



ROAR

February, 2023

Volume 23, Issue 2

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*Happy
Valentines Day*



**The Official
Publication
Of Top Cats
Illinois**

**Top Cats
Annual
Range Day..
Great
Time together,
No Kidding!**



Upcoming Events

FEBRUARY

4 ROAD CAPTAIN MEETING
7 GENERAL MEETING
14 BOARD MEETING

MARCH

4 TOP CATS BANQUET
7 GENERAL MEETING
14 BOARD MEETING

Talk to Greg Smith and
Rick Agrimonti 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 well and have been enjoying the higher-than-average temperatures. I was very close to sneaking out for a ride a couple times myself.

Unfortunately, we still have a bit more time before we are back in the saddle, on 2 wheels with the wind on our knees heading off on an adventure... or just out to eat... but most important, spending time together with your Top Cats family. I can't wait!!!

As usual, there are lots of behind the scenes activities happening in the club during the non-riding season. For example, the charity committee is hard at work planning and preparing for our fundraising event (**June 11th. SAVE THE DATE**). New, Big things are coming for our event. As well, our safety chair has scheduled our G.R.A.S.S. classes for the year as well as the annual RC committee meeting which includes a GRASS presentation review, SRC committee meeting and more... AND, to top that both committees are attending a multi club meeting to share our charity event info as well as an overview of the GRASS classes we can provide to these clubs for free, both promoting more involvement from other clubs.

Recapping January activities, Mary Kirkpatrick planned dinner for our family at the Prime Quarter. It had to be rescheduled due to the snowy afternoon. It is a fun place where you can pick the cut you want from their big selection, in the big fridges and slap it right on the charcoal grill that is just steps away. Then, grab a drink and grill up some Texas garlic toast while you're "working" on grilling your steak. You can opt to have your steak grilled if you would rather. Either way, it's always a good time spent with your Top Cat family. So watch for the new date and plan on coming with us!

Also in January, Ric Case (with a little help from his friends) arranged a shoot out at On Target in Crystal Lake (Usual raffle prize provider for our Ride for Dreams). Unfortunately, Ric couldn't attend but several Top Cats and a guest were there and I think everyone shot well and I know they had a good time.

Just mentioning again... our calendar already has some great rides listed, like Sturgis, the Front Range Ride, overnight ride in Door County, I would ride 500 miles to Duluth (actually 1000), as well as MORE events coming up in the winter months, with more rides to be added soon. So, take a look at the calendar and block the dates and book your rooms NOW. Reach out to the RC, event contact or me if you need additional information.

Currently, I am planning the annual No IMS breakfast for the 19th. See the blast which has been sent and the Top Cats calendar for more details. And, FYI... We are planning our annual award banquet (tentative March 4th). I will be sending out information about the banquet soon, so keep your eyes open.

Buddy Check... It would be great to hear from you. Let me know how you are keeping busy. And remember. We are also a networking club. "Bikers who mean business"

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

Motorcycle accidents can be caused by a host of varied circumstances. Some may involve the motorcyclist's negligent conduct or careless driving; however, many others are caused by the fault of another driver on the road. The most common cause of motorcycle accidents is the failure of motorists to detect and recognize motorcycles in traffic. Given a motorcycle's small size, its visibility may be limited by glare or obstructed by other cars on the roadway. Not being seen on your motorcycle can be very unsafe. Here are a few ways to enhance being visible while riding your motorcycle.

The Motorcycle Safety Foundation advises to "present" yourself on your motorcycle as often as possible to ensure road visibility. Presenting yourself means to legally position your ride to show yourself in the greatest ways to traffic around you.

(Continued on Pg 3)

Being Seen and Heard!

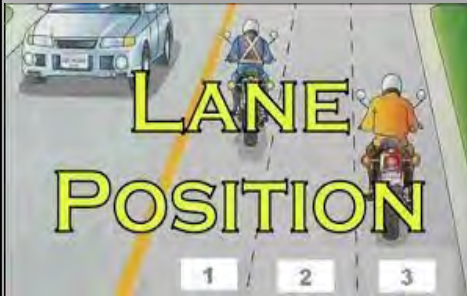
By: Mike Bradbury,
Sr. Road Captain





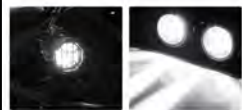
Kaution Korner, Continued

There are three positions you can occupy in a lane; left, middle and right. On an undivided, 2 lane road, positioning yourself in the left lane, closest to the yellow centerline, makes yourself the most visible to traffic, especially if entering your lane from the right. The converse is true as well. To be the least visible, positioning yourself in the right spot



makes you harder to see and creates the least reaction time possible to traffic flow changes involving cars from the right. To be safer, travel in the left spot next to the centerline.

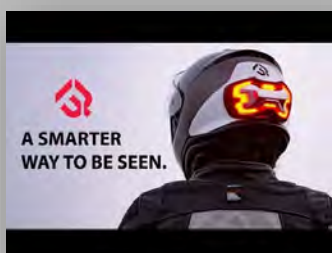
Presenting yourself when performing left turns from a left turn only lane is another way to be safer on the road. To present yourself, occupy the middle or right spot of the lane. This helps you be seen by opposing traffic by avoiding occupying blind spots and exposing yourself more to the traffic flow. Since most traffic accidents happen in intersections, it is even more important to be seen and this is another way to enhance your visibility to traffic.



Find lights right for your bike!

ample is the Custom Dynamics supplied saddle bag latch lights that I added to my Harley Davidson 2008 Street Glide. They are on with my running lights and show my brake lights, making me more visible to traffic 90° to me and in general.

There is a great addition to your helmet that can make you more visible to those



around you. Check out the options and see what fits your helmet the best.



A colorful safety vest is another way to make yourself more visible. Not always a popular option but still an option nevertheless.

Being heard is a good way you can present too. The saying, "loud pipes saves lives" refers to this but I believe some who have loud motorcycles are just trying to get attention. But hey, getting attention is part of the point here. When leading rides from a stopped position, I strategically use sound, revving my engine to alert my riders when the coast is clear and we are leaving or turning. They still have to clear their lane themselves but I think communicating this helps.

Revving your engine can also alert riders around you by getting attention when you feel extra attention is warranted.

Having a good horn can also be used when an immediate need to be seen and heard presents itself!



In conclusion, presenting yourself by making yourself more visible and strategically using sound while riding your motorcycle is a safer way to ride.



Oil Spots

By Traveler



Reduced Visibility Rider Safety

A rider's risk increases in limited visibility be it at night, in the fog or in the rain. It's critical to see and be seen. Here are some tips for avoiding road hazards at night:

Check Headlight Adjustment

Changing load conditions and riding two-up on a motorcycle alters where the bike's headlight shines on the road. Make sure the headlight on your loaded bike is adjusted properly before it gets dark. Remember to readjust it when riding solo.

Use Your High Beam

If traffic and weather conditions permit, use your high beam. This will help you spot hazards farther down the road and peripherally.

Upgrade Your Headlight Bulb

It's simple and cheap to upgrade your headlight bulb to a higher lumen bulb or LED. Well worth the cost and expense. You can always carry a spare but remember, you have two beams in one bulb.

Add Auxiliary Lights

Supplemental lighting not only helps you see better but, it helps you be seen. It's nice to have more illumination than is provided by just a headlight. Don't forget to adjust any additional lights like you would your headlight.

Keep a Clear View

Sunglasses or a tinted shield on your helmet further diminishes your already restricted ability to spot road hazards. Keep your windscreen and eye protection clean.

Protect Your Night Vision

Don't look directly at the lights of oncoming traffic as it drastically reduces your night vision. Concentrate on the highway far ahead of you and on the white line on the shoulder until the vehicle passes.



Deer Slayer

Assume that deer will be present at dusk, dawn, and night and ride accordingly: slow down, ride in the left one-third of your lane, keep fingers resting on the front brake handle and clutch, and be alert to sudden hazards and movement from the roadside.

Position Your Bike Defensively

Following vehicles at night reduces your ability to see and react to road hazards.

If the vehicle ahead straddles something in the road, you need time to see and react. The more distance, the more reaction time you'll have.

Avoid Blind Spots

Always stay out of a vehicle's blind spots both day and night. Position your bike so you and your lights are clearly visible in the rear-view mirrors of other vehicles.

Signal Your Intent

Use the hand signals we teach in GRASS when riding alone as well as in a group. Always use turn signals for turns and when switching lanes.

Augment Your Tail and Brake Lights

The more you can be seen from the rear, the safer you'll be. Consider additional taillights and a brake light that pulses when the brakes are applied.

Pre-Flight Checks

It does no good to have hi-intensity illumination and auxiliary lights if they're not working. Make all of your lights a check point on your pre-flight checklist. dark.

(Continued on page 5)



Oil Spots, , Continued...

Planning

Night riding is more dangerous. Plan your trips to be day rides yet, plan to ride safely at night, or in limited visibility, if you have to.



Is Hydrogen the Future?

Some companies are focusing on producing motorcycles powered by alternative energy sources, specifically electric vehicles (EVs).

Automotive battery technology has made large leaps forward in from acid to lithium-ion, toward mass production at affordable prices. Most big car manufacturers have started to shift to electric vehicles.

Hydrogen-powered vehicles are one alternative. Hydrogen is plentiful and, like fossil fuels, refueling with it is fast. In contrast, EVs are notorious for slow recharge times that can take hours. There are different types of hydrogen-based engines, but the shared basic operating principle is a chemical reaction with oxygen, which produces energy, heat, and water.

The hydrogen internal combustion engine, or HICE, works similarly to a four-stroke gas internal combustion engine (ICE) by igniting pressurized fuel with oxygen. The main differences are in the fuel type and the very high pressure used to inject hydrogen. One of the big advantages of HICE is that it is based on a well-known technology that's reliable and proven over 100 years on cars and motorcycles. However, it requires quality materials, tight tolerances, and special valves and injectors to withstand the high hydrogen pressure.

A HICE is not fully green because it creates nitrogen oxides, given the presence of nitrogen in the atmosphere. But this engine configuration is still orders of magnitude cleaner than an ICE, with virtually no carbon emissions.

The engine efficiency is expected to be low due to significant heat generated by the friction of fast-moving mechanical elements and incomplete burn of excess fuel. HICE, like ICE, is a noisy design that requires a big and heavy exhaust pipe. However, HICE is cheap to produce and, even though it is not completely green and efficient, utilizing HICE as an interim solution would immediately reduce the carbon footprint from vehicles.

Fuel Cells

A fuel cell is a device that converts fuel into electricity through an electrochemical reaction, instead of combustion. The structure of a fuel cell is similar to a battery, with an

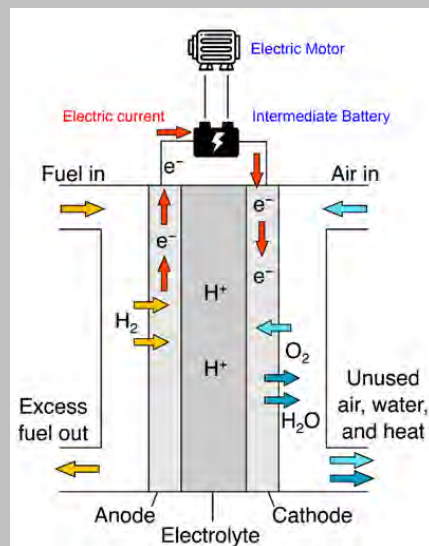
anode, a cathode, and an electrolyte membrane between them. Unlike a battery, a fuel cell only generates energy and doesn't store it.

For automotive applications, the most common type of fuel cell is proton-exchange membrane (PEM) with a fast start time of about one second and low operating temperatures of around 120-210 degrees. The PEM fuel cell working principle is quite simple. Hydrogen fuel flows from the fuel tank while oxygen molecules from the atmosphere flow in through another intake. Excess hydrogen gets recycled and mixed with fresh hydrogen, while unused oxygen returns to the atmosphere.

A fuel cell is a scalable design, containing a stack of several parallel anode-membrane-cathode layers. It is easy for a fuel cell designer to scale up the power output by adding more layers to the stack. For example, a given vehicle could have several models, each model with a different stack depth, power output, and price tag.

Since the generated energy goes to an intermediate battery, the rest of the vehicle's power train is decoupled from the fuel cell. They reuse BEV technology with all its benefits—utilizing clean, efficient, powerful, and responsive electric motors with immediate full torque from zero rpm.

Regenerative braking will also reduce fuel cell activity and consumption by recharging the battery when braking. Similar to hybrid vehicles, the fuel cell only needs to charge the battery when the vehicle is consuming electricity and battery voltage levels are dropping.



On/Off fuel cell cycling is seamless, unlike a hybrid vehicle that has a noticeable engine start. Essentially, a fuel cell electric vehicle, or FCEV, is a BEV with a much smaller battery. But compared to a BEV, an FCEV achieves considerable savings in weight and size because there is no need for a heavy, large high-capacity battery.

The biggest disadvantages of fuel cells, are the enormous manufacturing costs and the technology's immaturity on a large automotive scale. The catalyst, platinum powder, is a precious and expensive metal. However, costs should go down significantly when mass production ramps up and once alternative catalysts are discovered.

(Continued on pg 6)

Oil Spots, continued...

Hydrogen Tanks

Past incidents have caused fear and distrust toward hydrogen due to its notoriously flammable properties. One infamous example was the 1937 crash and burn of the airship Hindenburg. Ironically, gasoline is also highly flammable, but unlike hydrogen, it can explode violently in the case of a crash and then burn for a long time.

To complicate matters, hydrogen tanks operate under a typical pressure of around 10,000 psi, whereas gasoline tanks have atmospheric pressure, around 15 psi. To ensure the highest levels of safety, modern hydrogen fuel tanks designed for vehicular usage are built according to meticulous standards, utilizing layered carbon fiber, which is much stronger than steel, and with large safety margins. The tanks are overengineered to withstand pressures and forces far greater than the normal operating pressure so that they can survive a crash. There are also sensitive leak sensors and automatic shut-off valves to provide extra safety.

As a consequence, modern tanks are as durable and safe as gas tanks—if not markedly better.

Hydrogen Types and Costs

There are four types of color-coded hydrogen fuels. Green hydrogen, produced through electrolysis using renewable power, costs \$10-15/kg. Gray hydrogen, produced with fracked natural gas, costs \$2/kg. Brown hydrogen, produced from coal, costs \$2/kg. Blue hydrogen, produced from natural gas mixed with hot steam and a catalyst, costs between \$5 to \$7/kg. Green hydrogen is the only type with no carbon emissions.

I would think that riding a hydrogen – powered motorcycle might also provide an incentive to quit smoking???



Motorcycle airbags

Motorcycle airbag systems have taken an impressive step forward.

The Ai-1 Rally Airbag Vest is a lightweight, electronic protection

system that utilizes artificial intelligence. Fully wireless and autonomous, it requires no sensors on the motorcycle.

In&Box Detect-Protect-Perfect (DPP) sensor platform provides impact sensitivity via continuous algorithm updates to inflate the vest via an inert-gas canister in under 60 milliseconds in the event of a fall. Designed to be user-friendly, the canister can be easily replaced.

In&motion has created an adventure-specific riding mode that allows for low-speed tip overs without activating the airbag. Multiple detection modes are available to allow

riders to select the appropriate mode for each situation. The Adventure mode is available as a subscription option in addition to the standard Street and Track modes.

The Ai-1 Rally Airbag Vest is the only five-star SRA-Certified (Europe's top safety rating) smart airbag. Vented split chest protector pads and a vented back pad provide added protection in lower speed falls and are situated between the rider and the air bladder, offering impact absorption even without inflation.

Augmenting the vest's polypropylene shell, the fabric is moisture wicking and breathable. A stretch mesh chassis provides comfort and a low profile beneath motorcycle jackets and one-piece suits that meet size requirements.

The In&Box battery offers a claimed 25 hours of continuous use and is supported by an automatic standby mode.

The Ai-1 Rally Airbag Vest is now available online. The vest retails for \$469.99, with the In&Box Detection module adding \$399 as a one-time purchase or a monthly \$10 as a subscription option.

Loud Pipes Save Lives?

All hybrid and electric vehicles in Canada will now be required to have sound emitters that produce noise at low speeds.

Not sure if that includes motorcycles but, doesn't this support the loud, not obnoxious, pipes issue?



Quiet motors can sometimes pose a safety risk when it comes to hybrid and electric vehicles. That's why the Government of Canada announced that they are amending their Motor Vehicle Safety Regulations to mandate minimum levels of noise from hybrid and EVs.

Under the new requirements, all hybrid and electric vehicles will now be required to have sound emitters that produce noise at low speeds. Automakers can determine the type of sound the vehicle makes, but the volume and pitch must allow a road user to hear if a vehicle is speeding up or slowing down. While many automakers have voluntarily added sound emitters to hybrid and electric vehicles, this new requirement makes it mandatory equipment on all new light-duty passenger vehicles sold in Canada.

These noise requirements align with United States and international standards to offer flexibility to vehicle manufacturers, while also maximizing safety for citizens.

All hybrid and electric passenger cars, multi-purpose passenger cars, trucks, buses, and low-speed vehicles with a gross vehicle weight rating of 4,536 kg (10,000 lbs.) or less were required to comply with the minimum noise regulations as of Dec. 21, 2022.

(Continued on pg 7)



Oil Spots, continued...

Motorcycle Accident Statistics 2021



Motorcycle Accident Statistics; There are over 8.6 million motorcycles registered in the United States. Any discussion of motorcycles must eventually come down to their lack of ability to protect riders and passengers from catastrophic injury in the event of an accident.

Motorcycle accident statistics are the best way to learn more about motorcycles and the accidents that happen to individuals who ride them. Accident statistics reveal the most common causes of accidents and what you can do to avoid them. Such as wearing a helmet to reduce the severity of injuries if one does occur.

Motorcycle riders will find the information presented here useful. As you go through this analysis of current motorcycle accident statistics, you will discover how to become a better and safer rider.

Motorcycle Accidents Per Year: When investigating motorcycle accidents, the absence of information on the number of motorcycle accidents that occur across the country in a year is a challenge. It's possible that the lack of information is due to a failure to notify the police or state motor vehicle authority.

According to the most recent data available, 5,115 persons died and 79,000 were injured in motorcycle accidents in 2019. Motorcycles make up just 3% of all registered automobiles in the United States and 0.6 percent of all vehicle miles driven.

Despite the fact that motorcycles account for 14 percent of all traffic fatalities, 17 percent of passenger fatalities or occupant deaths, and 3% of all injuries in the United States, they account for 14.6% of all traffic fatalities, 17 percent of passenger fatalities and 3% of all injuries.

What Are the Odds of a Motorcycle Accident? In 2019, there were 25.98 fatal motorcycle accidents for every 100 million miles traveled, compared to only 1.42 collisions for passenger cars traveling the same distance. The resemblance between motorcycles and cars becomes

even more surprising when looking at the rate of fatal accidents per 100,000 registered vehicles. Motorcycles were involved in 59.49 percent of fatal collisions, while vehicles were involved in 15.06 percent. The chances of surviving a motorcycle accident are small. You are 29 times more likely to be killed in a motorcycle accident than an automobile accident.

What type of motorcycle is most likely to involve in an accident? Motorcycles vary in terms of design, engine size, and equipment, as well as the frequency with which they are involved in accidents. Some of the most popular bikes are as follows:

- Cruisers
- Standards
- Sport bikes

According to one study, the fatal crash rate for sport bikes is four times greater than for any other type of motorcycle registered in the US.

Which state has the most motorcycle accidents? California and Florida are the top two states in terms of registered motorcycles, while Louisiana is the worst, with a fatal accident rate of 21.1 per 10,000 registered motorcycles. With a mortality rate of 13.1, South Carolina came in third. Mississippi came in third with a fatality rate of 12.7.

Which state has the most motorcycle accident fatalities? According to the National Safety Council, the following states had the deadliest motorcycle accidents in 2019:

- Florida (591)
- California (474)
- Texas (416)
- North Carolina (208)
- Pennsylvania (176)

The high fatality rate in Florida; as well as the fact that cold-weather states like Alaska, which had six fatalities, have fewer deaths due to motorcycle crashes, might be attributable to the weather that allows for year-round motorcycle use.

Motorcycle Accidents: The Most Common Causes: The conduct of drivers and motorcyclists appears to be the underlying cause of accidents, including:

- Alcohol and drugs.
- Distracted driving.
- Speeding.
- Road, rage.
- Little or no visibility.
- Drowsy or sleepy.
- Using the incorrect lane, which includes lane splitting.

Single-vehicle events, such as a motorcyclist losing control of the vehicle, account for 39.87 percent of fatal accidents. In 52.61 percent of fatal accidents, a motorcycle and another vehicle were involved. In the remaining deadly accidents, three or more automobiles were involved. (Continued on pg. 8)



Oil Spots, continued...

According to the National Highway Traffic Safety Administration; 42 percent of motorcyclists killed in single-vehicle crashes were impaired by alcohol, and 30 percent lacked a valid motorcycle license.

Some Insurance Tips....

We all know someone who has been in a motorcycle crash. In 2019 alone, more than 5,115 persons died and 79,000 were injured in accidents according to the National Highway Traffic Safety Administration. Unfortunately, law-abiding and careful motorcycle operators become victims to careless automobile drivers every day.

One of the most important ways you can protect your legal rights is to have adequate motorcycle insurance. As you gear up for the start of another riding season, review your motorcycle insurance policy.

Consider the Options Available to You'

Motorcycle insurance can be tricky. Illinois requires you to have certain amounts of coverage. Check it out and verify your needs.

Consider adding or increasing your coverage for the following:

Bodily Injury Liability

Minimum recommended coverage: \$100,000 per person, \$300,000 per occurrence

Uninsured Motorist Coverage and Underinsured Motorist Coverage

Minimum recommended coverage: \$100,000 per person, \$300,000 per occurrence

Motorcycle Insurance and Stacking

If possible, have your motorcycle insurance on the same policy as other vehicles in your household. Then you can request stacking, which gives you coverage per person or per occurrence equal to the total number of vehicles on your policy. For example, if you have \$100,000 per person and \$300,000 per occurrence limits on each vehicle, and you have three vehicles on your policy, with stacking you are entitled to coverage in the amount of \$300,000 per person and \$900,000 per occurrence.

Recommended coverage: stacking

While choosing an insurance carrier other than the one that insures your cars may save you some money, doing so will

usually eliminate any possibility of using the uninsured and underinsured motorist coverage on your automobile policy to give you additional protection. If at all possible, keep your motorcycle on the same policy as the other cars in your household.

Being Proactive Could Save You Thousands

Having adequate motorcycle insurance is necessary for all of us. Even seasoned veterans can't control what other drivers do on the road. Your best bet is to review your motorcycle insurance policy and make updates to protect you, your passengers, and your family.



Harley-Davidson Going Electric?

In a recent interview, Harley-Davidson CEO Jochen Zeitz laid out that the American brand is on a defined, long-term plan to phase out internal-combustion

engines from its lineup in lieu of electric motors.

"If you look at the past 120 years, the company has always evolved, never stood still," he said in the interview. "Now, like the founders did at the time by trying to reinvent or invent something unique, that's obviously something that we as a company brand need to do as well."

All signs point to this shift taking a decade or more, but Zeitz says that it's doable if the company focuses on targeting more than just its core customer.

This move is initially confusing to everyone and only gets more puzzling for those in the know. Harley-Davidson developed and produced the LiveWire—in 2018 only to spin it off to its own brand. Was the consumer base just not ready yet, or has something significant in the boardroom changed in the last year since LVWR went public?



Minimum Octane Rating

Motorcycle engines require particular care

and feeding. The minimum octane rating refers to the proper fuel that the engine is tuned to run on.

(Continued on page 9)



Oil Spots, continued...

Most fuel stations have options for 87, 89, 91, or 93 octane, with each number referring to the fuel blends resistance to detonation as it is compressed in the combustion chamber of an engine. The higher the better right?

Wrong. Engines are tuned for certain octane ratings and putting high octane in something that does not need it will not give you more power or a cleaner engine.

In fact, it's possible the engine will run worse, and it will certainly cost you more at the pump.

There is a balance though. If you put lower octane fuel than required it will certainly yield less power and can even lead to damage as the fuel can ignite before the spark plug fires, which can damage the piston, connecting rod, or cylinder head as the still-rising piston attempts to compress the expanding fuel and air mixture. If you go through the effort to use the proper oil for the engine, make sure you are using the proper fuel too.

Know Your Fuel Range



On a long enough timeline everything fails, including your gas gauge or sending unit. When the needle stays at full or just drops like a stone to zero, do you know if you can make it home? Knowing the ballpark range your motorcycle can travel on a full tank of gas is a good thing to know, just in case. Having non-working gauges is embarrassing but running out of gas is even more so.

Start by doing a quick miles-per-gallon calculation by filling your fuel tank, driving for a while, then topping off and dividing the miles you covered by the number of gallons required to re-fill the tank. That can be the basis of calculating range using the fuel tank size and ballpark MPG. Be sure to leave some wiggle

room in the final fuel range for conditions to change.



How are you Ric?

V.P.'s Vision

For those of you who know Ric... which, I think is all of us... We know that he does not give

up easily. Well, it seems that right now, he is in the middle of a huge challenge, but as usual, he is not giving up easily. He is picking the brains of all the docs that he can find. He is giving all the blood that they need to figure this out, and he continues to chuckle when he hears a good joke. Or even a not so good joke. Ric was not able to join us for the shoot out this year, but made sure that those who went were well cared for.

Thank you Ric, for all of your Top Cat Support! You are in our thoughts and prayers and we look forward to seeing you soon! Keep up the good fight and let us know if

there is anything you need! SEE you soon!

Meanwhile... **GOOD READING!** If you need some good reading, Mike Bradbury found a great article that will take your mind off of 'testing'... This article talks about the importance of looking in the direction that you want to go. The details make it very easy to understand the dynamics and offers ideas of what you can do to practice the magical eye/head techniques to become a better rider! Here is the link. ENJOY!

[Pure Magic: Head and Eyes \(roadrunner.travel\)](http://roadrunner.travel)

Ric, C'mon back!
We've got a winter
ride for you to try out!



Look Close... Gene and Mike??





General Membership Meeting Minutes January 3rd, 2023

Respectfully Submitted
by: Diana Lanute

President's Section: Gene Rigs-
7:00 pm, Meeting called to order
Pledge of Allegiance
Announcements

- ✦ 1/1 - Wayne Kirkpatrick B-Day
- ✦ 1/2- Noelle Rigsby B-Day
- ✦ 1/11 - Jim Weisman - B-Day
- ✦ 1/15 - Jim Chevalier - B-Day

✦ Guests for tonight were introduced: Bill Fulton

V.P. : Ric Case (ABS)

Past President: Wayne Kirkpatrick
No comments.

Safety: Mike Bradbury

- ✦ Kaution Korner Safety Tip -Mike B - on deck for February Do everything to be seen and heard.
- ✦ Mike noted Top Cats' upcoming Group Riding Classes - G.R.A.S.S. will be held from 8:30am to 12 noon on the following dates:
 - 3/26 – at Keller Williams
 - 7/22 – at Post 911, Wauconda
 - 10/21 – at Keller Williams
 - 2/4 - Senior Road Captains Meeting, probably at Keller Williams
- ✦ Kaution Korner - Wayne Kirkpatrick - See Wayne's article in this month's ROAR. Detailed information can be found regarding what to check out on your bike between now and April. If your bike is in storage, ask the dealer to help with this. Additionally, check your helmet, boots, gloves, eyewear, and rain gear. Finally, check your driver's license and roadside assistance for expiration dates. Finally, check for recalls.
- ✦ An In-storage Maintenance Checklist was passed out.

Membership: Ted Makarewicz

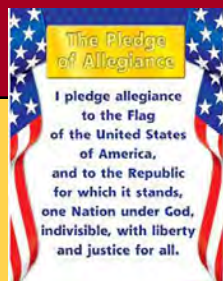
- ✦ Membership cards for 2023 were distributed to members after filling out their waiver.
- ✦ New member into/welcome package presentation to Bill Fulton.

Activities: Rick Agrimonte / Greg Smith

Recent activities

- 12/4 Toys for Tots - Ted M

Future activities



by

- 1/216 - Shootout - Ric Case
- 1/28 - Prime Quarter - Mary Kirkpatrick
- 6/2, 6/3, 6/4 - Door County Ride. Greg discussed it and handed out a brochure
- 7/30 - Wayne provided an update on Sturgis and asked for who might attend.
- 8/8 - Wayne explained the Front Range Ride and passed around a sign-up sheet for updates on Sturgis and the FRR.

Charity: Rich Lanute / Mary Kirkpatrick

- Hot Rod Ride - 6/11/2023
- 2023 charity ride name change. From "Ride for Dreams" to "Hot Rod Ride". Rich discussed reasons for ride name change for our annual fund-raiser. The Board agrees that new artwork, a name change and a more aggressive ride campaign will help re-ignite interest in our annual fundraiser. We are looking for ideas for artwork and members with who have graphic arts talent to help with ideas.

Products: Ted Makarewicz
Get your gear now!!

We did not have a 50/50 Raffle at tonight's meeting.
Andy was absent

Meeting Adjourned at 7:50pm by Gene Rigsby



ARE YOU UP FOR A RIDE? WELL, BE SURE TO VIDEO
TAPE THE EVENT AND TELL US ABOUT IT AT OUR
NEXT MEETING!



BOARD MEETING MINUTES JANUARY 10TH, 2023

Respectfully Submitted
by: Mary Kirkpatrick
for Diana Lanute

President's Section: Gene Rigsby

Meeting called to order at 7:00
Immediate needs? None

Past President: Wayne Kirkpatrick

Informative information:

- ✦ Posse: 1-29-23 at the Moose Lodge in Johnsburg. Illinois State Patrol will be talking to the group. 8:00am breakfast. 9:00am meeting.
- ✦ Congratulations to Bard, who was installed as an Elder in the Presbyterian Church in Barrington!
- ✦ David Whiteside is starting a refresher class for Conceal Carry. He would charge \$20-\$25. He is wondering if there is any interest and if Top Cats would like to participate.
- ✦ Wayne gave an update on Ric who was absent due to a hospitalization.

VP: Ric Case, Absent

Treasurer: Don DeLordo

- ✦ Don reviewed the present balances for the club account and the charity account.
- ✦ Don also reviewed the dues payment and sent out reminders to the few who have not paid for the 2023 year.
- ✦ Don also reviewed the projected budget for 2023.

Activities: Greg Smith

Review past / future Events

- ✦ Calendar review - Jan/Feb, etc..
- ✦ 1/28: Mary - Prime Quarter details are complete and on the calendar
- ✦ 1/21: Ric - Shootout may have to be postponed depending on Ric's situation. Updates will be coming.
- ✦ 2/4: Mike B - RC meeting will have details soon. Some of the details can also be used for future blasts for the GRASS classes.
- ✦ 2/12: Gene - No IMS. Gene will get the details for the blast and on the calendar soon.

Safety/RC: Mike Bradbury

RC Meeting will cover the GRASS information and update the presentation.
Safety topics were discussed, and ideas identified for how to implement some of the safety checks into the rides and meetings. Mike will take these ide-

as and develop them for the new year.

Mike suggested that we take another look at videos for meetings. Finding funny and interesting topics rather than the 'deep dives'.

Membership/Products: Ted Makarewicz

New member applications.

- ✦ Bill Fulton's application was reviewed and unanimously approved.

Membership drive ideas

- ✦ With some of the newer members who have not renewed, the group looked at ways to include those new members to get them into the activities and keep them active. We should let them know that they can still participate in activities even if they have decided not to ride!
- ✦ Website... direct people to the website for information on the club activities.
- ✦ A previous member offered to add Top Cat information to his website. It is a recruiting opportunity and it can possibly highlight the Sturgis ride.

Product needs.

- ✦ Mike is working on how to get the information out to the club about how to get the items ordered and delivered.
- ✦ Product payment ideas were reviewed.

Charity: Rich Lanute, Absent

- ✦ Ride for Dreams date (6/11)
- ✦ Mary gave a few points that are being worked on at this time. Discussion centered around finding an area in their parking lot for us to reserve something larger than we had last year
- ✦ The board suggested that we ask for a 'hotrod' to put on our tickets and to pull in some of new support!

Secretary: Diana Lanute, Absent

- ✦ Mary Kirkpatrick stepped in to take notes in Diana's absence.

Meeting Adjourned by
Gene Rigsby,
President of Top Cats
Illinois at 8:10





G.R.A.S.S. CLASS FOR 2023

We have 3 dates for the G.R.A.S.S. Class this year!
See the chart below and add these to YOUR calendar!

Come and learn how we ride as a group!

All riders, co-riders, non-riders are welcome and all motorcyclists from our great Motorcycling Community are welcome!

If we can train other riders to ride more safely, we all benefit!

Reach out to your motorcycle friends and everyone else in the motorcycle community and invite them to come too!

Watch for BLASTS for each date!

LOCATION	DATE
Keller Williams 600 Hart Rd. #105 Barrington, Il 60010	Sunday, March 26, 2023
American Legion Post 911 515 S. Main St. Wauconda, Il 60084	Saturday, July 22, 2023
Keller Williams 600 Hart Rd. #105 Barrington, Il 60010	Sunday, October 22, 2023

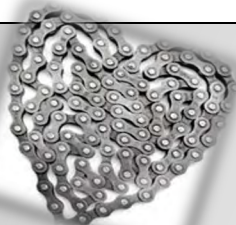
Directions into the Keller Williams site:

Enter in the main door and the first door on your left is the Keller-Williams offices.

G.R.A.S.S. will be presented in the conference room at the back of the office.

Directions into the American Legion Post 911 site:

Through the main door and Immediately to your left!



February Birthdays and Anniversaries!

11 David Ramirez

Happy Days to our Top Cats Celebrities
for February!!

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

No February
Anniversaries
(That we know of...)



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Each Office Is Independently Owned and Operated



*Network with your fellow
Riders here...*

And Be Thankful!



Support the TOP CATS Patrons



Woodstock HD and Staff Support
our Top Cat's Ride for Dreams!



PALATINE, IL

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

Membership Has Its Privileges!

GRASS Classes are held
at the Keller -Williams
Offices!

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

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

Sign-up your favorite merchant today!



Greg Smith

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RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Saturday, February 4th	Road Captain Meeting	Wauconda	Am Legion Post 911	8:00am	Bradbury
Tuesday, February 7th	General Meeting	Palatine	Alley 64	7:00 pm	Rigsby
Tuesday, February 14th	Board Meeting	Palatine	Alley 64	7:00 pm	Rigsby
Sunday, February 19th	No IMS Breakfast	Barrington	Southern Belle	9:30 am	Rigsby
Saturday, March 4th	Top Cats Banquet	Barrington	Onion Pub	5:00 pm	Rigsby
Tuesday, March 7th	General Meeting	Palatine	Alley 64	7:00 pm	Rigsby
Tuesday, March 14th	Board Meeting	Palatine	Alley 64	7:00 pm	Rigsby
IDEAS?	Talk to	Greg or Rick	And get them	On the	Calendar!

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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