade older models like these. They are great for front and back of your bike. Some newer models are already equipped. A good practice is

to always make sure your lights, both signal and break, are in working order every time you ride.

For the most part, motorcycles are illuminated on front and rear. They also make high visibility reflective tape that is clear. This is now being used for the sides of the motorcycles that are most vulnerable. This tape comes in a variety of sizes and can be placed strategically in discreet places to give maximum side visibility.

The science of sight can teach motorcyclists how to become more visible. Robert Poulin, MD, an eye physician and surgeon who club races a BMW M3, shares some surprising facts. "As people age, the eye begins to block light, particularly in the blue end of the color spectrum," he says. "So a blue bike or apparel won't look as vibrant to older drivers as greens, reds and yellows." Another surprise is that riders may be more visible at night than by day. "The dark-adapted eye is very sensitive and has a wider dynamic range for detecting light than the light-adapted eye," Poulin notes. And finally, get a headlight modulator. "As a driver, I really notice bikes with flashing headlights!" Finally.... There is an old cliché: "Anything is better than Black"! This makes sense, because even in daylight, black is hard to spot.



Remember, because of your size, your distance and your speed your approach is hard to judge to oncoming traffic. Rain and other weather variables can make this statement even more true. To be seen, rain suits should also be a highly visible color with reflective seams or other parts to the fabric.

Here are some additional things to remember to help you be seen and heard...

- ✦ Blind Spots: Rule of thumb: If you can't see the driver's face, they can't see you! And the bigger the vehicle, the harder it is for them to see you!
- ✦ Weave when coming to a stop: Do a slight weave within your lane when stopping at an intersection. By doing a little weave your headlight becomes an unusual moving object and hopefully alert drivers to your presence. It also helps catch the attention of the traffic behind.
- ✦ Use hand signals: In addition to the turn signals of the bike, you should also use those hand signals you learned to inform other vehicles about your direction intent.
- ✦ Tap Tap Tap: Tap your brake to activate the break light: Tapping the brake when slowing down really helps increase your visibility to the traffic behind you. It's also good to tap when you feel someone may be following you too closely.
- ✦ Always be aware of your position: Try not to ride adjacent to cars. Try to ride in the front line of vision of the driver behind you, not in their peripheral vision. Always be aware of where you are in regards to their blind spots. Be ready to react if a driver starts moving into your lane and I cannot stress this enough: always be on the lookout for escape lanes.
- ✦ Escape lanes: When you are stopped at an intersection do you automatically look to see if you will pull away left or right if the car coming up behind you doesn't stop in time? Always be on the lookout for a way out.
- ✦ Leave plenty of space: Leaving a buffer between your motorcycle and the vehicle ahead of you allows you time to react to obstacles and helps prevent the vehicle in front of you from blocking oncoming traffic's view of you.

Hope there was something that you can use to help you be heard and seen. Remember: Live to Ride and Ride to Live!



Oil Spots

By Traveler



More Dealership Closings

With Harley-Davidson's nationwide dealer consolidation plans and its reduced market sales, it isn't surprising to see so many dealerships consolidating and closing.

Brian's Harley-Davidson, will remain open, but its Brian's Valley Forge Harley-Davidson location will close.

Other Harley-Davidson dealership closures since June 2020:

- Harley-Davidson of Southampton, Greenfield, MA
 - Barnett's Las Cruces Harley-Davidson, Las Cruces, NM
 - Calumet Harley-Davidson, Munster, IN
 - Goe Harley-Davidson, Angleton, TX
 - Iron Town Harley-Davidson, New Berlin, WI
 - Abernathy Harley-Davidson, Union City, TN
 - Hub City Harley-Davidson, Aberdeen, SD
- Cycle World Harley-Davidson, Athens, GA*

2020 MCN Awards

The Motorcycle Consumer News Awards celebrate what they select as the very best motorcycles, by category, available in the US right now. It may not feel like there's been much to celebrate in 2020, but some truly wonderful bikes have hit the roads.

And there were already so many great bikes to choose from, it made deciding the winners really difficult. Here's what they chose, in no specific order, as the cream of the two-wheeled crop.

Best street motorcycles

- Triumph Tiger 900 Rally Pro
- BMW R1250RT
- Harley-Davidson LiveWire
- KTM 890 Duke R
- Aprilia Tuono V4 1100 Factory
- Triumph Rocket 3 R

- Ducati Multistrada 950 S
- Royal Enfield Interceptor 650
- Kawasaki Ninja 1000SX
- BMW S1000RR
- Yamaha MT-125
- Honda CB500X
- Yamaha TMAX 560

Best touring motorcycles

- Honda Gold Wing
- Harley-Davidson Road Glide
- BMW K1600GT
- Kawasaki Ninja H2 SX
- KTM 1290 Super Duke GT
- Kawasaki Ninja 1000SX
- BMW R1250GS
- Ducati Multistrada 1260
- Yamaha Super Ténéré 1200
- Yamaha Tracer 700
- Suzuki V-Strom 650
- Honda CB500X

Tips for Night Riding

Riding a motorcycle at night can be very satisfying, with the roads less crowded and distractions swallowed up in the dark, but you have got to

take some extra precautions to make it safe as well as satisfying. These are some good tips for riding once the sun's gone down.



Can you see clearly?

- Obviously you need a clear visor but make sure it's free from scratches and clean.

- Scratches will distort your vision at night, especially with oncoming headlights.



(Continued on page 6)

Oil Spots, continued...



Make yourself known

- It still might not be perceived as being fashionable, but it's important to be seen; fluorescent or reflective clothing really makes a difference.
- Some gear has built in reflective

strips - even gloves and boots, but we'd still advise a reflective vest or waistcoat.

- Reflective tape is also available to add reflection to the bike's frame, your helmet, etc.

The eyes have it

- Cat's eyes, reflective lines, and road reflectors are your friends: they help guide you at night and give you some indication of what is ahead.
- They can not only indicate which way the road twists and turns but if it's legal to overtake, as double yellow lines have a heavier concentration of reflection



Be clean

- Keep your headlight clean, for obvious reasons. It might be a pain in winter but it's

worth doing before you set off on a night-time ride. Most garages have a simple sponge and bucket of water near the pumps - and don't forget to clean your indicators and brake lights at the same time. It makes a surprising difference.



Be courteous

- It's difficult but try to avoid looking directly into oncoming headlights.
- If you think oncoming headlights are on high beam, don't hit your high beam as you may dazzle oncoming traffic and cause momentary blindness; simply flash your high beams once or twice and avoid looking directly at the oncoming vehicle.

Don't miss a thing

- It's more difficult to spot potential danger at night so use all your senses to look out for clues. You can usually smell diesel fuel before you can see it. If you can smell freshly cut grass or a recently fertilized field be aware of mud on the road or slow moving farm traffic.



Guessing is dangerous!

- At night it's tempting to 'link the dots'. For example, just because you can see a car in the distance it doesn't mean the road



is straight, there may be a hidden dip or turn. Always assume the worst.

Prepare yourself

- The rider is often the weakest link in the safe - night - riding chain. Don't ride fatigued. If you wear corrective lenses, clean them. Sunglasses only look cool in the daytime. Increase your distances and decrease your speed. And....certainly, don't drink and ride.



(Continued on page 7)



Oil Spots, continued...

Indian Won't Follow Harley's Lead in India Exit



Far from following Harley-Davidson's example by leaving India, Indian Motorcycles could use it as an opportunity to develop an all-new affordable model

Indian Motorcycles has been a thorn in Harley-Davidson's side since it was re-launched to much fanfare by Polaris Industries and while the big H-D might feel compelled to just point to sales figures as to why it still has the upper hand, it doesn't stop Indian from firing a few well-aimed salvos.

Whether it's ad campaigns or viral content, Indian wants to beat Harley at its own game and just dig the knife in a little deeper when the Milwaukee stalwarts have to fend off another bad news story of slumping sales, reorganizations or - most recently - the decision to leave the market in India after only 10 years.

Harley-Davidson might be a tad preoccupied with its own issues - otherwise known as the 'Rewire' strategy.

Not only is Indian not planning to follow suit by withdrawing, it could actually launch a new model aimed at offering an affordable entry point for the brand.

Indian Motorcycles does sell models in India but it doesn't have a manufacturing base there, which inevitably drives up prices. Harley-Davidson did have a manufacturing base but people complained they were still too expensive.



Tom Cruise Does Big Jump For Latest Film

Tom Cruise jumps a huge ramp in one of the biggest and most expensive stunts ever for a Mission Impossible

ble film

The picture above shows Cruise leaping a modified Honda CRF450 from a huge ramp while being flanked by drones to capture the action. Both the bike and Tom Cruise were tethered to prevent them from coming to harm - although that's not to say the scene ran totally without a hitch.

It is reported that one of the bikes used for the stunt was damaged during filming, causing the machine to explode on the set of the film.

The stunt, filmed in England, is reported to be one of the most ambitious and expensive ever to take place on UK soil, having reportedly cost around \$2.6m to set up and film. It saw the crew and actor descend on a disused RAF base in Oxfordshire, going as far as to set up temporary traffic lights to help prevent the public from filming the escapade.

The stunt had originally been slated to take place in Venice, Italy, but when COVID-19 created travel chaos across Europe, filming was eventually switched to the UK.

Just before the UK lockdown began this year he was spotted on another RAF base learning how to wheelie a motorcycle, that time riding a specially prepared BMW G310 GS.

LiveWire Recall By NHTSA



The National Highway Traffic Safety Administration announced that certain 2020 Harley-Davidson LiveWire motorcycles are being recalled. An unexpected loss of propulsion without the ability to restart may increase the risk of a crash.

The potential number of units affected is 1,012. The electric vehicle powertrain may unexpectedly shut down and not restart, due to a software issue in the Onboard Charging (OBC) system.

Harley-Davidson will notify owners, and dealers will update the OBC software, free of charge.

Daytona Beach's Biketoberfest Ends on a Mellow Note



Seven months into the coronavirus pandemic in Florida, engines still roared on Main Street and bikers

still downed drinks at outdoor bars, but the renowned event was much less thunderous on Sunday than in previous years.

(Continued on page 8)



Oil Spots, continued...

Phaedra Lee, manager of Main Street Station, noted that the open-air garage bar reopened about two weeks before Biketoberfest was set to commence, which made her somewhat nervous about whether she would have enough staff members to serve the crowds. Still, she was excited to see customers support the bar that had been shuttered for seven months.

Shelly Rossmeyer Pepe, general manager of Bruce Rossmeyer's Harley-Davidson at Destination Daytona in Ormond Beach, was prepared to see a lower turnout among bikers on Sunday, as many potential Biketoberfest attendees chose to avoid the event to protect themselves from coronavirus infection. However, after months of slower than normal business, the motorcycle dealership tended to a good number of customers throughout the four-day event.

Sunday seemed to draw fewer bikers than the other days of Biketoberfest, leading some vendors to call it quits hours before the end of the event



In such uncertain times, business owners were pleased to see bikers ride down Main Street and continue to support Biketoberfest, even though the event was much more mel-low than in previous years.

For a lot of the riders, it's a very ritualistic thing for them to make an annual pilgrimage to Daytona Beach. It's what they do every year and it's a tradition.



Winterizing Your Motorcycle!

By Traveler



The sad truth about motorcycles is that they need special treatment if they're going to sit for even just a few weeks. The gas in the tank and the chemicals storing electricity in the battery are the first to suffer, and both of those are important for getting your bike back underway.



However, many other things can accelerate the wear on your motorcycle if you don't take care of them before an extended hibernation. Unfortunately, many riders don't winterize their bikes for the off season and are greeted with an ugly surprise come springtime.

Gas Tank

Gas tanks form their own internal micro-climates. If you're going to park your bike for more than a week,



completely fill the tank. As the temperature rises and falls, any moisture in the air will condense on the bare metal inside the tank and can cause rust.

Fuel stored for long periods can deteriorate unless a fuel stabilizer is used. Be sure the tank is completely full, or the moisture in the air trapped in the tank can cause it to rust.

If you're storing your bike for the winter, you have two choices for how to prepare the tank. Both methods of tank winterization require that you begin by draining the tank. This is a good maintenance procedure, anyway, since any crud or moisture that has collected during the riding season will be carried out with the fuel.

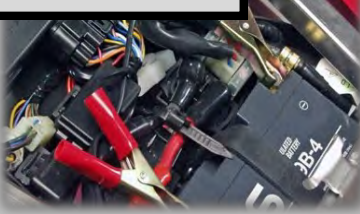
The easiest option is to then pour a fuel stabilizer, like Sta-Bil, or Sea Foam, into the tank and then fill it completely with fresh gas. Most manufacturers recommend the full-tank method for all fuel injected bikes. The alternative for people who can't or don't want to store their bike with a full tank is to pour a few ounces of heavy oil — 50W at a minimum — into the empty tank.

Close the tank and spend a few minutes rotating it until the oil has coated the tank internals and washed away any fuel remnants. Pour the remainder into your oil-recycling container. Next spring, empty out the oil that collected in the bottom of the tank before filling it with fresh gas.

(Continued on Pg. 9)



Winterizing, continued..



Battery

Batteries don't store electricity. Instead, batteries store the chemicals necessary to produce electricity. If left unused, lead acid batteries will naturally discharge.

Both high and low temperatures will accelerate this loss of charge, and if it's allowed to continue, the battery will reach a deeply discharged state that can dramatically shorten its life.

Add a constant drain from an alarm system, and your bike's battery can be stone dead in only two weeks. (Note: If you have a lithium-ion battery installed in your motorcycle, ignore this section of the article. Simply store it inside out of the cold for the winter.)

A smart charger keeps your battery in good health. Although battery technology continues to improve, producing ever more compact and powerful packages, the only way to maintain a motorcycle battery is to charge it periodically.

Fortunately for those of us with lead acid motorcycle batteries, "smart" charger technology has advanced to the point that buying one can pay for itself in a year or two of ownership. You don't even need to remove the battery from your bike. Just plug it in and forget about it. A fused cable tucked safely out of sight will work fine.

Intelligent chargers constantly monitor the state of a battery, and when the voltage drops, the charging feature kicks in. Once the voltage rises to the proper level, the charger enters "float" mode, where a neutral charge keeps the voltage from dropping.

The difference between these chargers and the basic trickle chargers that can be bought for less than \$10 is the float mode. Trickle chargers just keep trickling away regardless of the battery's condition, which can do as much damage as not charging the battery at all.

Finally, any non-sealed battery (yes, they are still made) should be topped off with distilled water every month or so, if necessary.

Engine

The internal combustion engine is a toxic environment. The oil that is the lifeblood of the engine must suffer through high temperatures and extreme pressures – all-the-while carrying away the by-products of those thousands of explosions per minute. Once the

engine stops running, those contaminants settle out of the oil and can sink their teeth into unprotected metal.



A quick oil change prior to parking your bike for the winter will pay big dividends in the longevity department. Once the oil has been changed, ride your bike for a couple of miles to make sure the new oil has thoroughly flushed out any remaining contaminants.

Although many bike cylinder walls are now coated with alloys rather than lined with iron, you'll still want to protect them from moisture contained in the air trapped in the chambers. Some people prefer to remove the spark plugs and squirt some 50W oil into the spark plug holes. Crank the engine over a few times to coat things before reinstalling the plugs.

Another method is to spray fogging oil into the spark plug holes, which may give the cylinders a more thorough protective coating. Fogging oil can be found at many auto parts stores.

You may want to cover the airbox and exhaust openings to keep dirt and critters out. Rags or tape will work fine on airboxes. Exhausts can be covered with a plastic bag and a rubber band or with half of an old tennis ball.

Some thorough riders spray WD-40 into their muffler as an extra precaution (because of its water displacing qualities) before plugging it.

If your water-cooled bike will be stored in an unheated garage that may see temperatures below freezing, you'll want to check to see that the antifreeze is up to snuff. If you have any doubt, replacing coolant is much cheaper than replacing a cylinder head.



Carburetors

Although carburetors are seldom found on new motorcycles, there are still enough carbureted bikes out there to including them in a winterization list.

While owners of fuel-injected bikes don't have to worry, carburetors can gum up over the winter if they

aren't drained. Periodic float bowl draining also removes any garbage that collects there.

Carburetors have many small and tiny orifices that clog easily and resist cleaning. Gasoline is made up of many compounds, some of which are quite volatile (for easy starting and less pollution). Unfortunately, this means the vast majority of gasoline's components will evaporate, given enough time, leaving behind varnish in places that you definitely don't want it.

To prevent build-up of this stuff, any time you are going to let your bike sit more than a week or so, you should drain the float bowls.

(Continued on page 10)



Winterizing, continued..

Otherwise, the potential consequence is a time-consuming and expensive repair.

The best way to drain the float bowls is to attach a hose to the nipple at the bottom of each float bowl. Then loosen the drain screw and let the fuel pour into a clean container.

Examine the contents for water, rust or any other contaminants. (If you find any, you've got a nice winter tank-sealing and carb rebuilding project!) The tight construction on most bikes makes this a time-consuming process in which several parts, like the tank, need to be removed. So, you might not find this method practical for intermittent short-term storage.

The second-best way to drain the carburetors is to close the petcock with the engine running (which you should do any time you're parking your bike for more than a day, to avoid the possibility of fuel overflowing from your carbs and hydraulically locking the cylinders.)

Once the engine has run dry, the carbs are safe against fouling from evaporation. Remember, though, you haven't cleared the float bowls of other forms of contamination and should drain the carbs properly at least once a year.

Tires

Tire manufacturers generally agree that it's preferable to store a bike on stands, to prevent the tires from sitting on the same spot for several months.



When storing on stands, reduce the tire pressure by 20 percent. If this is not an option, fill the tires up to their maximum recommended pressure and check the pressure every month. Periodically spinning the tires so that the bike's weight rests on different portions of the tread is also helpful.

Finally, since ozone ages rubber, store your bike away from direct sunlight and electric motors, such as refrigerators.



Chassis and Finish

Preparing your bike for hibernation is a good time to perform some of the annual maintenance listed in the factory service manual. Brake and clutch hydraulic fluid replacement and chassis lubrication is a good place to start. Pay particular atten-

tion to the cables and the drive chain. They will benefit from a protective layer of grease or other lubricant. Do NOT grease a drive belt!

Washing and waxing your bike prior to storage will help protect the finish. Apply a good coat of wax or protectant and another in the spring.

You can also spray the engine and other bare metal parts with S100 Corrosion Protectant.



Covers

Cover the bike to protect it from dust and grit. If your bike is stored indoors, make sure you use a breathable cover. A

soft cover will protect your bike from dust and paint fade from light. A rain cover will trap moisture within it.

Bikes stored out in the elements need a good, rugged, cover to protect it from the elements with breathing holes to allow moisture to escape.

Finally, if this all sounds like too much work, check with your local dealer for their winter storage options or.....prepare to find something like this in the spring.



And... this is what you'd rather find...





Final Touches to ensure a safe ride!....

V.P.'s Vision

By: Mary 'Trooper' Kirkpatrick

In the past two months, we have looked at safety gear. Helmets, Jackets, boots and for this month, we will look at some 'accessories'. Hands, eyes and ears will be the focus for this article. The same article was the source of this information and has many good pieces of advice as well as pieces of clothing for safe riding!

<https://www.motorcyclelegalfoundation.com/how-to-choose-motorcycle-safety-gear>

Check it out for more details, but for today, Here are some suggestions for gloves, glasses and maintaining your hearing for your old age!

Gloves: Gloves are often not given the respect that they deserve. Gloves offer more protection for your hands than you realize. In the event of a fall, you're more likely to put your hands out to catch yourself as a natural reaction.

Just as with jackets and pants, there are a few material options to choose from. Leather is always a right choice, some offer additional padding and protection on the fingers, knuckles, and back of the hand and palm, and there are also textile blends that offer abrasion protection with waterproofing.

When moving past the material discussion, on a basic level, gloves need to fit your hands snugly but comfortably. You have levers and buttons to manipulate while riding, and fumbling for the turn signal button in oversized ski gloves is just awkward, not to mention dangerous.

Among the different styles of gloves available, there are a lot of choices to consider. Some want the protection and lightweight of a full race glove with carbon / Kevlar knuckles, ventilation, and wrist protection. If that's too much, perhaps a touring glove that offers excellent protection, ventilation, and heating for hot and cold riding, and can go everywhere and do anything. If you plan to ride in a more urban setting, there are great offerings in a lightweight glove that don't extend past your wrist that make it easy to ride with a jacket.

With today's technology in wireless communication, some will consider fingerless gloves to be able to use a mobile touch screen without needing to take the glove off. In those cases, we'd recommend finding a glove that has a touchscreen compatible palm rather than riding in fingerless gloves. You may never need their protection from the ground, but having a large bug or rock hit you in the finger is a stinging proposition.

Eye Wear! No matter if you plan to ride with a full face or another version of a helmet, you can always add additional eyewear that will provide eye protection for all situations.



Standard sunglasses aren't rated for impact protection, nor do they protect your eyes from something coming behind the lens and into your eye. If you want something with a similar fit to sunglasses, there are eyewear options that are rated for impact protection and have padding that protects from debris intrusion without impairing your peripheral vision.

If you want something even more protective, look into a set of motorcycling goggles. They will stay securely on your head, and there are some fun styles that will match your favorite riding jacket.

Ear Protection: This is an area that most don't realize until after a long ride, and fatigue has set in. Your ears, even inside of a helmet, are constantly bombarded by sound. As we age, this becomes a very important aspect of riding to consider!

Earplugs don't have to be fancy, and you can buy a universal pack at the grocery store that will do a great job. They will reduce the white noise (also called static) from wind rustling over your helmet. It will also reduce loud sounds of traffic, but not to a level that makes you feel unsafe and unable to hear what is around you. Check out this article to find the earplugs that best fit your requirements;

<https://www.webbikeworld.com/earplugsearplugs/>

Well, that's it! We've covered the main pieces of riding gear over the past few months... If you have come this far in your reading, you have probably read our Kaution Korner article this month as well... so now you have it! You're covered! You now know how to be seen and heard and how to dress safely while riding.

RIDE SAFE and VOTE, VOTE, VOTE!



The most important thing we do in Top Cats is safe riding. The second most important thing we do is smart voting. Our riding season has been a safe one and now it's time to vote in our annual Club elections.

For the 2021 - 2022 term, consistent with our By Laws, we have the following two position vacancies and current qualified incumbents or nominees:

I. President (2021-2022): Nominees – (Gene Rigsby, Incumbent)

Requirements for President

1. Be a Full Member in good standing for 3 consecutive years prior to the date of the election.
2. Have served as a committee chairperson for one year or have served a minimum of one year in any Board position.

II. One Director (2021 - 2022): (Open for Nominations)

Requirements for Director

1. Be a Full member in good standing for 12 months prior to the date of election.
2. Have served as a committee member for one year or have served a minimum of one year in any Board position.

Nominations for director and president will be accepted up to 11 November via email to wkirkpa177@aol.com. When you find yourself faced with a nomination decision, simply look at your choices and determine who has the best interest of the Club at heart, who has a proven record of dedication to the Club, who has the experience for that particular position and, 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.

Nominees will be vetted for eligibility and the slate will be reviewed and approved by our Board in November. Voting will take place at our 1 December general meeting and our new Board will take office on 1 January 2021. Our ballot - voting procedures will be explained in the November and December issues of ROAR.



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GENERAL MEMBERSHIP

MEETING MINUTES

OCTOBER 6TH, 2020

President: Gene Rigsby

7:00 pm, Meeting called to order

Pledge of Allegiance

Guests – Introductions -Victoria Well

Announcements

10/12 - Ric Case birthday

10/22 – Rick Agrimonte birthday

10/30 – Gene Rigsby birthday

10/10 – Rick and Lani Agrimonte anniversary

10/25 – Ric and Jacquie Case anniversary



Vice President: Mary Kirkpatrick

- ✦ The ride to Trempealeau led by Mike Bradberry took us over awesome roads and through beautiful country.

Past President: Wayne Kirkpatrick

- ✦ I heard from Juergen and he noted the cost of two tires and a 5,000 mile service visit to be equal to \$1,400; and the cost of fuel in Germany is \$6 a litre (\$18-19 per gallon).
- ✦ War Performance of Marengo, IL is offering winter storage at \$500. However, they will offer winter storage for \$249.99 or free with a qualifying service. They offer free pick up (up to 50 miles) and free drop off if you have an oil change and that will be deducted from the charge of \$250.

Safety: Gene Rigsby

- ✦ Kaution Korner – Gene Rigsby reviewed winter riding tips, such as planning more stops to stay warm and dressing for 10 degrees colder than the temperature is. More tips to help you prepare for winter riding can be found in this month's ROAR.
- ✦ Ric Case – Ric will coordinate GRASS class. AED, CPR and First Aid classes can have 6 people at a time due to mannequin requirements.

Safety Video: Gene Rigsby

- ✦ There was no safety video this evening. However, Gene shared several interesting tips on how to dress for a cold weather ride.

Membership: Ted Makarewicz: Absent

Activities: Mike Bradbury

Recent Activities

- ✦ Trempealeau, WI – Mike Bradbury led a group of Top Cat riders on great roads. The trees had changed colors. There were great evenings by the campfire. This was ride #4 for Mike this year.

Future Activities

- ✦ 2021 - Trempealeau Ride – Mike Bradbury – Next year maybe add a day to this ride (4 days)
- ✦ Haunted Highways Picnic– Gene Rigsby – The ride will conclude at the Rigsby's house with a picnic lunch and campfire.
- ✦ 2021 Sturgis Ride – This is scheduled for the first week in August. Look for more information from Bard to follow. Start making plans for Sturgis 2021 Ride.

Charity Lisa Purcell

- ✦ Thank you to an anonymous donor for \$500!
- ✦ Donations raised from members as of tonight total \$2,040.

Products: Contact Jim or Lisa if you want a shirt. Lisa will bring it to the next meeting.

50/50 Raffle: The Winner: Noelle Rigsby won the raffle and donated the winnings back to charity.

Meeting Adjourned: 7:30 pm



For Sale: 1994 Harley-Davidson Ultra-Classic FLHTCU

Price: \$6,000 (absolutely firm).

This is the best 1994 Ultra you will ever see. Wherever you go, it will turn heads and draw a crowd, and people will not believe it's a '94! You can buy a new, stock 2020 Ultra Limited for \$28,699 that won't ride any better or get as much attention, but why would you?

I purchased this bike in 1994 with 49 miles on odometer; I have been fanatical about its condition and care; I'm selling it because I have torn rotators in both shoulders, and at age 77, it's too much to handle. But my loss can be your gain!

Contact: Jordan Glazov
(one of 5 original founding Top Cats members)
(815) 403-1365
jeg7945@gmail.com

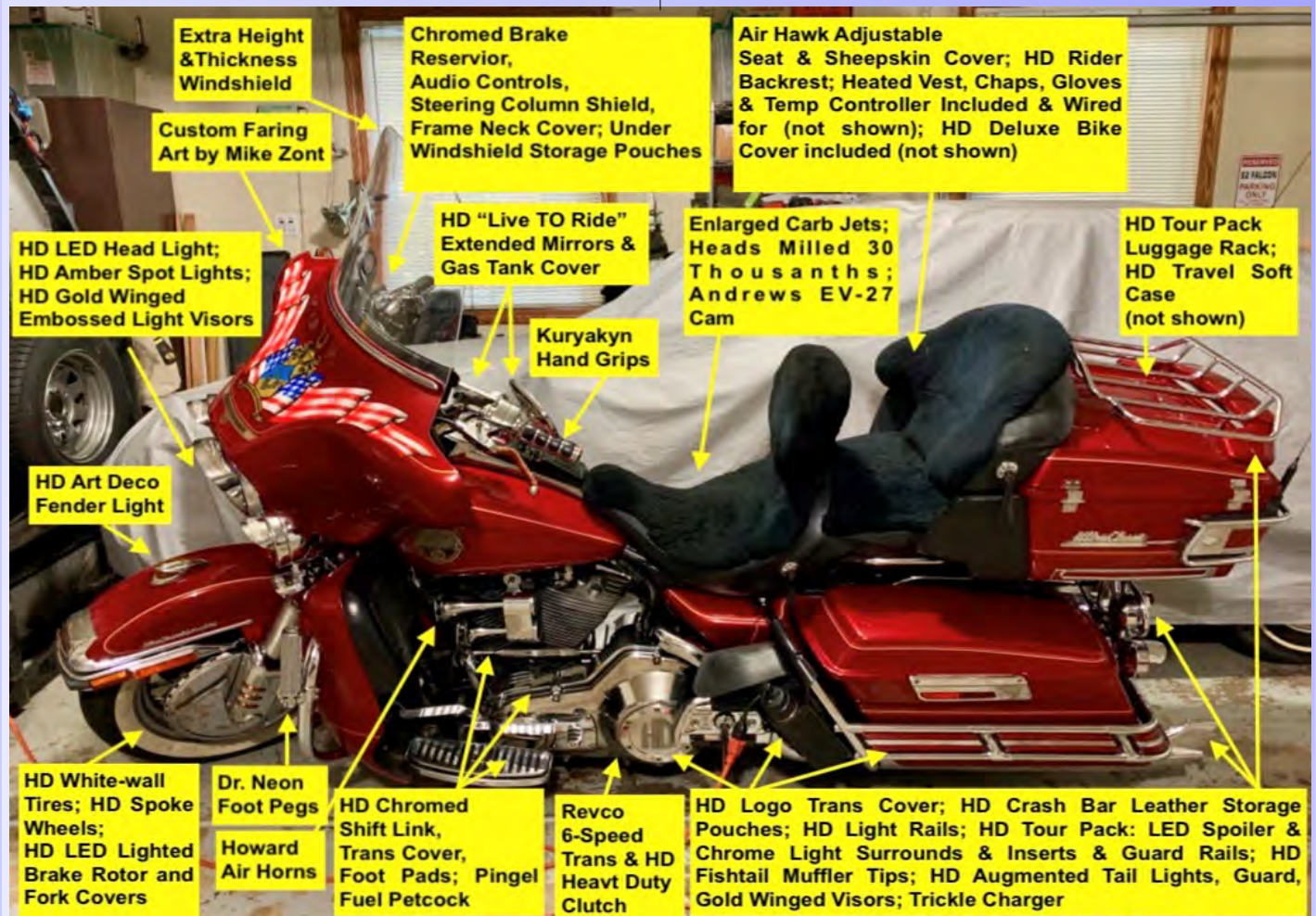
Details:

- ✦ 42,XXX miles now;
- ✦ Original Premium Paint, Victory Sun-Glow Red Metallic (other than a few nicks, it looks new);

- ✦ Always Garaged;
- ✦ Always Covered (including overnight on trips);
- ✦ Annual Service and Modifications by HD Dealers and Black Sheep Custom Cycles;
- ✦ Never Damaged;
- ✦ *Thousands of Dollars in Extras and Modifications included (see accompanying photo - most original replaced parts included);*
- ✦ Located in Tower Lakes, IL;

Also available: Kendon 1 & 2 bike stand-on-end open trailer (takes up only 29" deep X 80" wide garage floor space; Price: \$2,000 (absolutely firm)).

- ✦ Customized to be single-person loaded/unloaded with:
- ✦ extended fold-out ramp,
- ✦ electric remote controlled winch,
- ✦ battery,
- ✦ "Wheel-Lock",
- ✦ aluminum diamond-plate deck,
- ✦ LED tail-brake-turn signal lights,
- ✦ extended hitch neck,





Support the TOP CATS Patrons



Doug Jackson and Staff Support
our Top Cat's Ride for Dreams!



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!

Membership Has Its Privileges!

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

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**Have one of our own Top Cats work
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
Tuesday, November 3rd	General Meeting	Cancelled	Palatine	7:00 pm	Rigsby
Tuesday, November 10th	Board Meeting	Alley 64	Palatine	7:00 pm	Rigsby
Tuesday, December 1st	General Meeting	Alley 64—TBD	Palatine	7:00 pm	Rigsby
Sunday, December 6th	Toys for Tots	TBD	Toy Delivery	TBD	Makarewicz
Tuesday, December 8th	Board Meeting	Alley 64	Palatine	7:00 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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