



# ROAR

November, 2023

Volume 23, Issue 11

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The Official  
Publication  
Of Top Cats  
Illinois

## HAPPY THANKSGIVING



Thankful for  
freedom, open roads, two wheels,  
family & friends!

### Upcoming Events

#### NOVEMBER

- 7 GENERAL MEETING
- 14 BOARD MEETING

#### DECEMBER

- 5 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 Family!!**

A warm **Happy Thanksgiving** wish to you and your families, of good health and great time spent together. Maybe a little turkey, and football... O.K, some pumpkin pie... well, and whipped cream... and...

Well, the big "W" (winter) is almost here and the four letter "S" word (snow) we usually hear around this same time is being heard during the weather report... WTF...! That's right, Why The Flurries... Cold is tough enough, but snow too...

Well let's not fret too much as we will still have some Top Cat Family activities to get us out and moving.

### Rides in October...

None... Well now... I did try to put on the annual Haunted Ride (now being called the Ride for Screens!), but the weather did not cooperate, we moved to meeting for lunch which was very successful.. Some may say, too successful... I had RSVPs for 12, a reservation for 14 and 19 people showed up. This is kind of a good problem but it would be nice to know in advance....

In the end, we all made it work and we had a great time. So much so, we are thinking of putting something on the calendar every other month or so. Let me know what you think at the November meeting.

Thanks again to all that made it out on a very cold damp day to spend time with your Top Cats family. It was great fun and it is YOU folks that make this club what it is. I'm glad to be part of it! I must have a bit of dirt in my eye... sniff...

We were to have a G.R.A.S.S. class in October. It was canceled due to lack of interest. AS I mentioned before, it's smart to attend GRASS as often as possible, so even when you might not be riding, you are reviewing and remembering what to do on the road.

### Rides in November...

None Scheduled... Open calendar... come on RCs... I double dog dare you At the very least, for bad weather, make it an opportunity to get together for some food, beverage and hearty conversation...

#### Do it!

#### **Elections are coming...**

You should have seen a blast about this already. Please read through it and prepare for the election.

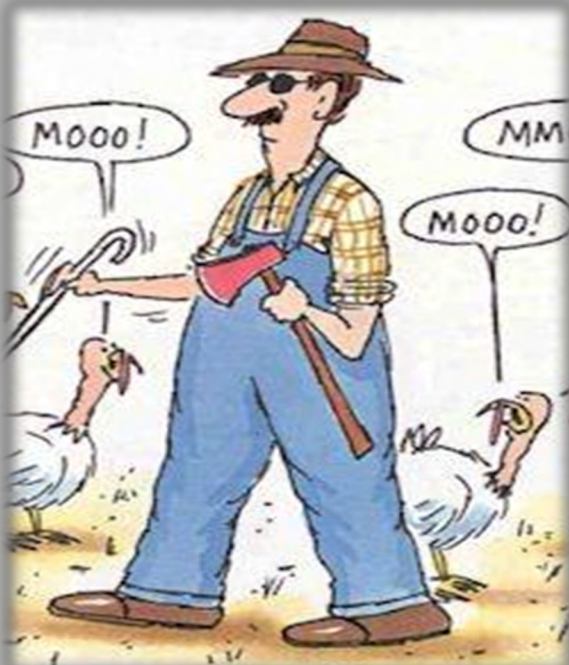
#### **Dues 2023**

2023 Dues time is here. You should have received an invoice from Don via email or postal service. If not, please speak to him or I at the November general meeting. Current dues status is also a requirement to vote, so please address ASAP.

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](mailto:Gene.rigsby@gmail.com), or phone, 847-770-9425.

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





## KAUTION KORNER

### SIPDE... Be a Safer rider!

By: Michael Bradbury,  
Senior Road Captain and Safety Director



#### SIPDE System

- Scan
  - Search for potential hazards
- Identify
  - Cars, Trucks, other Vehicles
  - Pedestrians, Animals
  - Objects (signs, potholes)
- Predict
  - Ask yourself “What if?”
- Decide
  - Adjust speed
  - Adjust position
  - Ways and how to communicate
- Execute
  - Utilize your skills



Driving a motorcycle is challenging because you need to do many tasks at once. You have to control the vehicle, watch the roadway and off-road areas, read signs and be alert for sudden actions of other drivers. These are the same processes when you drive other vehicles but, on a motorcycle, wrong decisions can lead to more dire consequences.

Besides managing the many tasks to ride your motorcycle, one of the most important skills to have been being a good decision maker to be a safe driver. But you don't want to learn how to make good riding decisions by trial and error. So here is a five step process that we all somewhat unknowingly do to be a good, safe rider. Now, with awareness of this process, you should be able to employ it even more when focusing on riding your motorcycle.

Have you ever heard of the SIPDE process?  
The SIPDE process is short for search, identify, predict, decide and execute.

#### Here is the SIPDE process:

1. SEARCH the roadway and the off-road area 20 - 30 seconds (about a block to a block and a half) ahead for information that can help you plan your

path of travel. Use a systematic search pattern to gather information. First search the road ahead, then to the sides, then glance in your rearview and side mirrors.

2. IDENTIFY objects or conditions with 12-15 seconds ahead that could interfere with your path of travel. To identify important information as a driver, you must do more than just LOOK. You must think about what you are looking for; things like stalled cars on the side of the road, pedestrians waiting to cross the street, and cars coming up too fast behind you are all important information.
3. PREDICT what actions or changes in conditions on or near the roadway could increase your level of risk. As you search the roadway and see the positions of the vehicles and pedestrians, try to predict what you would do in certain circumstances. For instance, the car behind you that is coming up too fast might not be able to stop. You need to think – *before that car rear-ends you* – in order to make a decision to move to another lane to avoid a crash.
4. DECIDE what action or actions to take (such as reduce speed, increase speed, brake or steer clear) 4 to 5 seconds ahead of time to control or reduce risk. Once you have identified a potential threat you can decide how best to minimize the risk of a collision. Keep in mind most situations allow you a choice of actions, such as moving to another lane to avoid a rear-end collision, or taking the ditch to the right rather than taking a head-on hit.
5. EXECUTE your decision. The final step is to execute the decision you have made.

Now with awareness of this process, you can more consciously practice it and apply it. Using the SIPDE process can make motorcycle riders safer drivers.



## Oil Spots

By Traveler



### ICE vs. EV?

There's no denying there's been a big push for electric vehicles (EVs) lately. Although the portion of EVs sold on the market remains small, their growth in just the last year is telling.

What does this mean for motorcycles? "For the foreseeable future, EV looks to remain a small percentage of new bike sales," predicts David Zemla, vice president of marketing at S&S Cycle. "I mean, it's pretty tough to replace the feel and sound of a motorcycle underneath you," admits Tom Motzko, vendor development with Drag Specialties.

Harley-Davidson, one of the most iconic gas-powered, V-Twin manufacturers, shocked the world when it released its all-electric LiveWire in 2019. LiveWire became the first publicly traded electric motorcycle company and is projecting sales over 100,000 units by 2026, despite selling only 387 in 2021.

Other traditional manufacturers have also been dabbling in the electric motorcycle venture — BMW with its motorcycle/scooter-hybrid CE 04 and Indian with its eFTR youth bikes, for instance — though other than Harley-Davidson, none has yet released a full-sized electric motorcycle.

John Strangfeld, national sales manager for Drag Specialties, agrees that the motorcycle industry will be a tough market to crack, since the V-Twin market especially has always embraced the sensational experience — the sounds, sights, smells and feel — of riding a motorcycle. However, he believes EVs are definitely going to be part of the motorcycle industry's future, though how exactly they will fit in remains uncertain.

Most experts agree that instead of seeing EVs as an intruder, we should look at them as yet another seg-

ment of the motorcycle market. Just as there are V-Twins, cruisers, sport bikes, adventure bikes and more, so too will there be EVs.

The EV debate is going to remain heated for the next few years. There will continue to be media hype because it's the "new, shiny thing". But, don't fret, EVs can't replace ICE motorcycles, but they sure can add another fun facet to an already exciting industry.

### Classic American Motorcycles That Are Now Worth A Fortune



Classic motorcycles have been steadily increasing in value over the past twenty-plus years, but while that means that

there are still many classics that are affordable, it has also means that the collector market has gone through the roof, especially for classic American motorcycles. What sets these apart is that many of them were built in tiny numbers compared to, for example, Japanese motorcycles and many of the names that fill lists such as this disappeared in the early 1930s, as the Great Depression hit and closed almost all but two manufacturers, further increasing the rarity value. So, if you want one of these motorcycles in your garage, then you're going to have to dig deep.

### Harley-Davidson Strap Tank



The second-oldest American motorcycle manufacturer still in production (the oldest in continuous produc-

tion), Harley-Davidsons could fill every spot in this list if we go by auction sales. As with many names from the dawn of motorcycling in the U.S., early Harley-Davidsons were built in tiny numbers, before mass production became a reality and, given that 120 years have passed between the start of the company and today, it's not surprising that so few have survived intact, nor that they fetch such high prices. Top of the pile is the 1908 'Strap Tank' (Continued on pg 5)



Oil Spots, continued...

model, powered by a single-cylinder engine, that fetched \$935,000 at auction in 2023, making it the most expensive motorcycle ever sold, closely followed by a similar 1907 model that sold for \$715,000 in 2022.

## Crocker Small Tank



Nothing pushes up a motorcycle's value more than rarity but if the Harley-Davidson 'Strap Tank' models

mentioned above are rare because they are so old and so few were built, then a Crocker is perhaps even rarer because only around 100 examples were ever built, of which 70 are said to survive today. Built between 1932 and 1942, by which time America was firmly established in the Second World War and materials to build motorcycles were in short supply, Crockers were powerful motorcycles, with V-Twin engines boasting up to 60 horsepower, when equivalent Harley and Indian V-Twin engines were producing around 40 horsepower. A 1939 'Big Tank' Crocker recently sold for \$704,000, while a 'Small Tank' sold for \$825,000.

## Indian

One of only two American motorcycle manufacturers to survive both the Great Depression and the Second World War, Indian



subsequently had a very patchy existence between 1955, when the original company closed its doors, and 2011, when Polaris resurrected the brand as a viable American alternative to Harley-Davidson. Pre-war Indians are highly sought after and none more so than the four-cylinder models. In 1927, Indian acquired the rights to the ACE motorcycle name and

designs, including the inline four-cylinder engine which was mounted longitudinally in the frame. The first fruits of this acquisition in 1928 were called Indian-ACE, but later models dropped the 'ACE' name and were simply badged as Indian 4. These were built up to 1942 and one sold recently for a reasonable (in this company!) \$159,500.

## Cyclone

Another manufacturer whose influence is far in excess of its longevity.



Cyclone was in existence for only five years (1912-1917) but made its mark with advanced engineering and domineering success on the board tracks of the day. The 999cc V-Twin engine featured overhead valves driven by shaft and bevel drive, while the crankshaft ran in roller bearings when most other manufacturers used plain bearings. The Cyclone engine produced an incredible (for the day) 45 horsepower and was capable of speeds in excess of 100mph, even if the crude lubrication technology of the day wasn't able to keep up with such performance and the engines rarely lasted for more than 100 miles before needing a rebuild. An example owned by Steve McQueen sold for \$825,000.

## Flying Merkel

Thirteen years was all it took for the Flying Merkel name to cement



itself in the history books and into the 'must-have' lists of any serious collector. Joe Merkel built his first motorcycle in 1903 and his motorcycles found fame and success on board tracks around the country as well as on the road. Finished in their distinctive orange color, Flying Merkels were beautifully made and featured technical innovations, such as the 'truss fork', a predecessor of the modern telescopic fork, and automatic oil feed to the engine, later adopted by Indian and Harley-Davidson.

(Continued on pg 6)



. An original and unrestored 1911 Flying Merkel board track racer sold for \$423,000 after sitting undisturbed for 70 years on the original owner's property.

## Henderson Four

William Henderson was born into a pioneering motoring family, his grandfather having start-



ed the Winton Motor Carriage Company. William's passion, however, was for motorcycles and his father encouraged him to pursue that line, so the first Henderson prototype motorcycle was manufactured in 1911. Right from the beginning, an inline four-cylinder engine of Henderson's own design was used and, perhaps uniquely in American motorcycling manufacturer history, a Henderson was never powered by any other type of engine in the twenty-year history of the company. A 1912 Henderson Four with original paint sold in 2017 for \$490,000.



## Ace Four

William Henderson sold the Henderson Motorcycle company to Ignaz

Schwinn of Excelsior and started the Ace Motor Corporation in 1919, continuing to use a longitudinally-mounted inline four-cylinder engine. The Ace Four model had a 1,220cc engine producing 20 horsepower, but Henderson was killed testing an Ace Sporting Solo model in 1922 and the company ceased operations in 1924, being sold a couple more times before being purchased by Indian in 1927 (see above entry for Indian). Before that, however, an Ace XP-4 set a record speed of 129mph and the Ace Motor Corporation offered the Ace Speed Trophy and a cash prize to anyone who could break the record. Neither the trophy nor the cash were ever claimed. A 1922 Ace Sporting Solo recently sold for \$198,000.

## Pierce

Percy Pierce was the son of the founder of the Pierce automobile company



and, on a trip to Europe in 1908, bought himself a Belgian FN motorcycle, which was powered by an inline four-cylinder engine, the world's first production four-cylinder motorcycle. The Pierce motorcycles was a close copy of the FN and became the first American four-cylinder motorcycle in 1909. It was a radical design, with the engine being used as a stressed member of the frame, which was made from large-diameter tubing: those tubes also acted as fuel and oil tanks. They were expensive motorcycles but even so, each motorcycle cost more to manufacture than its sale price and the company went bankrupt after fewer than 500 examples had been built. None have come up for auction recently but don't expect much change from \$200,000 if one ever does.



## Iver Johnson

The Iver Johnson company manufactured firearms and bicycles between 1871 and 1993. However, for ten years between 1907 and 1917, the company also manufactured motorcycles. Iver Johnson

advertised their motorcycles as 'mechanical perfection', a not entirely outrageous claim given a number of advanced design features such as dual crankshafts, nickel alloy machined parts and a hand-operated three-speed gearbox and even today, Iver Johnson motorcycles are regarded as some of the finest examples of motorcycle engineering of their time. In 2012, a 1915 Iver Johnson twin sold for \$299,600 at auction.

(Continued on pg. 7)



## Celebrity-Owned Harley-Davidsons



Nothing increases the value of a motorcycle more than having a famous name among the owners, even if the motorcycle in question isn't particularly rare or exceptional. A 1969 Harley-Davidson Electra



The bike costs around \$31,000 and deliveries will begin in 2024, while a DIY kit is also on the cards for the further down the line.

Glide sold for \$256,000 because it was once the property of Marlon Brando. Then there is the 1959 FLH Panhead that was given to Jerry Lee Lewis by Harley-Davidson in that same year. Harley gave one each to Lewis and Elvis Presley and Lewis owned his up to 2015 when it was auctioned for \$358,000. Then for the ultimate one-owner Harley, how about the Super Dyno gifted by the company to the Pope!? Naturally, it wasn't expected that the Pope himself would blast around the Vatican on it: rather, it was intended to be auctioned off for charity and eventually sold for an incredible \$327,000, or \$314,000 more than list price!

## [Honda Previews World's 1st E-Clutch for Motorcycles](#)

## [French firm electro-mods the classic BMW Boxer](#)

Paris bike shop Mototherapy has developed a kit to convert a BMW Boxer to run on electricity.



Removing the engine, gearbox and airbox leaves plenty of space

for batteries and a motor. Mototherapy has packaged the bike's cells to mimic the Boxer's twin cylinder heads and provide the low center of gravity that Boxer riders are so used to.

A 20KW motor sits where the gearbox used to be and uses the bike's original driveshaft to deliver up to 250 ftlb of torque. The batteries provide a 93-mile range and take six hours to recharge, although the company is working on a rapid charger.

Mototherapy calls its conversion Ride Mercury and the first bike to receive the treatment is an R75, which was fully restored before the electrification process

It will enable smooth starting, shifting gears and stopping without the need for the rider to operate the clutch lever.



Honda has released information on the Honda E-Clutch for motorcycles, the automatic clutch control system for a multi-gear manual motorcycle transmission, enabling smooth starting, shifting gears and stopping without the need for the rider to

The Honda E-Clutch uses electronic control technology to provide instantaneous, fine-tuned clutch control for optimum performance in situations where the driving force changes to achieve smooth starting, shifting gears and stopping more natural than a rider's manual clutch operation.

To meet a wide range of rider demands, the clutch can be operated like a normal manual motorcycle gripping the clutch lever, even when the clutch is controlled electronically. This allows the system to be used by more riders of diverse riding experience and skills, who can concentrate on the fun of riding in more comfort. As the lightweight and compact system can be installed without major changes to existing engine layouts, Honda plans to apply Honda E-Clutch to its motorcycle models over time.





## 10 Things Harley-Davidson Owners Keep Quiet By Traveler

*(Occasionally, we encounter an article that mixes a small amount of fact with many false claims and compares apples to oranges.*



*The result is pure.... BULL S\_\_! So it is with this article.)*

Owning a Harley-Davidson is more than just owning a motorcycle—it's an introduction to a rich history and the expression of a way of life. But hidden beneath the gleaming exterior and the deafening roars are untold tales only recounted by the fervent riders.

### HD Maintenance Is Expensive:

Average Annual Maintenance Cost: \$1,600 (Average 5000-mile service \$250 - 400).

Harley owners must navigate a world of expensive maintenance. In fact, the maintenance cost is so high that the Harley-Davidson touring motorcycles often top the charts when it comes to the most expensive used bikes to maintain in the entire industry.

It can be difficult to find mechanics who comprehend the subtleties of these vehicles. Harley owners tend to be close-knit groups that exchange suggestions for reputable mechanics, but within the Harley-Davidson community, the search for trustworthy professionals is still a problem.

### Harleys Are Heavier Than Other Motorcycles:

Average Curb Weight: 862 lbs (481 - 1,243 lbs)

Due to their weight, Harleys are more difficult to keep steady on the ground and a true test of strength to lift

when it does fall down. To put into context how heavy Harleys are, the [Harley-Davidson CVO Road Glide Limited](#) weighs over 950 pounds, nearly twice that of a BMW F 850 GS.

Harley owners frequently downplay the physical strain these vehicles place on them. They choose not to let the burden of their bikes overwhelm the pleasure of riding. This quiet tenacity is evidence of the persistent commitment of Harley enthusiasts, who literally carry the weight.

### Harley V-Twins Performance Is Lackluster:

Average Horsepower: 120 hp (90 - 150 hp)

Every Harley-Davidson has a strong engine that pays homage to the tradition of American engineering. These engines frequently hailed as masterpieces, offer pure power and exhilaration.

Even while it's mighty, the torque doesn't always convert into speed or agility, especially compared to other high-performance motorcycles. The best example is the [Harley-Davidson Sporter S](#), which has been clocked at a mere 143 mph despite its 1,252cc V-Twin.

Owners of Harleys enjoy the powerful presence and loud growls, but they also quietly accept that they are not as fast or as nimble as they once were. They embrace the reassuring rumble of their engines and find comfort in the unparalleled cruising experience, although they are aware of the trade-offs involved.

### Harley-Davidson Motorcycles Are Challenging To Ride:

Average Ground Clearance: 5.9 in (3.5 - 8.3 in)

The most committed riders may find their endurance tested on lengthy rides due to the constant trembling. These vibrations, when combined with the weight of the motorcycle, create a challenge to strength and balance when negotiating traffic and twisting roads.

The pillion seat also makes things uncomfortable. Passengers have a far less enjoyable experience. Silently accepting the sacrifices made for the unmatched thrill of Harley cruising, they wear the discomfort like a badge of honor.

(Continued on pg. 7)





## **Harley-Davidson Bikes' Gas Mileage Is Concerning:** Average Fuel Economy: 46.7 mpg (41 - 52.4 mpg)

There is a price to be paid for the allure of a Harley engine roaring to life: an insatiable thirst for fuel. Motorcycles made by Harley-Davidson are infamous for using less gasoline than average. A Harley requires frequent stops at gas stations, which adds a layer of inconvenience to the entire trip.

Even touring motorcycles such as the Harley-Davidson CVO Street Glide barely get over 30 miles to the gallon. While riders find these frequent stops inconvenient, they opt to put up with the disruptions because they believe that the distinctive sound of their Harley engines makes the trade-off worthwhile.

## **Buying A Harley Is Hefty On The Wallet:**

Average MSRP: \$32,749 (\$13,499 - 51,999)

Buying a Harley-Davidson is investing in a fragment of American heritage. This investment has a high cost with heavy financial strain.

Even the most affordable Harley-Davidson Motorcycles, like the Nightster, will set you back north of \$13,499.

Despite the financial hardship, the silent determination to preserve the image of luxury and exclusivity of Harley ownership becomes a part of their identity, demonstrating unwavering dedication.

## **Harley-Davidson Handling Isn't A Strong Suit:**

Average Wheelbase: 62.75 in (59.8 - 65.7 in)

The bikes' mobility is impacted by their weight and design, particularly on difficult terrain or crowded urban areas. Riding a large machine with requires a special set of talents, and sharp curves and quick stops put those skills to the test. Even though they know the restrictions, Harley owners face the difficulties head-on.

Contrast this to something like a [Kawasaki Vulcan S](#), and you will see how lacking Harleys are in handling. Instead of considering these restrictions negative, owners perceive them as unique qualities that enhance their Harley experience.

## **Foreign Components In An American Icon:**

Parts Are Sourced From Japan, Italy, Mexico, China, And Australia

With its strong ties to American culture, Harley-

Davidson symbolizes the American dream. The brand's image of authentically American craftsmanship is questioned because some parts are sourced overseas. Harley uses Showa suspension components from Japan, brake and clutch parts come from Italy, wheels are imported from Australia, and electronic components from various Asian countries.

Owners acknowledge this international reality in silence, even as they are intensely proud of the American origins of their bikes. Even though it is rarely acknowledged publicly, this globalization highlights how the motorbike industry is evolving.

## **Insurance Costs Are Sky-High:**

Average Monthly Insurance Cost: \$201.5 (\$101 - 302)

A Harley-Davidson motorcycle requires costly insurance. The brand's fame and potent engines also contribute to exorbitant insurance costs.

Harley owners seldom allow insurance charges to dampen their love of riding, even with the expensive models. Instead, they quietly shoulder this expense, knowing that one of the non-negotiable aspects of ownership is safeguarding their cherished motorcycles.

## **The Harley-Davidson Sound Is Not Always Appreciated:** Average Factory dB Level: 75 dB

Harley-Davidson engines are known for their roar. Though it symbolizes strength and freedom, not everyone likes this distinctive sound. In addition to disturbing neighborhood peace, the noise can obscure crucial traffic sounds, endangering driver safety.

They grow skilled at controlling the loud sound, knowing when to let their engines run at full blast and when to dial it down. This delicate balance between asserting their presence and respecting the peace of their surroundings becomes an unspoken skill that every Harley owner masters, underscoring their ability to navigate the complexities of their motorcycles and the world around them.

For those in the know, this is another example of "Amazing".





## Robert Anthony Brizzolara Sr.

We are sad to announce that on October 26, 2023 we had to say goodbye to Robert 'Bob' Anthony Brizzolara Sr. of Arlington Heights, Illinois, born in Chicago, Illinois. Bob was a financial analyst for Harris Bank for over 27 years, specializing in automotive and transportation companies. He graduated with a Masters in Business from Indiana University, was a member of Top Cats of IL motorcycle club



For those of you who may have known Bob, he enjoyed history and knew the history of the development of trains in America and around the world. He was an undocumented expert! No degrees, but he was able to discuss all areas of rail transportation.

He also enjoyed the History of Civilization too. Ask some of the older Top Cats for stories about Bob.. He had a good heart and was the center of many older Top Cat Travels.

Visitation will be held on Monday, November 6th 2023 from 4:00 PM to 9:00 PM and on Tuesday, November 7th 2023 from 10:00 AM to 11:00 AM at the Symonds-Lakes Funeral Home (111 W Belvidere Rd, Grayslake, IL 60030). A funeral service will be held on Tuesday, November 7th 2023 at 11:00 AM at the same location.





## V.P.'s Vision - Night Vision

By: Ric 'Clutch' Case



Did you know that there are over 48 million licensed drivers over the age of 65 in the U.S. Surveys show that many of them do not like driving after dark. Does this sound like you? Why does this happen...why do we age and choose not to ride/drive after dark? According to AARP...Yes, American Association of Retired People, a group who studies issues that affect 'us older people', there are specific things that make this a good choice for 'us'!

AARP states the fact that humans are born with 2 types of photoreceptors in their eyes. Rods and cones. Cones conduct color, rods do not. In the daytime, we utilize the cones. This cone structure allows us to see color. At night we shift to a mix of rods and cones. In very low light we are dependent entirely on rods, which is why everything appears black and white. As you age you lose rods before you lose cones. So daytime is fine, while our night sight is less accurate.

Our pupils, which regulate how much light enters our eyes, shrink as we age. Less light registers. At 60 our eyes get only 1/3 of the light they did when we were 20. We do not notice it because it happens gradually. As we age, we also become less sensitive to changes in contrast, so road signs and people are harder to distinguish from their background. The darker it gets the harder it is to spot objects at the side of the road. Also because of the lower ability to see contrast, it becomes more difficult to estimate how fast other objects are moving and our reaction times are slowed.

Cataracts are also a challenge as we age. They are a build-up of protein on the lenses behind our pupils. This causes a blurring and everyone who lives long enough will develop cataracts. This is one more thing that makes driving at night difficult.



With all of this negativity, there IS some good news. Headlights are getting better. Top rated lights have recorded 19% fewer crashes than lesser rated lights. Older bulbs use halogen with reflective surfaces. The newer LED bulbs have projector lenses. These lights have a much better beam pattern that gets enough light onto the road. And be sure to use your high beams when you can. If you leave your lights on low beams, it is easy to overdrive your headlights, which means driving faster than you would be able to stop if something is revealed in front of you.

One more thing to be careful of is oncoming drivers. It is easy to find the lights that can light up the road for yourself, but it is important to do that without glaring other drivers. There is a spot where the light is bright below and dark above. This 'spot' is different for every vehicle. The SAME bulb can seem brighter in a pick-up or SUV than it would in a smaller car or sports car. The higher the bulb, the more possibility that the light could shine right into the eyes of the driver in the oncoming car... Or YOURS!

Newly developed 'adaptive' beams are in the works. They are supposed to begin being used in the U.S. These lights feature a camera that helps direct the LED bulbs away from oncoming cars, while your side of the road would still be fully lit by the high beams. This should give drivers about 165 to 195 extra feet of visibility, which at 65mph. gives the driver a few extra seconds of additional reaction time. This could bring the vision of 20-year-olds back for us old "folks"! For more information and tips see:

[Why People Have Difficulty Driving at Night \(aarp.org\)](https://www.aarp.org/health/conditions-and-diseases/eye-conditions/why-people-have-difficulty-driving-at-night)



## General Membership Meeting Minutes October 3rd, 2023

Respectfully Submitted  
by: Mary Kirkpatrick

### President's Section: Gene Rigsby

- ✦ 7:00 pm, Meeting called to order
- ✦ Pledge of Allegiance
- ✦ Guests – Introductions
- ✦ Announcements
  - Tom Malia – 10/2
  - Lonnie and Rick Agrimonti – 10/10
  - Bozena Haszlkiewicz – 10/11
  - Rick Agrimonti – 10/22
  - Ric Case – 10/22
  - Victoria Well – 10/22
  - Jackie and Ric Case – 10/25
  - Gene Rigsby – 10/30

### V.P.: Ric Case:

- ✦ Ric reviewed his VP article: See the October ROAR for details!

### Past President: Wayne Kirkpatrick

- ✦ Election preparation
- ✦ See the article on the elections that are in the October and November's ROAR!

### Safety: Mike Bradbury (Abs)

Accident/safety review - Bradbury

- ✦ Kaution Korner – Greg's article is in the October's ROAR
- ✦ Kaution Korner preview – Ric will be covering night riding in November.
- ✦ Wayne spoke of his experience at a recent car show. While there, he spoke with a gentleman who was informative on train crossings. Wayne gave details on how to find emergency numbers near and on a train crossing. Think safety all the time!

### Membership: Ted Makarewicz (Abs)

- ✦ Ted had a message from a potential new member and will speak about that and hopefully introduce him to us at the next meeting.
- ✦ Dues are due! The invoices went out and are due at the end of October. In order to be a 'member in good standing' and be able to vote, please get your dues paid!

### Activities: Rick A / Greg

- ✦ Recent activities: None
- ✦ Future activities
  - 10/14 – Haunted Picnic - Rigsby
  - 10/22 - GRASS – Mike Bradbury
  - Sturgis update was given by Bard. All of the hotel contracts are in place! Get ready! We will leave on Monday rather than Sunday and Deadwood will NOT be a part of the journey for 2024. Their prices increased by 50%!

### Charity: Rich Lanute

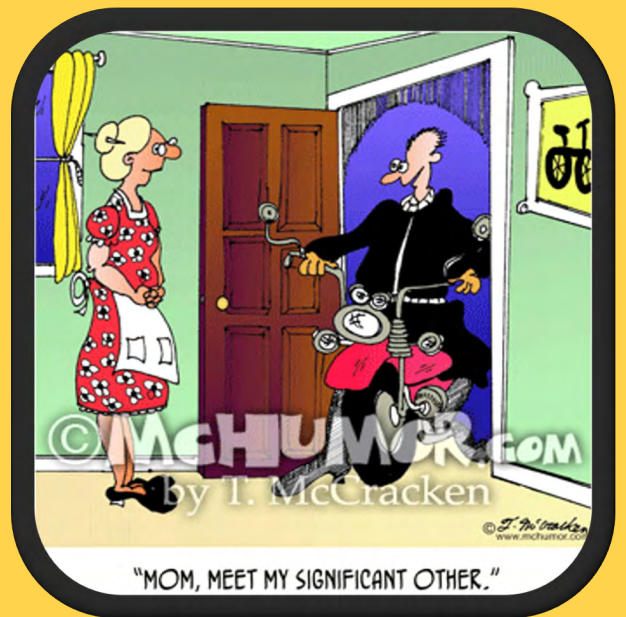
- ✦ Mary Kirkpatrick spoke with Jim Wiseman and he asked that the Top Cats RSVP for the Fashion show ASAP. There are 40 tables and 18 are already sold! If we are going to reserve a table, we should do that quickly...

### Products: Ted Makarewicz (Abs)

Get your gear now!!

**50/50 Raffle: Was not pulled tonight... Bard won the Membership to the shooting range and Ric Agrimonte won the gun safe.**

**Meeting Adjourned: Gene Rigsby at 7:45 pm**







## Board

### Meeting Minutes

October 10th, 2023

Respectfully Submitted  
by: Mary Kirkpatrick

#### President's Section: Gene Rigsby

- ✦ Meeting called to order at 7:00 PM by Gene Rigsby, President of Top Cats, Illinois
- ✦ Immediate needs included:
  - Mike Bradbury's email to state that he will not be in attendance tonight. He sent information on the next GRASS Class which will be held on October 22<sup>nd</sup>.
  - Awards Banquet will be held at Emmet's. The room is nice and will be in the basement. No food can be taken home from a buffet in that county. Since no leftovers can be taken home, the idea of 3 choices of meals could be offered. The question is can you just have a short menu to order off of or do you have to have the choices made in advance? Greg Smith will check out the options and relay the information to the board.

#### Past President: Wayne Kirkpatrick

- ✦ 2024 Elections slate approval will happen in November. At this time, nominations are still being taken. At this time, those who have been nominated will create a strong club for the 2024 year!
- ✦ The Website needs to be updated with the latest pictures and information. Also, the NISRA ride needs to be updated.

#### VP: Ric Case

No updates tonight.

#### Treasurer: Don DeLordo

- ✦ Report/review was presented by Don along with the 2024 Dues / Invoices. There were a number of members who will not be renewing their membership due to moves and work schedules.
- ✦ Don also presented a look at the future budget for 2024. There is very little revenue after paying the bills. Don suggested that we jazz up the meetings to bring in new members. A discussion followed to identify some new ideas.
- ✦ Charity funds allocation for club operating cost review.
- ✦ Annually, 10% of the Charity proceeds will be transferred to the General Fund to cover the costs of insurance for the club – which includes the ride every year. Don made this proposal and Greg was the 2<sup>nd</sup>. All members of the board agreed.
- ✦ For the 2025 year, Wayne proposed that we maintain the dues structure. Rich was the 2<sup>nd</sup> and all agreed. In the fall of 2025, the board will entertain suggestions for raising the dues for the 2026 year.

#### Activities: Greg Smith

- ✦ Review past / future Events:
- ✦ Calendar review - Jun/Jul/Aug, etc..
  - 10/14: Around the Clock - breakfast (9:30a) – Rigsby. The Ride for Screams will be postponed as will the picnic. With the weather preview, it

seems best to just meet for breakfast. This is a great place to meet and have breakfast. Gene will send a Blast tonight.

- 1/27/24 Banquet location review - Mike/Gene. See above for information.

#### Safety/RC: Mike Bradbury

- ✦ Gene will talk to Mike about resurrecting the videos and using our own equipment so that we wouldn't have to rely on the equipment at Alley 64.
- ✦ October GRASS (10/22)
- ✦ There are no attendee RSVPs
- ✦ Location is set at Keller Williams
- ✦ Trainers are set
- ✦ Refreshments will be provided.
- ✦ The Road Captains will meet and enjoy breakfast if there are no RSVPs

#### Membership/Products: Ted Makarewicz Membership

- ✦ No new member applications for review.
- ✦ Ted has gotten no responses from the attendees who learned about us from the internet. We are not 'sealing the deal'. Discussion around this idea continued.
- ✦ One of the ideas was to highlight the Sturgis ride! Make it a part of the front page of the Website.

#### Product:

- ✦ The biggest seller is the mock turtleneck and the hat.
- ✦ Mike is working on the Land's End option. Gene put in an order and the arrival date is mid-November. Which is a 5 week turn-around. If it is good product, this may be a good option for the club.

#### Charity: Rich Lanute

- ✦ Rich opened up discussion on what direction we should take for this event.
- ✦ Some new ideas for fund raising were discussed. They included:
  - ✦ Car show with a breakfast and a bike show
  - ✦ Ride to many different car museums and then to the BBQ in Fox Lake
  - ✦ Selling Tickets at nearby stores
  - ✦ Getting a good raffle prize: A trip to Sturgis, a hot tub, a pinball machine

#### Secretary: Mary Kirkpatrick

- ✦ What should we do about the NISRA Fashion show? We cannot fill a table.
- ✦ It was decided that each person would purchase their own tickets individually.

**Meeting Adjourned by Gene Rigsby, President of Top Cats, Illinois at 8:30.**



**Top Cat's Elections!**  
By: Traveler

Remember, we will hold our annual elections at our 5 December 2025 general meeting.

To be eligible to vote, you must be a Member in Good Standing. That requires that you meet the following requirements by November

30th of each calendar year. (pro-rated the first less than 12 month period following probationary status)

- ▶ Attend a minimum of 5, official Top Cats events per year (meetings and, or, events).
- ▶ Attend the Group Riding and Safety Seminar within your first year then once every three years of membership.
- ▶ All dues or any other financial obligations have been met.

Come to our 6 December meeting prepared to vote and congratulate our new Board for 2024.







## Ride Safe and Vote, Vote, Vote!

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

For the 2024 - 2025 term, consistent with our By Laws, we have the following five position vacancies and current qualified incumbents or nominees:

### **I. Vice President (2024-2025):**

#### **Requirements for Vice President**

1. Be a Full Member in good standing for 3 consecutive years prior to the date of the election.
2. Have served as a committee chairperson for one year or have served a minimum of one year in any Board position.
3. Have no history of disciplinary action.

### **II. Secretary (2024-2025):**

#### **Requirements for Secretary**

1. Have been a Full Member in good standing for 1 year prior to the date of the election.
2. Have no history of disciplinary action.

### **III. Treasurer (2024-2025):**

#### **Requirements for Treasurer**

1. Have been a Full Member in good standing for 1 year prior to the date of the election.
2. Have no history of disciplinary action.

### **IV. Two Directors (2024 - 2025):**

#### **Requirements for Director**

1. Be a Full member in good standing for 12 months prior to the date of election.
2. Have served as a committee member for one year or have served a minimum of one year in any Board position.
3. Have no history of disciplinary action.

Nominations for Vice President, Secretary, Treasurer and two Directors will be accepted up to 1 November via email to [wkirkpal77@aol.com](mailto:wkirkpal77@aol.com), or in person. When you find yourself faced with a nomination decision, simply look at your choices and determine who has the best interest of the Club at heart, who has a proven record of dedication to the Club, who has the experience for that particular position and, if all else is a tie, ask yourself who you see at every ride, every meeting, every committee activity, every Club event, and every charity ride. That should help you decide.

Nominees will be vetted for eligibility and the slate will be reviewed and approved by our Board in November. Voting will take place at our 5 December general meeting and our new Board will take office on 1 January 2024. Our ballot - voting procedures will be explained in the November and December issues of ROAR.

Remember, to be eligible to vote, you must be a Member in Good Standing. That requires you to meet the following requirements by November 30th of each calendar year. (New members will become eligible to vote following their 12 month probationary status.)

- ▶ Attend a minimum of 5, official Top Cats events per year.
- ▶ Attend the Group Riding and Safety Seminar within your first year then once every three years of membership.
- ▶ All dues or any other financial obligations have been met.
- ▶ Have no history of disciplinary action.



## 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!



### November Birthdays and Anniversaries!

- 5 Mike Bradbury
- 7 Andy Hay
- 16 Mark Sullivan
- 17 Emil Kornecki
- 26 Christine Kimball

Happy Days to our Top Cats Celebrities for November!

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



20 Diana and Rich Lanute

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

*Top Cats Buy, Sell, Trade....  
The best way to ensure  
good quality at fair prices!*

### GREAT DEALS!

Put your items here and get the word out that you have stuff to sell!







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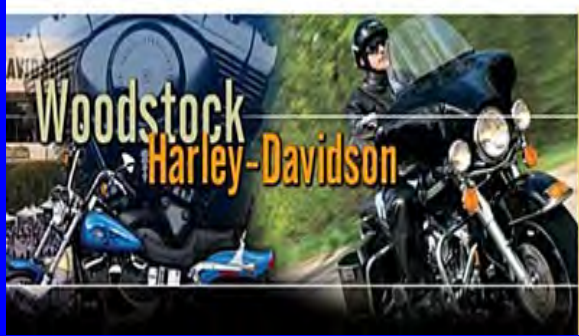


*Network with your fellow  
Riders here...*

*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!

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

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

**Sign-up your favorite merchant today!**



**Greg Smith**

**Keller -  
Williams  
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**600 Hart Rd.  
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**847.870.0957**

**Have one of our own Top Cats work with you to buy or sell your home!**

NISRA Families have so many wonderful opportunities because of the NISRA staff...  
Can we find ways to continue to help them?







## RIDES & EVENTS

Date	Ride/Event	Location	Destination	Time	Leader
Tuesday, November 7th	General Meting	Palatine	Alley 64	7:00 PM	Rigsby
Tuesday, November 14th	Board Meting	Palatine	Alley 64	7:00 PM	Rigsby
Tuesday, December 5th	General Meting	Palatine	Alley 64	7:00 PM	Rigsby
Tuesday, December 12th	Board Meting	Palatine	Alley 64	7:00 PM	Rigsby
Do	You	Have	An	Event	Idea?
Get	It	On	The	Calendar	Now!

All ride and event information along with the Photo Gallery can be found at [www.TopCats.org](http://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](mailto: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](http://www.TopCats.org)

ELECTED OFFICERS & DIRECTORS		COMMITTEE LEADERS		ROAR	
<b>President</b>	Gene Rigsby- gene.rigsby@gmail.com	<b>Activities</b>	Greg Smith GregSmith@kw.com	<b>Executive Editor &amp; Board Liaison</b>	Mary Kirkpatrick Mawalters57@gmail.com
<b>Vice President</b>	Ric Case Riccase@Comcast.net	<b>Archives</b>	Open	<b>Editor-in-Chief</b>	Mary Kirkpatrick mawalters57@gmail.com
<b>Treasurer</b>	Don DeLordo Don_De@att.net	<b>Charity</b>	Mary Kirkpatrick Mawalters57@gmail.com	<b>Publisher</b>	Open
<b>Secretary</b>	Diana Lanute Diana.Lanute@att.net	<b>Membership</b>	Ted Makarewicz Hogski@hotmail.com	<b>ASSOCIATE EDITORS</b>	
<b>Past President</b>	Wayne Kirkpatrick wkirkpa177@aol.com	<b>Awards</b>	Mike Bradbury bradbundy@comcast.net	<b>Executive &amp; Board</b>	Wayne Kirkpatrick wkirkpa177@aol.com
<b>Director</b>	Rich Lanute Richard.Lanute@att.net	<b>Safety</b>	Mike Bradbury bradbundy@comcast.net	<b>Safety &amp; Road Captains</b>	Mike Bradbury bradbundy@comcast.net
<b>Director</b>	Greg Smith GregSmith@kw.com	<b>Website</b>	Mary Kirkpatrick mawalters57@gmail.com	<b>Membership</b>	Ted Makarewicz Hogski@hotmail.com
<b>Director</b>	Mike Bradbury bradbundy@comcast.net	<b>Products</b>	Ted Makarewicz Hogski@hotmail.com	<b>Charity</b>	Mary Kirkpatrick Mawalters57@gmail.com
<b>Director</b>	Ted Makarewicz Hogski@hotmail.com	<b>SGT at Arms</b>	Andy Haszlakiewicz andyh9946@gmail.com	<b>Events &amp; Calendar</b>	Greg Smith GregSmith@kw.com & Rick Agrimonti Rickandyolie@att.net
<b>Founder</b>	Carl 'Virgo' Bender 1941-2001			<b>Motorcycle Community</b>	Wayne Kirkpatrick wkirkpa177@aol.com

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