



ROAR

February 2022

Volume 22, Issue 2

Inside This Issue

PRESIDENT'S POINT	2
KAUTION KORNER	2
Oil Spots	4
VP's VISION	9
GENERAL MEETING	10
WINTER BLUES	11
TOP CATS YOU SHOULD KNOW!	12
Birthdays and Spirit	14
Business Mart	15
Top Cats Patrons	16
Rides and Events	17
TC Organization	18

The Official
Publication
Of
Top Cats Illinois



*Has anyone tried this?
What's your story?
Bring it to the February Meeting!*

Upcoming Events

FEBRUARY

- 1 GENERAL MEETING
- 6 ROAD CAPTAIN MEETING
- 8 BOARD MEETING
- 26 TC AWARDS BANQUET

MARCH

- 1 GENERAL MEETING
- 8 BOARD MEETING

Talk to Greg Smith and Rick Agrimonte and get your ideas on the calendar!





PRESIDENT'S POINT

And Now a Word from your President...



Hello Top Cats!!

I hope you and your families are safe and taking advantage of the crisp weather. Getting out for a winter hike or just staying inside, warm and sharing time together.

What's the best way to stay socially distanced...? Ordering new parts for your bike and/or gear for riding season!!

Our February general meeting is the day BEFORE Groundhog's day. So we will not know then, how soon we can plan our kick-off ride, or at least if it will rain or snow. If you know my history of kick-off rides, you'll understand my concern...

Our new RC/Safety director, Mike Bradbury, has our RC committee meeting set for Feb 6. This is an annual event where all Road Captains come together to discuss and review our GRASS presentation, new laws or safety concerns we may need to be aware of, plan and draft our ride calendar and the SRC's review potential candidate RC's to become SRC's.

Speaking of rides... Our annual rides to Sturgis (Bard) and Front Range Ride/Post Sturgis (Wayne) are approaching quickly, so if you have not already, reach out to our SRC's and let them know you are interested. Rooms book up fast, so don't hesitate booking if at all interested!!

While we wait for the weather to improve, we do have our annual award banquet on Feb 26. Contact Noelle to RSVP (genoe88@gmail.com). Also, I am planning a breakfast for February 19th, and will have details out soon. Save the dates in the meantime. There is space to fill with activities in March and April, so please do contact Greg Smith or Rick Agromonti with any event ideas.

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

KAUTION KORNER

The Most Common Road Hazard Areas are Intersections.

By: Mike 'Motorcycle' Bradbury

Intersections can come in many shapes and sizes. How many types of intersections do you think you can name? In no particular order there is; four-way, T-junctions, Y intersections, "forks", traffic circles, Superstreet, Diverging Diamond and more. The most common road hazard areas and the most dangerous points in your travels are intersections! The purpose here is to teach you about new intersection types and expose you to some of the dangers they have and to give you a few tips to handle them more safely when travelling on your motorcycle.

Intersections can be broken down to two main types; controlled or uncontrolled. Controlled types are what we are most familiar with and have stop signs or traffic signals. Uncontrolled ones do not. The new types we will review are uncontrolled types. They typically do not have stops allowing for traffic flows to increase by 30% over uncontrolled intersections.



(Continued on pg. 3)



Kaution Korner, Continued

The Federal Highway Administration or FHWA reports roundabouts and other types of uncontrolled intersections reduce injury and fatal crashes by 78-82% compared to conventional intersections in a study done in 2019. A typical intersection has 32 conflict points compared to 8 in a roundabout. Did I mention they were safer? Oh yeah, they are.

New types of intersections like traffic circles (otherwise known as Roundabouts), Diverging Diamonds and Superstreets require you to be very aware of the traffic flows around you. You must yield to traffic coming from your left first while timing an insertion and egress to traffic flow that is also doing the same with your vehicle. Ultimately, after time you will find there is a sense of rhythm to the flow. A dangerous thing you can do is delay ingress and egress excessively, make abrupt last minute stops or pilot your craft in an unpredictable way.



Roundabouts come in different shapes and sizes. Some have multiple or single lanes encircling a center island with multiple entries and exits. The inside lane is useful if you are encircling most or all of the circle and are intended for drivers to go back in the direction they came from. While it looks confusing, making assertive decisions timed with your awareness of the corresponding traffic flows creates a turn taking scenario based on yielding to your left and watching to your right and is the safest way to handle this type of intersection.

Diverging Diamond intersections, with their geometry limit conflict-points. A good example of one is where Elmhurst Road crosses I-90. Here is a photo of that intersection. The right sided lane colored in blue becomes a left sided lane then back to the right side after crossing the highway. With no left turns from the right sided lanes, those main conflict points are eliminated in either direction of traffic flow.



A **Superstreet intersection** is also known as a restricted crossing U-turn, J-turn or reduced conflict intersection. This intersection is a variation of the Michigan Left. In this configuration, in contrast to the Michigan left, traffic on the minor road is not permitted to proceed straight across the major road or highway. Drivers on the minor road wishing to turn left or go straight must turn right onto the major road, then, a short distance away,

queue (wait) into a designated U-turn (or crossover) lane in the median.

When traffic clears, they complete the U-turn and then either go straight or make a right turn when they intersect the other half of the minor road. The superstreet typically requires four traffic light-controlled intersections, and most traffic must pass through two of them, but each light has only two phases, greatly increasing average traffic flow; there is no need for numerous left-turn phases where most traffic is waiting for only a few cars to clear the intersection. Turning movements on roads with lower cross-traffic volumes may be controlled with stop or yield signs for turning traffic rather than with signals.

(Continued on page 4)



At a superstreet, all traffic on the side road must turn right, where it can access a U-turn ramp. Traffic on the main road can turn left directly. The opposite applies for countries that drive on the left.



ROAR

Kaution Korner, Continued

Uncontrolled intersections are a group riding challenge for both riders and road captain. But fear not! Road captains should do and rely on a thorough pre-ride to identify if and where they are on your route, how to handle those unique portions of your route, advise riders at the preceding ride briefing of the requirements and explain how you will handle them. As riders on a group ride we must keep in mind that these guidelines and directions are very situational. You should be alert and careful because you should always ride your own bike safely first while following the group riding guidelines. You cannot be a safe group rider before being one yourself on your own motorcycle. This is a major guideline in safe group riding as well as applying to navigating these new types of intersections.

An uncontrolled intersection may look chaotic but that does not mean it is chaotic. It is incumbent that all drivers learn and familiarize yourselves with them to use them safely. Try a few and study how to do them and your confidence will follow. Then review them again with the perspective of doing it as a group. You will see how users are relying on the others predictability, rate of motion, yielding to your left first and following lane directions so each one can navigate them successfully.

To handle these roads safely, be aware of other traffic, be alert, be assertive, follow signage restricting types of lane usage by lane and match the traffic flow, timing your ingress and egresses to avoid issues. These new types of intersections allow higher traffic flows making them cheaper for municipalities and government than increasing roadway lanes to manage traffic increases.



The best recommendation I can give is to find these roads around you and practice, practice, practice. Practice will help you become confident, skillful at handling these new types of intersections and to be as safe as possible.

Michael "Motorcycle"

P.S. A European "roundabout" Just think...it could be worse!

Oil Spots

By Traveler



The motorcycle world is among the most passionate of the collector vehicle space. Rarely do outside investors jump in with promises of financial return—unlike the car side of things—and in general movements are less dramatic. Yet, like everything else in 2021, pent-up demand sprang onto the scene this year, spreading large demand, interest, and ultimately money across many eras and genres of the bike market. Some of these motorcycles have long been primed to break out, and the conditions this year were finally right.



Significant Motorcycle Sales in 2021

2016 Honda RC213V-S

Sold first in Japan for \$238K then a month later for \$236K in England. A new world record for a Japanese motorcycle at auction.



(Continued on pg. 5)



Oil Spots, , Continued...

The Honda RC213V-S is a MotoGP race bike for the street, one not seen since Ducati sold the 2007 Desmosedici RR new in 1500 limited units for \$72,500. Ducati could pull that kind of thing because, well, it's Ducati.

Did anyone think Honda could sell a \$72,000 race replica for the street? Honda did, tripling that price to just under \$200K for a run of bikes a tenth the size of the Desmosedici RR's. Naturally, they were a hard sell when new.

It now seems certain that buyers will pay \$236K–\$238K for an RC213V-S with the race kit. That's about four times what buyers are paying for Desmosedici RRs, not to mention a new auction record for a Japanese motorcycle. worth the wait.



1995 BMW R100GS Paris -Dakar

A 520-mile example, sold for \$43,000. A BMW motorcycle from the '90s hasn't seen close to this price ever.

A final sale price of \$45,150 after fees makes this R100GS more expensive than almost every R69S sold thus far, and that stands as one of the most collectible BMW motorcycles around. Except for September's 1967 R100GS at a final sale price of \$47,512. That R100GS sale is more expensive than a sandcast Honda CB750, a Kawasaki Z, and even the Ducati 916 SPS—a Duc that's widely considered one of the most desirable bikes of the '90s.

This sale proves that the R100GS is in that arena, and with it will come price boosts for other overlooked '90s adventure bikes.



Mecum's sale of Harley Knuckle-heads

This past year's most noteworthy Knuckle-

head sale was shared by a 1943 and 1946 example, each claiming a healthy \$220,000 at Mecum's Las Vegas sale earlier in 2021. These superstar standouts stood out in a field of other Knuckle-heads produced between the 1937 and 1943 model years that individually brought well over \$100K each, proving the Harley-Davidson Knuckle-head's value progression continues at an unprecedented rate.

However, the knuckles have yet to catch up with their predecessor 1930 – 1936 Flathead VLs that can go for upwards of \$250,000 in concours condition. It's proven to have a surprisingly strong reaction from collectors, despite values doubling or even tripling what they were not too long ago. That's hard to say for any other vehicle from the 1940s.



Arthur "Fonz" Fonzarelli's 1949 Triumph Trophy 500 Custom

Sold for \$231,562 with Bonhams

A strong association between a famous person and a famous motorcycle attracts big dollars, more so now than three years ago, and nostalgia always reigns supreme.

The significance of this sale is that the sale price was 29 percent higher than what the same bike sold for in 2018. This just proves how tricky it is to price bikes with celebrity provenance, where even if it sells for a sky-high price once, you can't guarantee the next buyer will open their checkbook quite so wide. Or, in the case of Fonz' Triumph, they might split the book wide open.

1974 Kawasaki Z1 Sold for \$25,200

Z1s have long remained more valuable than an equivalent

CB750, but a preservation-quality Z1 brought \$7K less than the 1971 Honda CB750 K1 Honda below. In other words, trends come, trends go.



(Continued on pg 6)



Oil Spots, continued...

1971 Honda CB750 K1



Sold for \$34,650, 1971 Honda CB750 sold for \$33,000

High-production Japanese bikes are invading the price space usually reserved for collectible Italian or German motorcycles.

Values of Japanese bikes have skyrocketed in the past decade. What was considered expensive for a Honda CB750 or Kawasaki Z1 prior to this upswing is now what a restoration project might sell for.

Sales from early 2021 saw a perfectly restored CB750 hammer for \$34,650 after fees and a '74 Z1-A for \$25,200, bringing to light just how big this market has become.

Money from the car-collecting world is migrating to motorcycles as collectors begin to realize the value for the taking in the two-wheeled world, all while motorcycle collectors scramble to keep up with shifting trends.

A purse full of \$34,000 used to be enough to score a perfectly restored sandcast CB750, a rare '70s Ducati, or a pair of pristine BMW "/>

other. The slider parts are made of nickel-plated zinc die cast; the spring and thumbscrew are made of stainless steel.

The FixnZip comes in three sizes:



Small, medium and large. Its design enables each to fit a range of sizes as well as universally apply to teeth or coil zippers, metal or plastic.

HIGHLIGHTS:

- ✦ Zipper repair without tools or sewing
- ✦ Repairs tooth and coil, metal and plastic zippers
- ✦ Each fits a range of sizes
- ✦ Can be started anywhere on the zipper
- ✦ Promotes recycling and sustainability
- ✦ Can be reused
- ✦ Full website and online instructional support
- ✦ Online store for ease of ordering
- ✦ Made in the U.S.
- ✦ Assembled and packaged by Exceed Enterprises, an employer of the disabled.

It can be used on open-ended (such as a jacket) or closed ended zippers and can be started anywhere on the zipper. In the case of a zipper that may be missing some teeth, the FixnZip glides over these and realigns the remaining teeth, thus restoring the functionality of the zipper.

FixnZip even has a partnership with a number of Harley Davidson dealerships around the U.S., and it's proving to be the "go-to" for bike enthusiasts.



What is Fixnzip?

FixnZip (<http://www.fixnzip.com>) is a new way to solve that annoying problem with effortless zipper repair sans needles, threads and tools. FixnZip is reusable and can be taken off one item and used for an-

Brough Superior Scrambler



Once defunct British motorcycle brands have been making come-

backs. From Norton to BSA and now Brough Superior, the bikes are better than ever. French entrepreneur Thierry Henriette attained the rights to the Brough Superior name and chose to start fresh in Toulouse, France.

(Continued on pg 7)



Oil Spots, continued...

In early 2021, the company introduced its first motorcycle model – a carbon fiber roadster called the Lawrence. Named after archeologist, diplomat, author, army officer, and motorcycle rider T.E. Lawrence, the new naked bike recaptured the brand’s premium fit and finish. Brough Superior recently announced another bike, the Nefud Scrambler, which builds on the Lawrence platform, delivering a luxurious, stylish bike with some off-road capability.



Brough named its new scrambler after the Nefud desert in the Arabian Peninsula. The rust-red color scheme evokes the red sand found in Nefud. Along with the special paint job, the Nefud separates itself from the Lawrence with high-mounted pipes, a skid plate, a protective headlight grill, and a fly screen.

The Nefud also features taller handlebars and lower foot pegs than its naked counterpart. Brough Superior also equipped the model with a new wheelset that comes with Michelin Anakee Wild tires.

While the two models have several differences, the Lawrence and Nefud are similar. The 88-degree, 977cc V-twin remains in both models, pumping out 102 horsepower and 64 lb.-ft. of torque. That liquid-cooled engine still remains a stressed member of the chassis. The Fior-style fork may limit off-road adventures to fire roads, but the monoshock at both ends provides rebound and preload adjustments for those looking to explore.

Based on Brough Superior’s earlier Lawrence, the Nefud could carry a premium price around \$70,000-\$75,000 for the new scrambler.



[New Harley-Davidson Grand American Touring, Cruiser and](#)

[CVO Motorcycles](#)

Harley-Davidson added performance and factory-custom style to the 2022 motorcycle line with eight new models, powered by the Milwaukee-Eight 117, the most-powerful factory-installed engine offered by Harley-Davidson. New models include the Street Glide ST and Road Glide ST in the Grand American Touring line, the more powerful Low Rider S and the new Low Rider ST Cruiser models, and four super-premium models from Harley-Davidson Custom Vehicle Operations (CVO).

STREET GLIDE ST & ROAD GLIDE ST

*2022 Location
Photography:
Harley-Davidson
Road Glide ST*



Harley-Davidson elevates bagger performance and brings the purposeful style of the championship winning MotoAmerica King of the Baggers race bikes to the street with the introduction of the Street Glide ST and Road Glide ST models. These hot rod baggers combine the V-Twin muscle of the Milwaukee-Eight 117 powertrain with new dark and bronze finishes.

For riders who want to strafe corners in comfort, the STs feature the complete suite of Harley-Davidson Grand American Touring features, including Reflex-linked Brembo brakes with automatic braking system (ABS), Boom! Box GTS infotainment system with color touch screen and navigation, cruise control and Daymaker LED headlamps. The Street Glide ST features the iconic Harley-Davidson batwing fairing, while the Road Glide ST rolls with an aerodynamic frame-mounted sharknose fairing with dual headlamps.

LOW RIDER S AND LOW RIDER ST MODELS

*2022 Location
Photography: Harley-Davidson
Low Rider S*



The Low Rider S and new Low Rider ST models offer the handling performance of the Harley-Davidson Softail chassis and the V-Twin muscle of a Milwaukee-Eight 117 powertrain.

(Continued on pg.8)



Oil Spots, continued...

The Low Rider S model is a performance cruiser kingpin designed for the rider seeking unapologetic power. The new Low Rider ST model offers the versatility of hard bags and a new frame-mounted fairing, plus an available Harley-Davidson Audio system powered by Rockford Fosgate.

HARLEY-DAVIDSON CVO



2022 Location
Photography:
Harley-
Davidson CVO
Road Glide ST

Premium limited-production factory custom models from Har-

ley-Davidson CVO offer the most-discerning rider a very special motorcycle designed to represent the pinnacle of style and design from the world's most-desirable motorcycle brand. Exclusive and hand-crafted paint and designs are executed to a level of intricate quality that is unmatched in the motorcycle and automotive categories. Each is powered by a Milwaukee-Eight 117 powertrain.

Other standard features include a premium Harley-Davidson Audio powered by Rockford Fosgate system; a Boom! Audio 30K Bluetooth Helmet Headset; and Cornering Rider Safety Enhancements by Harley-Davidson, technology designed to enhance rider confidence during unexpected situations or poor road conditions. Each CVO model offers all-new paint options for 2022.

- **CVO Street Glide Model** is a super-premium bagger for the rider who rolls loud and proud. The classic silhouette of the batwing fairing topped with jaw-dropping paint and finish details, premium audio and the pavement-peeling power of the Milwaukee-Eight 117 engine make this one outrageous bike.
- **CVO Road Glide Model** is designed for the rider who wants to run out front behind its distinctive dual LED headlamps, frame-mounted shark nose fairing and the unrelenting performance of the Milwaukee-Eight 117 powertrain. Powerhouse audio, an exclusive 21-inch front wheel, fabulous custom paint and extraordinary attention to detail complete this very desirable bike.

- **CVO Road Glide Limited Model** is loaded with luxury and long-haul comfort, head-turning style and power that always satisfies. Premium audio, heated seats and grips, and the aerodynamic Road Glide model shark nose fairing make this motorcycle the ultimate Harley-Davidson Touring machine.

CVO Tri Glide Model is a super-premium trike offering distinctive style, powerful performance and long-haul touring capability plus the added confidence of a third wheel. The CVO Tri Glide is loaded with premium audio, luxurious comfort features and an astounding finish and attention to detail on a chassis designed from the wheels up as a trike.

CORNERING ENHANCEMENTS

Standard on CVO models and an option for all Grand American Touring models, including the Street Glide ST and Road Glide ST models, Cornering Rider Safety Enhancements by Harley-Davidson is a collection of technologies designed to assist the rider in maintaining the rider's intended path through a curve. This technology package provides the following enhancements:

- Cornering electronically linked brakes
- Cornering-ABS
- Cornering-traction control with modes
- Drag torque slip control
- Vehicle hold control
- Tire pressure monitoring (TPMS).

Motorcycle Recalls



As part of our winter maintenance program, it is wise to check for any safety recalls by the manufacturer. Better to discover a

recall now, and schedule a repair, than to wait until the start of the Spring riding season and try to get your repair scheduled.

It is also a real pain to take your bike in for service only to be told that you have a serious safety recall and you will have to wait for parts.

For Harley owners, go to: <https://www.harley-davidson.com/us/en/tools/service-recalls.html> and enter your V.I.N. to search for any recalls on your bike.



V.P.'s Vision

By: Ric 'Clutch' Case

Snow blankets our area. But we can still have



fun. There was a shoot out on January 29th at On Target located at Beech Lane Crystal Lake starting at 7:30am and going until 9am. See the 'shots' on this page for some inspiration. When we plan the next shootout Bring your weapons, rifles or pistols (nothing over 50 caliber) and fire away. If you want to try a weapon, but do not have access to the one you want, you can rent one from On Target. You can sample one every 15 minutes to get a good feel for the one(s) you want to try, Occasionally, we go for breakfast before or afterwards. If you want to shoot, but do not have a FOID card, you can team up with someone who does. I will include a list of attendees with my next blast so that if want this option you can select your shooting partner. The cost is \$25 for our hour. Normally it is \$37.50 that affords you a 33% discount.

Our best February event is our awards banquet. Saturday on February 26th at 6:00 pm plans (drinks start at 5:30 pm) are formulating for gala event as this column is being written. It is held at the Wild Onion Brewery located on Pepper Rd in Lake Barrington. There will be awards for multitude of categories. Come see if you are one of the major contributors to Top Cats.

Let me conclude with telling you that if you have suggestions for any of my future VP columns, I'd love your input!

Sincerely your VP,
Ric "Clutch" Case



Lake Barrington, Illinois





GENERAL MEMBERSHIP MEETING MINUTES JANUARY 4TH, 2022

Respectfully Submitted
by: Diana Lanute



President's Section Gene Rigbsy

- 7:00 pm, Meeting called to order
- Pledge of Allegiance
- Guests – Introductions – Bob Parquette

Announcements

- 1/1 - Wayne Kirkpatrick's birthday
- 1/2- Noelle Rigbsy's birthday
- New board rockers - Mary – Past VP Rocker
- Ric – V.P.
- Mike B. – RC and SRC
- Rich - Charity

V.P. Ric Case

- Ric suggested that we should make a data base of our rides.
- A couple of venues are available to us for our upcoming Accident Scene Management class. A decision will be made at a later date.

Past President Wayne Kirkpatrick

- Wayne let us know that McHenry County Road Pirates have folded. They will be taken off the POSSE list. There are 286 new Illinois laws passed in 2022 - Look at the list – Some laws might apply to you. The Illinois State Police will be combining FOID and Conceal Carry licenses into one digital card. People with trailers will be happy to see their license plates go down. The State will be cutting the \$118 price tag to \$36.

Safety: Mike Bradbury

- Accident review – Bradbury
- New Illinois State law involves passenger on motorcycle must be capable to rest foot on footrest when motorcycle is in motion. Sunday, February 6 is our Road Captain Committee Meeting. Wauconda will be our meeting place, Bring new ideas even if you aren't a RC.

Kaution Korner - Wayne

Wayne did an in depth review of winter motorcycle riding tips. Read the full article in this month's ROAR.

Safety Video

Ten Best Road Riding Tips of 2021

Membership Ted Makarewicz

Membership drive ideas? See Ted.

Activities Rick Agrimonte / Greg Smith

Recent activities

- 11/20 - NISRA fashion show
- 12/5 - Toys for Tots - Ted M
- 12/11 - Prime Quarter - Mary

Future activities

- 2/6 - RC / RC committee meeting – Bradbury – An email will be sent out to RC.
- 2/26 - 2021 Banquet – Bradbury – Awards dinner to be held at the Onion Pub Restaurant. Cost is \$35/person for the buffet dinner. RSVP by 2/17/2022 to Noelle.
- In late January a POSSE meeting date will be set up.
- NEED MORE EVENTS!!

Charity Rich Lanute

- 6/12/2022 NISRA ride – VOLO is still a consideration for the NISRA Charity Ride.
- Mary is the Chairperson for that ride. She will be updating us on the progress.

Products Ted Makarewicz

Get your gear now!!

Shirt order – By next meeting.

50/50 Raffle Andy Haszlakiewicz

No raffle.

Meeting Adjourned Gene at 8:00 pm

No Board Meeting for January.
Watch for updates next month as
the Board begins planning for 2022!



HOW TO BEAT MOTORCYCLE WINTER BLUES: INFO FROM: AARP AND FOREMOST

[How to beat motorcycle winter blues \(aaruforemost.com\)](http://aaruforemost.com)

Submitted by: Mary Kirkpatrick

If you live in a climate that makes it tough to ride your motorcycle during the winter months, the cold days can drag on for what seems like forever. But, take heart. You can get through these months by incorporating some

fun motorcycle-related activities into your weekly plans.

Check out some ideas that will help chase away your motorcycle winter blues:

1. Plan a brief trip to a motorcycle museum. A quick search on the Web will show you the ones closest to you. They often showcase some of the first motorcycles on the market and will give you a close-up look at rare collections you may not have known ever existed.
2. Immerse yourself in motorcycle magazines. You can pick up some great tips and stay on top of all the latest motorcycle news.
3. Start planning for your summer motorcycle road trips. Which states haven't you ridden to yet? Where are the scenic stops you will make? What hotels or campgrounds will you stay in?
4. Find a summer rally you can plan to attend. Talk to your riding friends and see if they want to join you. (Be sure to like the [Facebook page](#) for the AARP® Motorcycle Insurance Program from Foremost where you can stay on top of the rally action in the spring and summer.)
5. Relax on the couch and watch classic motorcycle movies and TV shows.
6. Shop for some motorcycle accessories and new

safety gear. You'll probably get some good deals this time of year.

7. If you have a heated garage, invest in a fixer-upper bike that you can tinker with while staying warm indoors.
8. Join an online motorcycle community where you can talk with fellow bikers about everything motorcycle. You'll find ones that cater to riders of your specific bike, ones for veterans, those currently serving in the military and lots more.
9. Take an online rider safety course just to brush up on the basics.
10. Throw a party for your fellow biking friends where you can reminisce about all the amazing rides you've taken and make future riding plans.

Keeping busy with all these ideas will make the winter days fly by and you'll be more than ready to hop on your bike next spring.

Motorcycle Museums Near Us!

Harley Davidson
Museum

Milwaukee, Wisconsin



World of Motorcycles
Museum

Winamac, Indiana

On Any Sunday
Motorcycle Museum
Polo, Illinois



Top Cats You Should Know!

We have some new people who will be riding with us!

Get to know them a LITTLE here... and then get to know they A LOT this summer as we ride together! Here are some really interesting new members!

Andy and Bozenna Hasztrakiewicz

My first motorized two-wheeler was a Cushman scooter I got for \$50 during my senior year in H.S. That fall (1964) I would ride it to Navy Pier during my first semester at U of I. It was always hard to start so in spring of 1965 I gave up fighting with it.



My next bike was a 1970 BSA 650cc Lightning which I bought new from Ace Cycles on Cicero Ave in 1971 following my '68/'69 Army stint. My most memorable ride on the BSA was summer 1974 when my buddy John (on a 750 Honda)

and I rode around Lake Michigan tent camping along the way. Really nice. During those early 70's Bozenna and I worked at the same hospital and time to time I would give her a ride home - before we even started dating. We got engaged in May of 1975 and a month or so later, while riding in NW Chicago a car bumped us and we went down. Bozenna got the worst of the cuts, scrapes and bruises.

I, Bozenna, have always been a passenger. When Andy & I were dating in college he had a bike and would give me rides home. He sold his bike just before our wedding after we wiped out. No injuries to Andy or the bike, I got some very bad scrapes on my arm & upper shoulder and a bruised knee. I was taken to the hospital and the ER did a lousy job of cleaning the wounds. When my mother saw the scrapes and dirt, she called the family doctor and he admitted me to the hospital. I stayed several days as they cleaned the area and dealt with my knee. They did a good job, no scars or problem with the knee, even now.

A few weeks later, the BSA was gone and we got married October 18, 1975

THIRTY years later...

Around 2005 I picked up a used Honda 650 Shadow which I traded in for a Suzuki Boulevard R90 (1500 cc) in 2007 to ride my first American Legion Legacy Run - Indy to Reno. That was also my first long distance ride. My first Harley was a 2009 Sportster bought new in 2010. This was replaced with a 2013 Ultra Limited which was then replaced with my current ride - 2017 Ultra Limited.

I didn't do much riding with Andy until he got the 2013

Ultra Limited. It was a more comfortable ride than his previous bikes. For a birthday gift Andy bought me motorcycle lessons at the Harley Dealer. I was all keen on learning to ride until I went down and ended with a broken rib. I never finished the class and decided it was just as much fun being a passenger. I did enjoy the rides I went on with the American Legion Riders and the Windy City Motorcycle Tours. In 2016 to 2018 I was on oxygen due to a blood clot in my lung. This did not stop me from riding with Andy. In Nov of 2018 I had the clot removed at the Cleveland clinic and I was able to be off the oxygen.

I have ridden on 9 Legacy Runs with the American Legion Riders. Bozenna and I have gone on several Windy City Motorcycle Tours and I rode Rt. 66 with them in 2019. Recent rides with Rolling Thunder and now with Top Cats have added to our "repertoire" ... In June of 2021 Bozenna and I did a 4 day ride of the New England States which we enjoyed immensely. I think our most memorable ride as a couple

was the 2021 Sturgis ride with Top Cats - lots of fun! I agree with Andy about the Sturgis/Colorado trip. Not only were the sites amazing, but the people on the trip made it a memorable trip.



Our son, Eric, rode a Kawasaki 650 Cross-Over for several years in his 20's. But now he's raising a family so... I'll let Bozenna fill you in on our family. I'll finish with... In all my years of riding I have visited 45 of the continental states on a motorcycle. Left on my list are: Delaware, Louisiana, N. Dakota Oregon and Washington.

And... Family Details:

Andy's birthday is September 9, Bozenna's is Oct 11. We were married Oct 18, 1975.

We have 3 children Eric, Caroline & Julie.

Eric is married to Jenny, and they have 2 daughters Penelope (7) Beatrix (3). Penelope won her first skiing race this January. They live in Hasting on Hudson, NY

Caroline & Mariusz have 2 boys, Marcus (2) and Carter (5months). I watch them everyday when their parents work from home.

Julie & hubby Bob have a daughter & son. Allison (10), Bobby (8). Andy sometimes picks them up from school.



Top Cats you should know... continued...

Victoria Well

I have always been interested in riding and was able to get started in my teenage years on my cousin's dirt bike. (SSSHHHH... don't tell my mom or dad). As a single mama, I wasn't able to pursue that interest until about 6 years ago!

My first bike was a Honda Shadow Spirit 750. I now have a 2021 Indian Scout and enjoy riding with my husband, Rick, sisters Casssandra and Anastasia, and my Father, John.



I have three boys; Jake - 27, Brenden - 14 and Ayden -11. Rick and I have been married for 18 years and Rick has worked at UPS for the past 27 years. I have been a nurse for 22 years, but have been in the medical field for 26 years. I have a passion for caring for others and have been a home health care companion, nurses aide and am currently at Good Shepherd hospital for the past 24 years. I truly enjoy educating and assisting patients for them to achieve a better outcome in life.

Riding is time for me to let go of all my worries, enjoy myself and feel the wind therapy melt away all the stresses in life... Thank you for this opportunity to be a part of your MC.

Forever A Steel Cowgirl!

Prinya Bunyasarana



I started riding in 2015. My very first bike was a Yamaha 600cc. I always love the sound and the look of Harley Davidsons. To me it is symbolic of American Motorcycles. But I knew I needed to start out small and gradually work up to the bigger bike. I knew someday I would have my HD. My first one was an LAPD Police bike... A white Road King. It needed some work, but I enjoyed getting it ready! I took that bike on a road trip with David Ramirez. That was my first and the most memorable ride. It was a long distance trip. We went on the historic Route 6 with the intention to complete it in Cape

Cod. Unfortunately the heat got the best of us and we ran out of time. We went as far as West Point, New York. Nevertheless it was a great trip and a fun trip. David and I bonded ever since. We have become good friends and brothers.

David and I took to the road again last August, and met the Top Cats in Mankato, Minnesota. We rode for seven days with the club, before we had to head home. Someday, we would like to complete the entire two week ride and do the *Front Range Ride* too. I was able to meet some great members of Top Cats, but I would hope to be able to meet the club members whom I haven't met yet. It is a bit challenging with free time right now, since I am still working full time and live in Appleton, Wisconsin. I hope to find a way in the near future!



*Family, Friends and
Special Times...
May you be Blessed with
All of these for
Valentine's Day!*



I WHEELIE LIKE YOU.



All I want for
Valentine's Day is you.

Just kidding! Get me
parts for my motorcycle.



February Birthdays and Anniversaries!



No Birthdays for
February!

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

Anniversaries

None in
February!



No Cold
Hearts here!

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RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, February 1st	General Meeting	Palatine	Alley 64	7:00 pm	Rigsby
Sunday, February 6th	Road Captains Meeting	Wauconda	Am Legion Post 911	12:30	Bradbury
Tuesday, February 8th	Board Meeting	Palatine	Alley 64	7:00 pm	Rigsby
Saturday, February 26	Awards Banquet	Barrington Hills	Onion Pub	5:30 pm	Rigsby
Tuesday, March 1st	General Meeting	Palatine	Alley 64	7:00 pm	Rigsby
Tuesday, March 8th	Board Meeting	Palatine	Alley 64	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

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



ROAR



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

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