



ROAR

September, 2023

Volume 23, Issue 9

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Grumpy Troll!
I think the Troll was not so Grumpy
when Top Cats Arrived!

*The Official
Publication
Of Top Cats
Illinois*

Upcoming Events

SEPTEMBER

- 5 GENERAL MEETING
- 12 BOARD MEETING

OCTOBER

- 6 GENERAL MEETING
- 12 BOARD MEETING

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





ROAR

PRESIDENT'S POINT

And Now a Word from your President...



Hello Top Cats!

With the moderate weather we had in August, I hope you and your's made time to enjoy the outdoors as well and I hope you made time to ride with your Top Cat family. With the wind in your hair, dust in your eyes, sweat in your,... where was I going with this...?? Anyway...

I can't believe summer is almost.... NO!! Don't even say it.... Who cares about "summer"! It's just a word. Riding season is always ready when you are, no matter what name you want to hang on the season.

Great riding opportunities are still to come this year. Check the Top Cats calendar now, and get them on your calendar so you don't miss the action!! Don't see any? Ask your RCs what's up, and keep an eye out for blasts.

In case you missed them... We had some great riding in August, thanks to some of our most prolific Road Captains. They are the backbone of a **RIDING CLUB**. A sincere THANK YOU!!

Rides in August...

Ride to the races at Blackhawk Farms Raceway (8/5). CANCELED (Actually changed)

There was a small group that showed up at the starting point in the morning and the majority of the attendees did not plan to stay very long at the races. We made the call to have a pickup ride and headed out to lunch at Mars on Lake Como. Thanks Mike for leading us!

We did have one member go straight to the track hoping to meet up with us, which unfortunately we did not. We may have kept our original plans, had we known there would have been more Top Cats attending. Please reach out to the RC in advance if you would like to make arrangements outside the published event plan.

I will look for another opportunity to ride out to see the AHRMA (American Historic Racing Motorcycle Association) races at BFR. Looked like such a cool event.

Sturgis (7/30). Bard led his group along with Mike's Grumpy Troll group, heading out toward Sturgis. This year, there were a few new challenges with some new lodging to contend with and a bit of tough weather, but all in all, it was a great trip with our guests from the East fitting right in and quickly adopting our Top Cat riding protocols (Attending and presenting G.R.A.S.S. pays off!! More on that later).

Grumpy Troll (7/30) I may have covered this a bit last ROAR, but it's ok to highlight a good thing. Mike led a group that tagged along with Bard's group as they headed out to Sturgis. Mike arranged the lunch stop, with a secondary group meeting the main group there and even planned an ice cream stop, which was a big hit.

Front Range Ride 8/8. Wayne reported that the ride went very well and he actually made it back with the same amount of riders he left with... Just seeing who is paying attention...

He actually has MORE... Not only the group riding down from Sturgis but also another group of Top Cats rode out to meet them all, post-Sturgis and it was a great ride.

This is another "feather in the cap" ride for us Top Cats.

Rides in September...

The calendar is empty! **Come on RCs!!** Let's get some rides together, quick. Doesn't need to be complex... Just do it!!

As usual, watch for blasts and check the Top Cats event calendar regularly and by all means **SAVE THE DATES** first. Don't forget to get any activity or ride ideas to Rick Agrimonti or Greg Smith.

As always, please feel free to reach out to me at any time 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 Important KK You Will Ever Read!

By: Gene 'Lucky' Rigsby
Senior Road Captain

I know this title is a bit presumptuous, but I believe this is a very important topic and I feel after reading on, you will feel the same.

Every month for many many years now, the Senior Road Captains (SRCs) and sometimes, Road Captains (RCs) have written a safety article (Kaution Korner) for our club's monthly newsletter, ROAR. You're reading it now...

Topics for these articles vary widely, from specific topics like packing your bike for long road trips. To more general topics like what type of gear to wear for different seasons/conditions, routine bike maintenance, personal maintenance (keep yourself in good riding order), etc... which are all good topics. All contributing to our safety and very important for us to review often, to keep fresh and keep them in mind. I even wrote an article about this some years back highlighting all the great information available through our club, built on a wealth of experience we can all learn from and build on.

Reflecting on this again recently, it occurred to me that the same is true for our G.R.A.S.S. (Group Riding And Safety Seminar) class topics. Moreover, considering the club as a whole needs to keep refreshed and updated and realizing that we should all make time to attend any G.R.A.S.S. class that is available and we have time for. Not just attending to meet membership requirements as a minimum. This is the mental practice and review we must have to be able to ride together as a safe riding club. Speaking as someone who is, although well seasoned, needs to keep focused on keeping focused... this is a very good thing.

All topics covered in G.R.A.S.S. are important, though some are very critical. Hand signals, riding formation, cornering, turing, pointing out hazards and accident scene management to name a few. ALL critical to safe riding for our group. And just like any other "thing" we wish to be good at, we must practice. If

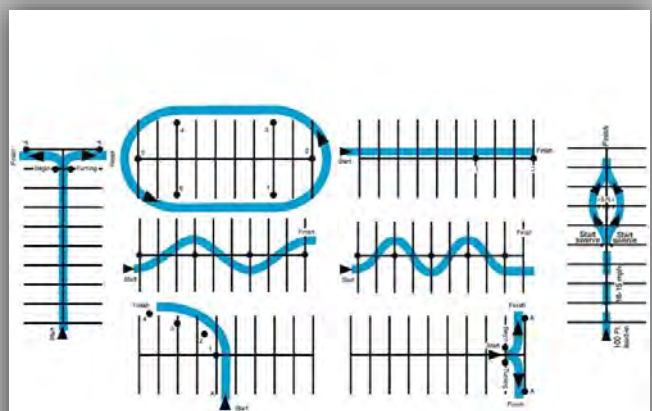
not directly on the road, then in the classroom.

Our G.R.A.S.S. presentation has been developed through years of team effort and experience, presented nationally and internationally and as they understand the value, it is being adopted by local riding clubs. And the more people we can get riding like we do, the better off we will all be.

All that said, we need to practice what we preach. I have literally been at a pre-ride, where the RC reviews many of these topics, especially pointing out the KEY items of note for the ride we are about to take and moments later, many of the topics seem to be forgotten. Hand signals not being passed, spacing not maintained, hazards not identified, etc... Practice...

There are so many other things to worry about on the road, that the people you are riding with should be the least of them. We are human after all, but practice makes perfect. So let's practice as often as possible. Reviewing in G.R.A.S.S. class AND out on the road as much as possible will go a long way in helping to keep these topics and methods on top of mind and keep us all safe.

Looking forward to seeing you there...



[Critical motorcycle riding skills you need to master | Dairyland@motorcycle \(dairylandinsurance.com\)](#)

Oil Spots

By Traveler



Burt Munro, of World's Fastest Indian fame, inducted into Sturgis Hall of Fame



Bring up motorcycle land speed racing in a crowd, and two names will rise to the top of the conversation: Roland "Rollie" Free and Burt Munro. The former you'll recognize as the subject of the most famous photo in motorcycling; the latter is the man whose incredible story and racing efforts were immortalized in *The World's Fastest Indian*, a 2005 movie starring Anthony Hopkins. Munro's latest honor is a place in the Sturgis Motorcycle Hall of Fame, which pays homage to the remarkable individuals who have made enduring contributions to the motorcycle community.

Burt Munro was born, lived, and passed in Invercargill, New Zealand, but made his name on the Bonneville Salt Flats of the western U.S., a destination for land-speed racing. Munro visited the lake bed 10 times and racked up three world records aboard his 1920 Indian Scout that he extensively modified and streamlined. He was a mechanic and rider all in one, and even built his own speed parts for the early-model Indian.

His record runs at Bonneville came to fruition in 1962 when he clocked a two-way average of 178.95 mph with an engine displacing 850cc, fitting him into the sub-883cc record class. His final trip was in 1967 when he ran a two-way average of 184.087 mph and an unofficial top speed of 205.67 mph—as a 67 year-old rider on a garage-built, 47-year-old motorcycle. Maybe age is just a number after all.



(Photo by Eric Rickman/The Enthusiast Network via Getty Images/Getty Images) The Enthusiast Network via Getty

Munro passed in 1978 at the age of 78, leaving behind a legacy of dedication and resolve that still inspires racers and prospective racers. The now-legendary world's fastest Indian motorcycle, known as the "Munro Special," lives in a small museum in New Zealand as a testament to what a single person can achieve when they chase their dream.



In 2006 Munro was inducted into the AMA Hall of Fame. Now he has a place in the Sturgis Motorcycle Museum and Hall of Fame as well. The Hall of Fame class of 2023 also includes 1981 Des Nations Team USA, Chris Callen, Jay Allen, Roland Sands, Russel Radke, and Scott Jacobs.

Dangerous Motorcycles



Most bikes in the past have balanced performance and safety very well, and perhaps the reason why modern bikes would feel so dangerous without rider aids is the power they have. Take the older bikes, for example, that didn't come with

any electronics but were still manageable by an appropriately experienced rider.

Some of these motorcycles have design flaws. And there are a few motorcycles that are just super quirky. These are the dangerous ones.

(Continued on pg 5)



Oil Spots, continued...

Vincent Black Shadow (1955)



The Vincent Black Shadow is one of the milestone motorcycles and a gorgeous bike to behold. The bike was far from perfect even for its time. This magnificent piece of engineering was exhilarating to ride as long as you didn't lean it around a curve. The Vincent Black Shadow was a nightmare around corners, with a chassis that bent all the wrong ways and brakes that maybe will stop, maybe, they won't

Yamaha V-Max (1985)

You'll find that most motorcycles on this list are leg-



endary. The Yamaha V-Max was one of them. This beast was one of the first power cruisers with the sole focus of a quarter mile time. But this bike was a disaster waiting to happen. The handling was scary and didn't inspire any confidence, and the brakes felt like they belonged on a moped. The result is a hair-raising riding experience that may not always end in your favor.

Harley-Davidson Sportsters (Early 70s)



Back in the late 70s, Harley Davidson was going through another one of its difficult phases after the American Machine and Foundry Company buyout. During this time, Harley released the Sportster. The engines weren't reliable or fast, the handling was vague and heavy, and they were perhaps the most cumbersome motorcycles to own then. Typically they were so unreliable that they broke down before riders could crash.

Harley-Davidson V-Rod



The Harley-Davidson V-Rod was a gorgeous power cruiser, but it led to a fate that was quite similar to that of the V-Max. Suddenly, the similarity in the name makes much more sense, doesn't it? The V Rod was the fastest Harley of the time and it was terrific on straight roads, but with only 30 degrees of cornering clearance, it was dangerous in curves. Lean a little more, and the belly would scrape, lifting the rear wheel off the ground and sending you on a sideways slide. This was a major design on this long, low-slung motorcycle.

Ducati Streetfighter 1098 S

The 1098 was essentially a superbike with a slightly detuned engine, no fairings,



and wider handlebars; everything on the bike was top-spec. The only safety net you have when riding this bike is your brain, and if you didn't respect the bike, it would show you who's boss. In the wrong hands, this bike was like giving a baby a razorblade to play with.

Suzuki TL1000S



The Suzuki TL1000S is an iconic bike, but its deficiency was its rear suspension. Due to its massive V-twin engine crammed into the chassis there was little room for the rear shock. Suzuki lifted the shock set-up from 90s Formula 1 racing to keep the wheelbase short. It was a sharp sportbike until the rear shock's oil heated up, causing the rear to go completely soft and undamped. Suddenly, you had a powerful sportbike, with poor suspension, mid-corner, at high speed. Road rash, here we come.

(Continued on pg 6)

Oil Spots, continued...

Suzuki Hayabusa



The Hayabusa needs no introduction because it's accessible. The Hayabusa is capable of incredible speeds and cornering ability despite the long wheelbase. Novice

riders cannot handle this bike's performance and shouldn't test its patience. One quick twist of the throttle, and you're head over wheels on the road.

Kawasaki H2 750



This 3-cylinder two-stroker was about as crazy as a bike could get in the 1970s, quite similar to the current-day H2 and H2R. The Kawasaki H2 750 focus was on speed, producing over 75

horsepower, but the chassis flexed and brakes would fail to stop the superbike. Kawasaki reworked the steering geometry and extended the swingarm but it still left a lot to be desired.

While speaking of KH750 H2, how can we forget the modern-day equivalent? The Kawasaki H2 and H2R twins are the fastest mass-production motorcycles of today, and they will go down in history as two of the craziest motorcycles ever produced. The supercharged engine produces ridiculous horsepower and a staggering low-end torque, a recipe for the best smiles per gallon but also unspeakable disasters. The Kawasaki H2 and H2R motorcycles are incredibly safe, thanks to the array of electronics and rider aids. Still, they are also still dangerous if you don't know what you're doing.

Brough Superior SS100

A masterpiece that deserves utmost respect. A bike designed in the 1920s that produced 50 to 75 horsepower, depending on the model, when a bike with 15



horsepower was considered "powerful." The Brough Superior SS100, was made before World War II, when technology was still rudimentary, and motorcycles at the time weren't designed to corner or go fast. They were designed to be faster than a bicycle, but the SS100 was designed to go faster than all the other bikes.

Yet, Brough Superior managed to cram over 50 horses in an unstable chassis with tires that lacked grip and weak brakes. The Brough Superior SS100 is a legendary motorcycle from a legendary brand often nicknamed the Rolls-Royce of motorcycles. But it claimed many lives, including TE Lawrence, or the Lawrence of Arabia, who had many Brough Superiors to his name.

Traveling Alone?

Here are a few considerations for the solo motorcycle trip:



- ◆ **Carry identification:** If a solo rider is involved in an accident, this information is critical for first responders. Have your driver's license and emergency contact and medical information stored on your person in a location that's accessible.
- ◆ **Let someone else know your plans:** Share your itinerary with one other person and check in with them daily. If you go missing, they will know your general location and can notify the appropriate authorities.
- ◆ **Be sure your bike is in good mechanical condition:** A breakdown on the road can screw up any motorcycle tour, but dealing with one alone can be very challenging. Having your ride in top mechanical condition is important. Don't forget to visually inspect it regularly during the trip, either; it's much easier to deal with a nail in a tire while in town than a flat tire in a remote area. Carry a roadside assistance card also.
- ◆ **Ride conservatively:** When touring alone, be conservative in your riding style and the roads selected. Some highly experienced riders may embark on an adventure or dual-sport tour by themselves, but they will likely not be riding aggressively.
- ◆ **Carry a Locator Device:** Having a SPOT tracker or another similar GPS device provides an extra layer of insurance that riders can get help in the event of an emergency.

(Continued on pg. 7)



Oil Spots, continued...

- ◆ **Take a cell phone:** Cell phones are a must-have and it goes without saying that you should be attentive to keeping the battery charged.
- ◆ **Hide an extra credit card and cash on your bike:** Robbery may not be the problem it once was, but riders are potentially more vulnerable than drivers of other vehicles, and a solo rider may make an even more tempting target.
- ◆ **Eat healthy and stay hydrated:**
A health problem while on a solo tour is a very lonely experience. Being in the ER is definitely not the way you want to meet new people. So take care of yourself on tour.
- ◆ **Take a good First Aid Kit:** This is always good practice.
- ◆ **Carry water and snacks:** This is important when riding alone in thinly populated areas. Packed food and water can help keep your strength up throughout the remainder of the day.
- ◆ **Don't leave common sense at home:** If something doesn't feel right, it probably isn't. Avoid sketchy urban areas at nighttime, don't ride in low-light conditions and if you see wildlife warning signs along the road, slow down.

All the above seem so apparent however, sometimes the obvious becomes eclipsed by the excitement of the adventure....

2023 Bonneville Motorcycle Speed Trials Canceled For Second Year In A Row



The salt flats are one of the areas that were drenched by Hurricane Hilary.

Have you been looking forward to the 2023 Bonneville Motorcycle Speed Trials?. This event, which is an official Fédération Internationale de Motocyclisme (FIM) Land Speed World Records event, has once again been canceled in 2023.

This marks the second year in a row that the BMST has been canceled. In 2022, the event was nixed due to flooding in the area. Although organizers kept a close eye on the conditions to monitor how they were resolving, it soon

became clear that there was no way that course conditions would allow the annual event to take place during the period for which it had been scheduled.

The 2023 event was originally scheduled take place from August 26 through 31, 2023. Now, in the aftermath of Hurricane Hilary, the Bonneville Salt Flats are an area where “significant rain” was delivered. In its cancellation notice, the BMST organizers noted that “Although there is wind, it is not drying the area and is instead pushing the water around, making multiple small moving lakes to contend with.”

This is a disappointment to the motorcycle land speed racing community, as well as the FIM. Many had planned to travel back from the 2023 Bolivia Speed Trials all the way from the Salar de Uyuni in order to be at the Bonneville Salt Flats for BMST, but the weather has made it impossible to run this event. The 2023 Bolivia Speed Trials ran from August 16 through 21.

“We put it all on the line every year and after the 2022 cancellation we were looking forward to an exceptional race surface and return of our amazing participants to twist the throttle and add their name to the record books. It is surprising and heart wrenching to be cancelling due to the impacts from Hurricane Hilary. We know that everyone wants an exceptional experience, and we are looking forward to next year when we will bring world class FIM and AMA motorcycle land speed racing back to the Bonneville Salt Flats,” BMST event director and owner Delvene Reber said in a separate statement.

We're hoping that 2024 goes more smoothly for all involved.





Blue Skies... Sunshine... and Reasons to Ride!

Pictures from our Website: TopCats.Org

Sturgis!
What did you miss? Want to see
more? See the website and Plan or
going next year!!





Front Range Ride, 2023!
So Beautiful!
Come along next year!





General Membership Meeting Minutes August 1st, 2023

Respectfully Submitted by: Jane Smith For Mary Kirkpatrick

President's Section: Gene Rigsby

- ◇ 7:00 pm, Meeting called to order
 - ◇ Pledge of Allegiance
- Announcements
- ◇ 8/16 - Jane Smith B-Day
 - ◇ 8/24 - Greg Smith B-Day
 - ◇ 8/28 - Gene & Noelle (35)
 - ◇ Guests – Introductions

V.P. : Ric Case

- ◇ **Club History:** Ric told the group about his travels to Sturgis on one of the first years that Top Cats had an organized ride to the Motorcycle Mecca. Read the ROAR for the full story!

Past President: Wayne Kirkpatrick - On a trip to Sturgis!

Safety: Mike Bradbury

- ◇ Kaution Korner Safety Tip – Practice! Be safe – for yourself and for others. Practice develops your skills and that is key to safe riding!
- ◇ Kaution Korner – Mary “TIPS for a Long Trip!” Mary reviewed her column in ROAR for August. So many things to think about when taking a long trip! Read, Plan and Implement those tips and you will enjoy the ride!

Membership: Ted Makarewicz

- ◇ No new members for tonight

Activities: Rick Agrimonti / Greg Smith

Recent activities

- ◇ 7/30 Sturgis – Bard, absent as he is riding to Sturgis!
- ◇ 7/30 - Grumpy Troll – Mike reported a great ride part of the way to Sturgis, but cut off early and went to the beautiful town of Mount Horeb for a good lunch and a return home. All enjoyed the trip!

Future activities

- ◇ 8/5 - Blackhawk Farms (AHRMA)- Gene reported that he would lead a ride to the racetrack for some racing and lunch.
- ◇ 8/8 FRR - Wayne will be leading this ride from

Rapid City. There will be some traveling from the Chicago area to meet the group in Colorado Springs. Stories to be told at the September meeting.

- ◇ September is open for rides. Let's fix that ASAP!!

Charity: Rich Lanute / Mary Kirkpatrick

- ◇ There will be a meeting soon with Laura Culotta and Jim Wiseman to brainstorm a new direction for this fundraising efforts.

Products: Ted Makarewicz On a trip to Sturgis!

50/50 Raffle: Andy was not in town, but we had a winner of the first set of scratch-off lotto tickets. Another set for September and then the raffle for the BIG prizes!

Meeting Adjourned at 7:55 by Gene Rigsby, President of Top Cats, Illinois.





V.P.'s Vision

The Early Years!

Sturgis '98... The Tourpack Adventure!

More tales of the early years of Top Cats in Sturgis!

This trip used most of the plans and route from our Sturgis 97 adventure. And we were enjoying the trip, but we had a few wrinkles on day 2. Seems there was a defect in the support bracket that holds the tour pack in place on my 98 Ultra. NEW BIKE!

It cracked and left the tour hanging at about a five degree angle to the ground. To keep us on the road, I bungeed the tour pack to eliminate it from flopping around. This happened around mid-morning. The bungee however did not stop the weave coming from the rear wheel.

We stopped again and noticed my rear tire going flat. At this time, we couldn't continue without some intervention, so I called for a tow truck. It actually turned out to be a van with a trailer from Sioux City Falls, South Dakota about 90 miles south of my location. It was also about an hour and a half drive to the dealership. The ride was enjoyable since the driver had so many stories about Sturgis orphans that broke down with very little money and no place to stay while waiting for their bike. They needed an over night stay. He would offer his living room floor and a blanket. Another interesting story was the fact that he rode a "RAT" bike that he took to rat rallies and often received prizes for as much as almost \$1000. A good amount for the 90's.

When we arrived at the dealership, I received priority because they could easily replace the tire and let me be on my way. Other overnight repairs had to wait. The dealer worked well into the night for them. Very different from today's techs who aren't allowed to work those kind of hours – or if they do, the customer will have a large bill to pay! We didn't wait around for them to fix the tour pack, so around 6:30 in the evening, we were on our way. We looked for a place to stay only to discover there were no vacancies for at least 400 miles from our location, so we pressed on to Rapid City and we arrived around 1:30 am.

Since we didn't do the repair to the tour pack at this point, we did what we could to better secure it for the rest of the trip.

A perk for riding directly to Rapid city was that we would not waste our room reservation. On our way, we kept the folks at the Alex waiting for us in Rapid City well informed as to our whereabouts, so they would not worry.

Once in Rapid city, we had the Harley Davidson Dealer work on the Tour Pack. It broke again on the 2000 mile trip. But, I decided to wait until we got home to have it fixed. By then, Harley had a permanent fix, so after I got home from the trip, it was fixed for good!

Thus ends the tour pack adventure for ever and ever,
TNX for listening and reading....

Presented to you by your Vice President





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!



September Birthdays and Anniversaries!

- 9 Andy Haszlakiewicz
- 11 Mary Kirkpatrick
- 12 George Raab

Happy Days to our Top Cats Celebrities for September!

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

September Love Stories!

4th Wayne and Mary Kirkpatrick

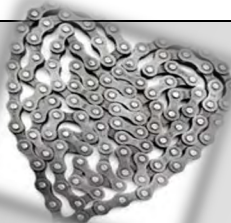


LOCATION	DATE
Keller Williams Success! 600 Hart Rd. #105 Barrington, Il 60010	Success! Sunday, March 26, 2023
American Legion Post 911 515 S. Main St. Wauconda, Il 60084	Saturday, July 22, 2023
Keller Williams 600 Hart Rd. #105 Barrington, Il 60010	Sunday, October 22, 2023

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GRASS Classes are held at the Keller -Williams Offices!

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

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



Greg Smith

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Can we find ways to continue to help them?





RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, September 5th	General Meting	Palatine	Alley 64	7:00 PM	Rigsby
Tuesday, September 12th	Board Meting	Palatine	Alley 64	7:00 PM	Rigsby
Tuesday, October 6th	General Meting	Palatine	Alley 64	7:00 PM	Rigsby
Tuesday, October 13th	Board Meting	Palatine	Alley 64	7:00 PM	Rigsby
Sunday, October 22nd	GRASS	Palatine	Keller-Williams	8AM	Bradbury
Do	You	Have	A	Ride	Idea?
Get	It	On	The	Calendar	Now!

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



ROAR



TOP CATS OF ILLINOIS is a group of motorcycle enthusiasts with similar interests. Members consist of responsible Leaders, Presidents, Chairmen, Owners, Proprietors, Partners, principals, CEO's, and other 'Top Cats' of large, medium and small organizations, institutions, and companies.

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

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