

# JUNE



# 2004

MOA # 6

[www.4windsbmw.org](http://www.4windsbmw.org)

RA # 76

## PRESIDENT'S LETTER RAIN AND WORK

Okay, last year was bad, but this year will be better. It's not nice to avoid riding just because of a little liquid precip, then. Then again we have had some really awesome days of riding weather, but unfortunately, sometimes ya just gotta go to work and wish.... But then, there is always the INTERNET! So here is some choice junk to consider, for those non-riding moments.

*Top Ten Reasons Why Harley Riders Don't Wave Back!*

Someone published this anonymously, and I am republishing it because I think we all need to consider just how unfair it is to Harley Riders!!! Live to Ride!

- 10 - Afraid it will void their warranty.
- 9 - Leather and studs make it too hard to raise the arm.
- 8 - Refuses to wave to anyone whose bike is already paid for.
- 7 - Rushing winds would blow scabs off the new tattoos.
- 6 - Angry because just took out second mortgage to pay for repairs on the engine.
- 5 - Afraid to let go of handlebars because rider might vibrate off.
- 4 - Just read the owner's manual and discovered that H-D is partially made of rice-burner parts.
- 3 - Mistakenly thinks that other riders are not waving but raising hands to cover their ears.
- 2 - Remembers the last time when waving he accidentally impaled his hand on the spike of his helmet.
- 1 - Realizes that after spending 20k he still doesn't own a BMW.

### *If Motorcycles Were Like Computers*

- 1. For no reason whatsoever your bike would crash twice a day.

*Continued on page 3*



Remember!

## BOARD OF DIRECTORS 2004

**President – Lance Hough**

412-741-3822

[genaro48@comcast.net](mailto:genaro48@comcast.net)

**Vice President – Rob Berner**

412-257-4185

[r.berner@worldnet.att.net](mailto:r.berner@worldnet.att.net)

**Treasurer – Holly Marcheck**

[marchhe@comcast.net](mailto:marchhe@comcast.net)

**Corres. Sec'y – Scott Bassin**

724-538-4612

[sbassin@city-net.com](mailto:sbassin@city-net.com)

**Rec. Sec'y – Jim Linneman**

724-942-3836

[nighthawk7@adelphia.net](mailto:nighthawk7@adelphia.net)

**Director – Rick Gzesh**

412-731-4020

[giftdp@aol.com](mailto:giftdp@aol.com)

**Director – Kevin Hart**

[kevin.hart@msanet.com](mailto:kevin.hart@msanet.com)

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### JUNE MEETING INFO

The June meeting of the Four Winds BMW Riders will be held after the President's Ride on Sat., June 19, 2004 at BMW Motorcycles of Pittsburgh, 10269 Perry Hwy in Wexford from 2–5PM. Food at 3PM. Directions to and time of the start of the President's Ride and to BMW Motorcycles of Pittsburgh are on the last page.

## PUBLICATION INFO

**The Four Winds BMW Riders Newsletter** is published for members' use. Articles' and pictures' copyrights are held by their authors. Author's permission should be obtained before any form of republication.

**Editor:** Ralph Meyer

**Deadline:** Articles submitted must be received by the editor no later than the Wednesday after the club meeting of the month preceding the month of publication (e.g., June meeting: June 19th; **July issue deadline: Wed., June 23rd**). Articles/Info received after deadline will go in the next month's newsletter.

### **Submission information:**

**E-mail submissions:** Send as **attachments** with "*4 Winds Newsletter Article*" in the e-mail 'Subject' line to: [<meyer@zoominternet.net>](mailto:meyer@zoominternet.net)

**Articles on Media** (Zip/Floppy disks/CD-ROMS) mail to:

*Ralph Meyer, Editor  
4 Winds Newsletter  
6056 Meadow Lane  
Bakerstown, PA 15007-9720*

### **Submission formats:**

**Articles:** Send as electronic plain text with headings and heading depth clearly defined, or in Word Processor (e.g., MS Word) format. Save trees: avoid hard copy.

**Pictures and graphics:** Submit in JPEG or TIFF format with clearly marked locations in the article.

**Long articles** may be split between issues.

**National Club Affiliations:** Four Winds BMW Riders is chartered club #6 of the BMWMOA and chartered club #76 of the BMWRA

## MEETING SCHEDULE 2004

**Mark the dates on your calendars, but remember... All meeting sites are tentative. Please check the web site and newsletter for changes and updates.**

**June 19** — President's Ride to BMW Motorcycles of Pittsburgh; Meeting: 2-5PM. See Meeting info on p. 1 and directions on last page.

**July 17** — TBA

**August 20-22** — The 38th Annual Four Winds BMW Riders Rally — Redbank Valley Park

**September 18** — TBA

**October 16** — TBA

**November 20** — TBA

## ONGOING EVENTS

### **Breakfast Rides, et al.:**

These rides are free-form. *Those attending decide what they want to do and where, if anywhere, they want to ride.* If you just want to show up in the car and have breakfast with fellow motorcyclists, that's fine too.

### **COME! EAT! CHAT! RIDE!**

### **Ride Schedule — June:**

**Sunday June 6** — North at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

**Saturday June 12** — West at Eat n' Park, Rt 60 & 22/30, 9:00 AM

**Sunday June 20** — South at Bernie's Restaurant, Rt 51, 10:00 AM

**Saturday June 26** — East at King's, Rt 286 & Presque Isle Dr., 9:00 AM

## **BORN IN 1943**

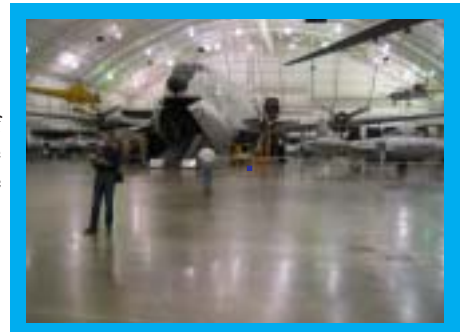
*Don Poremski*

Born in 1943, as I was, it was, for a lad, a usual thing to collect heroes and the accouterments thereof. William Boyd (Hopalong Cassidy) and Lash Larue were first, then came Bill Vukovich and Chuck Yeager. If your head is slowly nodding now, welcome to your dotage. First you galloped on "Silver" or "Trigger", then you coasted down Kathleen Street on your "Indy Car", and at some point you looped, banked and yawed with Captain Midnight in front of the TV before downing your Ovaltine, all the while performing heroic deeds. It was impossible to escape these thoughts as our group wandered through the USAF Museum near Dayton, Ohio (an old Indian name which means left turns from the right lane). The names and numbers came easily to former Staff Sergeant Poremski: F-86 "Sabre", F-89 "Scorpion", P-38 "Lightning" and my personal favorite, the SR-71 "Blackbird". From Spad to Neuport, Mig to Super Sabre, there they sat in or hung from the cavernous hangars. The coolest thing about the trip was getting there on the poor man's equivalent that provides the sensational spectrum from pony to supersonic aircraft...the Suvanuzzi. Having friends do the same made it all the better. Thanks for planning the ride, Ed.

## **Don**

For more on the Dayton USAF Museum ride, see *Cratin' to Dayton*, p. 13.

Don readying his camera for more shots of great aircraft (literally and figuratively) at the USAF Museum. Note the hungry cargo plane sneaking up on him!



## MAY, 2004 MEETING MINUTES

The meeting was held at Holly Marcheck's residence in Elizabeth, PA. It started at 4:10 PM.

### Old Business

Newsletter – Lance reminded everyone that the newsletter will be mailed to all members in May and June as well as being posted on the club's website. Starting in July, only those members who have responded via mail or e-mail that they want to continue to receive copies via postal service will get a printed newsletter.

Four Winds Store – Rob Berner provided an update on the store. The owner of Embroidery Plus should have her web site up and running at the end of May. Frank Beatrous will put a link in the Four Winds site to connect to the new supplier's site. Members will be able to order directly from the vendor.

2004 Rally – The club was informed by BMW MOA that we cannot use the motoman or BMW roundel on rally materials since they are copyrighted. An alternative design was voted on by the club for the t-shirts and rally pin. Tom Primke met with Redbank's Park manager and discussed projects that the club could do for this year. The three choices are:

1. Waterproof the shower areas where the walls and floor meet. Add barriers to direct water.
2. Install gutters on the bath houses.
3. Make a cash donation to the park.

Tom remarked that, if we choose a project, there are only four weekends before the rally that are potential work dates.

Tom also met with the caterer and they agreed to provide quicker service. The appetizers will be set up in a different area also to speed service. Menu changes include substituting a vegetable for the potato salad, providing barbeque sauce on the side, and having a limited amount of chicken for those who do not eat pork. We are committing to pay for a minimum of 275 dinners @ \$10 each and the supplier will have an additional 50 dinners available for a larger than expected crowd.

### New Business

Track Day – Lance reminded everyone of the Pittsburgh BMW sponsored track day at BeaveRun on May 26<sup>th</sup>. Bike prep is required and you should contact Lee or Glen with any questions or to sign up.

Name Badges – The cost of the badges will increase to \$9 each. A new order form so you can order directly from the supplier will be posted on the web page shortly.

Breakfast Rides – The location for the south ride has been changed from C&K cycle to Bernie's Restaurant effective immediately. Bernie's is located a little farther south on Rt 51 from C&K. The change was made since C&K cycles has closed.

Antique Club – There will be a meeting of the Antique Cycle club on May 22<sup>nd</sup>. Please meet at the intersection of Routes 711 and 31. For more information contact Paul Stanton.

Cleveland Club Mini Rally – Everyone is invited to attend the BMW Motorcycles Owners of Cleveland mini rally held at "The Pit" in central Ohio. For additional information contact Don Poremski or see the web site at: [www.bmw Moc.org](http://www.bmw Moc.org)

Ed Syphan's trivia contest had fourteen people select the right answer. The three names drawn out of a bag for prizes were: Frank Beatrous (Boxer cap), Rob Berner (Stealth plane model), and Dana Asherman (mouse pad).

The winners of a \$10 Sheetz gift card were: Dana Asherman, Conrad Rossetti, and Dan Weaver.

The 50/50 winner of \$36 was Max Stanton.

The meeting was adjourned at 5:01 PM

Respectfully submitted,

**Jim Linneman**



### Continued from page 1

2. Every time they put new trail markings up, you would have to buy a new bike.
3. Occasionally your bike would die on an uphill for no reason, and you would accept this, restart, and ride on.
4. Occasionally, executing a maneuver such as a left turn would cause your bike to shut down and refuse to start, in which case you have to reinstall the engine.
5. Macintosh would make a bike that was powered by the sun, reliable, five times as fast, and twice as easy to ride, but it would only run on five percent of the trails/roads.
6. On street bikes, only one person at a time could use the bike, unless you bought "Bike95" or "BikeNT". But then you would have to buy more seats.
7. The bike would say, "Are you sure?" before applying the brakes.
8. Occasionally, for no reason whatsoever, your bike would refuse to run until you simultaneously grabbed the plug wire, held the rear valve stem, and used the kickstarter.
9. Yamaha would require all buyers to purchase a deluxe set of Rand McNally Topographical maps (now a Yamaha subsidiary), even though they neither needed nor wanted them. Attempting to delete this option would immediately cause the bike's performance to diminish by 50% or more. Moreover, Yamaha would become the target of investigation by the Justice Dept.
10. Every time Yamaha would introduce a new model, buyers would have to learn to ride all over again because none of the controls would operate in the same manner as the old bike.
11. You'd press the "Start" button to shut off the engine.
12. On street bikes, the speedometer and tachometer would be replaced by an icon that comes on when the bike is running.

Hmmm. Maybe riding in the rain is a much better option when considering the possibility versus surfing the Internet.

### PRESIDENT'S RIDE

Join the Four Winds Board and me for the Second Annual President's Ride on Saturday, June 19<sup>th</sup>, 2004. We will begin my meeting at the Kings Restaurant at the I 79 Wexford Exit for breakfast at 9 am. At 10 am, we will leave on a ride on roads to the north, east, west, and south, culminating in a 2pm arrival time at BMW Motorcycles of Pittsburgh. There, we will have an afternoon luncheon and meeting until about 4 pm or so. I have a certain reputation for riding a little above the posted speed limits, so I want to reassure everyone that we will have a fun, relaxed pace ride with a comfort stop or two along the way. Hope to see you all there.

Thanks for being a Four Winds BMW Rider. See you at the meetings, and see you on the road!

**Lance**

## THANK YOU!

I just want to thank the club for their thoughtfulness for sending the get well card. Sometimes a simple card can mean a lot, and with me sitting in my chair slowly healing it does mean a lot. All I've been doing is looking out the window wishing I could be out there on two wheels again, its an absolute addiction that I hope I never have to give up, though my accident definitely reminded me of the level of respect that needs paid to the road and the machine.

Tony and Rick visited me in my hospital room, where we were able to relate our war stories. Before they left, Tony left me an envelope marked, "The Pace." It took me until now to want to read

it, mainly to clear my thoughts about my wreck, but I suggest everyone to read it that haven't yet, and those who have, read it again. It was an article written by Nick Ienatsch a few years ago, and simply goes on about the flow of street riding, or, The Pace. BTW, Tony is my two wheeled hero.

Anyway, I can keep going on and on, (feels good to be off of the pain pills), but I just wanted to say thank you to everyone for the concern and the time to send out the card. Hopefully I'll be back at Heritage soon to help all of you out again.

## Paul Rudolf



### ON THE NET...

*Have you found a neat location on the Internet? Send the URL in with a brief description of what it's about to the editor and we'll post it here for the benefit of your fellow riders...*

**Note:** copy the underlined link into your browser's URL textbox and hit 'Go' or 'Enter' to go there.

**Our Four Winds Site**, what else??? <http://www.4windsbmw.org> . And always remember never to forget, you can get this and past copies of the Newsletter in PDF format there! Check it out if you haven't already done so.

**Quakersteak and Lube.** <http://www.quakersteak.com/default.asp?fldLocation=cranberry> . Iziss a lube joint or a restaurant? Looks like the former, but it's really the latter. Bike nite Thursdays 4:00PM-11:00PM. Sez it's got the best wings in the US of A!

**URL that shows the Gas Stations in Pittsburgh with lowest prices:** <http://www.gasbuddy.com> . Sent in by Jeff Dunkle.



### FOR SALE

**1978 R100/7** - Color: Roseish purple, miles: 90,000ish, runs good, roadworthy, front brake sticking, can be ridden but could go for a new clutch. New Corbin seat w/ backrest. Asking \$1500. The Rodmans: 412-384-5132.

**1985 BMW RT with 1991 Volerex** - 37,331 miles, BMW side bags, battery charger plug, Huff front end, good tires. Sidecar cover & extras. Call Ross at 412.761.8773.

**1994 R 100 Mystic** - Truly one of the last of the Airheads! Only 250 Imported during '94 & '95. Loaded with extras including: Color Matched Parabellum Scout Fairing w/ 2 screens, Color Matched Integral Bags w/ liners (+ 2<sup>nd</sup> set of standard Integral Bags), Color Matched Oil Cooler Cover, Bill Mayer Saddle (+ stock saddle), Works Performance Shock (+ stock shock), Progressive Dual Rate Fork Springs, Fork Gaiters, Braided Stainless Steel Brake Lines, Auxiliary Gauges (clock & voltmeter), Dunlop D205 Radials (+ extra new rear), Multivario Tank Bag w/ Rare Red Piping, Chrome Engine Guards, Tank Knee Protection Pads, Bob's Wrist Rest, Hand Guards (currently not installed), Hyper Lites & Heated Grips. I am the 2<sup>nd</sup> owner. This bike has been very well maintained including recent spline lube. This bike set up the way it is, is a one of a kind beauty and is very clean! Asking \$6995.00 including all of the above, or I am willing to negotiate a price based on which extras you want. Contact Rick @ 412-731-4020 or giftdp@aol.com.



## RIDE THE ERC

### – A DIFFERENT RIDE REPORT

By Jürgen Brune

On Sunday, May 5, I took the Experienced Rider Course (ERC) offered for FREE in PA by the Motorcycle Safety Foundation (MSF).

The courses around Pittsburgh are held at various campuses of the Community College of Allegheny County. For a complete list of all ERC courses in PA, see [http://www.dmv.state.pa.us/mspschedule/pdf/erc\\_list.pdf](http://www.dmv.state.pa.us/mspschedule/pdf/erc_list.pdf) and check those offered at CCAC.

To register, go to the PA website, [www.state.pa.us](http://www.state.pa.us) and type in the keyword “motorcycle”. This site leads you to course details, sites, schedules and registration information including answers to FAQs. Registration for each class opens on a certain date about 6 weeks before the class and you must call as early as possible. When you call the Motorcycle Safety Program at 1-800-845-9533 to register, have your license handy. The number may be busy so keep trying. I called in the afternoon of the opening date and ended up as the second alternate – they only allow 12 students per class. However, when I called back to check my status two weeks later, I had already moved up to confirmed status. Three alternates showed up for the class and got in, and there was another open spot. MFS encourages walk-ins – the coaches told me that they often have empty slots.

Prerequisites for participation are a valid PA M/C driver’s license, your own, street-legal bike, valid registration and proof of insurance. Make sure your rubber is good – I was close to failing that inspection with a balding rear tire. Needless to say - you must wear full riding gear, over-the-ankle boots, gloves and helmet. Jeans and long-sleeve t-shirts are accepted but not recommended. It turned out that we needed rain gear for the entire class – several students got cold so be prepared for the weather also (why do I need to mention this to BMW riders?)

If you are familiar with the MSF’s Basic Rider Course (BRC), the ERC program is very similar. The class takes five hours of riding exercises and includes 4 or 5 theory sessions of 15 minutes or so each.

In our class, we had a variety of 11 riders, younger and older (compared to me), male and female. They rode 5 Harleys (a Fat Boy, a Springer Softail, two Electra Glides fully decked out, one of them was trailered to the class...), an older Goldwing 1100, a Triumph Speed Triple (nice bike), a Honda Cruiser, a 250cc Kawa Ninja (looked like a fun bike), another cruise-style bike and my R850 Roadster which several people recognized as Tony Capriotti’s former bike. Small world.

The course’s main focus is on rider safety (personal protective equipment, mental preparation, effect of drugs and alcohol), bike safety (pre-ride check), bike handling, riding technique and SEE (Search – Evaluate – Execute) dealing with hazards and conditions during the ride. The class also covers accident statistics, physics of friction for steering and braking, braking distances and rider reactions to various situations he or she may encounter.

MSF has developed a range layout for a variety of fun exercises that teach you better control of your bike. The range layout is enhanced by small traffic cones that mark turns, stop lines and other important locations for each drill.

All exercises are first explained to the class by the MSF rider coaches. Next, a coach demonstrates the full exercise on his/her bike. After the demonstrations, the students perform the exercise individually or in small groups, as signaled by the coach. The MSF folks offer individual, constructive coaching for each rider at comple-

tion of each run and are helpful answering questions and correcting errors.

The drills start out with weaving/slalom around cones, both hands and (optional) with only the right hand on the handlebars. This serves as an initial assessment of rider skills to the coaches – they see how the students ride and can adapt the program to address improvement needs. Later, the cones are offset set-by-step to increase the sharpness and length of the turns required. If you remember doing this on a small 125 or 250cc bike in the BRC class – it feels a lot different on a bigger bike yet all exercises are possible on most heavy bikes as well.

Braking is trained for using different variations as well. We started out with slowing almost to a stop, yet not stopping (i.e. coasting through a stop sign), then going as slowly as possible through a 40-ft long, 2-ft narrow lane – the goal is to spend at least 6 seconds to cover the 40-ft distance. Full stops from 20 mph in 2<sup>nd</sup> gear are practiced at fixed stop lines and later on sudden visual command. Coaches make sure you use both brakes and shift down to first as you come to a stop, putting the left foot down while the right foot stays on the brake.

Variations of the braking drills include braking in a turn (after first steadying the bike back upright, of course) and a surprise evasive drill where the coach will signal either a full stop, or a swerve (no brakes) to the left or to the right.

Various exercises deal with turning: Proper visualization prior to the turn with one’s head turned to look to the exit of the curve, slowing to correct speed going into the turn, and slow, steady roll-on to the throttle as you ride through and exit the turn. Most students experience the fact that turning one’s head to see through the turn is crucial since many of the setups include turns that go beyond 90 degrees—even though they are all “constant radius,” they feel like “decreasing radius.” Several drills include tight 90-degree turns, sharp “S” combinations and linked turns, where several “S” and over 180-degree hairpin turns must be negotiated with proper speed and head-turns.

A great skill exercise is doing a “figure-8” inside a box. Compared to the BRC, the initial rectangular box is much larger (about 28x70 feet), but as riders get the “hang of it” (and figure out how to “hang off” to the inside of the turn to keep the bike more upright) the coaches tighten the box to the same small size (20x60 ft) that must be completed during the BRC license exam. Yes, even clumsy Harleys and big Honda tourers can do it – I noticed that dragging my rear brake makes it much easier. Be careful doing that if you have linked brakes, though.

You can practice on the MSF ranges anytime as long as there is no class being held – usually, the parking lots are not or only little used by CCAC. During weekends, there are usually classes starting in March and through October. If you take the ERC once, you will learn how to do the drills. You can even be fancy and use your own cones – bring about 10 old tennis balls cut in half and set them up in the marked spots.

All MSF classes in PA are free (paid for by you as you renew your license and annual bike registrations) – take advantage of them to keep your riding skills sharp. Note that other states charge \$50 to even \$100 for the course, and the MOA offers ERCs at the Spokane Rally for \$40 – if you go, register asap, see page 98 in the May ON magazine. Lastly, check with your insurance rep: Some insurers offer a discount (I heard one guy talking 10%) upon completion of the ERC course.

Jürgen

# Rick Gzesh

562 East End Ave.

Residence: 412-731-4020

Pittsburgh, Pa 15221

Office and Fax: 412-731-3997

email: giftdp@aol.com

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March 22, 2004

## WHY ARE WE MESSIN' WITH THE NEWSLETTER?

*Rick Gzesh, Director at Large*

Recently the 2004 Four Winds Board of Directors made the decision to bring our club into the 21<sup>st</sup> Century by posting our Newsletter on our website. The intent of this article is to address any concerns that you might have concerning this monumental change.

There are basically two issues at play here that I would like to address: First, the finances and second, to better serve the membership of our club. I will do my best to relay to you the thought processes and issues that the current board, of which I am a member, considered before coming to the conclusion that it is time to make this change.

First, the financial stuff. This is probably the easier of the two to explain, as it is a matter of dollars and cents. If you have been a member for at least a couple of years, you have no doubt heard at least one discussion concerning this issue. The issue being that with the increase of postal rates over the years, our very reasonable annual dues do not cover the expense of printing and mailing the newsletter to our 100+ membership 12 times a year.

The various solutions available are to raise the dues, change the newsletter to a quarterly publication, shop around for cheaper printing, or eliminate the newsletter altogether. Though the option of reducing the printing costs was considered, it was determined that the savings would be minimal at best and would be offset by future postal increases (another one is on the way). The other options we felt would be detrimental to the club. The final solution that we looked at was also one that other clubs have adopted with mostly positive results. That solution is: publish the newsletter on the club website. I do have to admit that our ultimate goal is to eliminate the printed newsletter altogether, except for a limited amount of copies to be distributed to the local dealers, or for other promotional purposes.

Believe it or not, but the savings to our club will be substantial when the printed newsletter is eliminated, around \$1500.00 per year! Not a small chunk of change. In the near term, our goal is to reduce the printed newsletter by at least 50%. For that to happen, we need your help and co-operation.

That brings me to the second set of issues. Other than the financial stuff, why will this be good for the club? If you are already Internet savvy and are using our website (or others), the answers are pretty obvious. Information is easily exchanged via the Internet. Do you want a riding buddy? Post it on the web! Do you want to sell that bike, or spare part? Post it on the web! Do you have a tech question or tip? Post it on the web! Have a great picture? Post it on the web! Do you want to ruffle some feathers? Post it on the web!

I think you get the point. The Internet has quickly become one of the best ways to exchange information and ideas. The 2004 board sees our website as the key to our future. More and more men and women are using the web to research their hobbies and passions. We anticipate that we will attract new members and keep more members interested in our club through the web, thereby reducing attrition to our membership base. We also anticipate that our currently underused website will see increased usage when the newsletter is on line. Increased usage means that you will find that riding buddy, sell that bike, get answers to your tech question and, if you must, ruffle some feathers!

So what do you say? Are you willing to help improve our club by eliminating the printed newsletter? Of course, you can still print your own personal copy if you like. You can even read it in your porcelain library if you want, just like the old days. But this newsletter will have color pictures, additional articles, and new features that we haven't even thought of yet.

As a final note, I would like to reiterate what has already been stated elsewhere. For the time being, any member who still wishes to receive a printed newsletter by snail mail will still be entitled to do so. With the timetable that we are working on, you will have at least 2 issues after the first newsletter is posted on line, to make your decision. Or if you need a longer time to decide, return the form saying you want to continue to receive the printed B&W version (no color). You can always change your mind later and notify us that you want to cease getting the printed B/W copy.

As for me, I will be electing to improve the club by opting out of the printed version and going for the color. How about you?

**Rick**

CONTINUE MAILED NEWSLETTER OPTION FORM

As discussed at the meeting held on February 21, our club faces a dilemma every year due to the cost of postage for mailing the newsletter. Our dues do not cover the costs of printing and mailing the newsletter.

In an effort to stabilize our treasury and begin to put the use of dues to better use, as well as to avoid an immediate dues increase, the Board unanimously voted in favor of presenting a motion for a vote by the General Membership. The subject of this vote was to provide the newsletter via our club's website ([www.4windsbmw.org](http://www.4windsbmw.org)) in order to better promote the club, save money on postage and printing and allow for better features such as color graphics and archived issues and articles. The motion also granted individual members the option to continue to receive the newsletter by mail if they so desire.

The General Membership passed this motion at the February meeting.

Beginning in April, the newsletter will be on the Website in Adobe Reader (\*.pdf) format, which is a widely used method of sharing documents. *Adobe Reader can be obtained for free at [www.adobe.com](http://www.adobe.com).*

While using the website to obtain your newsletter is encouraged in order to save the club money, it is not mandatory. You may continue to receive hard copies through the mail. In order to do so, please complete and return this form to Ralph Meyer by June 23. Thank you.

(Check Box) YES: I would like to continue receiving my Four Winds Newsletter in paper form through the U.S. Postal Service.

Name (please print): \_\_\_\_\_ Date: \_\_\_\_\_

***NOTE:*** *Members who do not return this form by June 23 will no longer receive the Newsletter in paper form through the mail beginning with the July issue.*

Four Winds BMW Riders

*Return To:*

**Ralph Meyer, Editor**

**6056 Meadow Lane**

**Bakerstown, PA 15007**

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## WHATCHA DOIN'?

Bill Harris

"Whatcha doin'?" the voice asked, his shadow momentarily blocking out the sun's rays from lighting my work area. I'd been so intent on the task at hand, I'd failed to notice the young boy walk up towards me after parking his bicycle at the foot of my driveway. "I'm cleanin' my motorcycle", I replied, continuing my spraying and wiping of a stingy spot on the front fender... "I... uh... just got back from a long ride—an' I'd really like to get all this road crud and dead bugs off before they get too dry an' crusty and mess up my paint finish."

I quickly glanced up at the face belonging to the voice—and immediately noticed it wasn't one familiar to me. I wondered if he might belong to the new family that'd just moved in down the street—and made a mental note to check with my wife to see what she knew about them. "Boy, it sure is a nice 'un..." he said a moment later. "Thanks—I think it's a... a nice one too..." I replied, with all the pride in my voice of a new father gazing upon his child before resuming my work.

He walked around me and the bike slowly at least a couple of times—the only words escaping his lips being "cool", an occasional "neat" and several sighs. "It's not a... a... Harley, is it?" he asked somewhat sheepishly. "No... no it's not—it's a BMW..." I said, my eyes squinting, to look up at him in the glare of the sunny afternoon. He shook his head slowly from side to side. "My Dad had a Harley—an' I sure thought it was ... well... sorta like this..." he said wistfully, in a voice that began to quiver ever so slightly. "Yeah, I know what you mean—there're a lot of Harley's around – kinda easy for 'em to all start lookin' alike when they're not real familiar to ya'... Ya' know—I've seen a few painted this color over the years, too...", I added. "I bet your Dad's was pretty cool..." He nodded slowly, a distant look now in his eyes. A calming silence came over us as we both looked at the bike and at each other for several minutes.

"So what's yer name?", I asked, after letting the emotions of the moment drift away. I offered my hand to shake his. "Adam," he replied confidently. "Adam Michael Wentworth—and I'm 13 years old..." His grip was surprisingly firm for one his age, I thought to myself. As a matter of fact, he seemed much older than his years – his eyes, his face and the way he carried himself. "Well, Adam Michael Wentworth", I chuckled softly, "I'm Bill—and I'm... well, let's just say I'm a few years older than that... Nice ta meet ya'"

I glanced back at my motorcycle, squatted down, picked up my rag and began spraying and wiping again. I sensed Adam was a little lonely by the look on his face—probably a little of that "new-kid-in-a-new-place" kind of thing with which I was so familiar having lived so many years moving from new place to new place with my parents in the service. I paused—and looking up, asked... "So Adam, ya' know what? I've got a really great idea—how'd ya' like to help me?", clearly suspecting I already knew the answer to that question. Before I could even get another word in, I had my answer.

"S-s-s-ure!" he said excitedly. "What do I need to do?" "Here", I said, "I'll show ya'... There're a couple a' spots I'm having some trouble getting' to—an' since your hands are smaller 'an mine, I think you'll really be able to clean some places I've never been able to reach before... OK?" "Sure... You got it!" he breathlessly replied.

I gave him a clean rag and his own bottle of spray—along with a little instruction on what he needed to do—and then promptly went back to work, figuring we'd finish up about the same time. Out of the corner of my eyes, though, I could easily see he was putting quite a lot of effort into his task, his spraying and wiping actions quite

deliberate and focused. Our time together passed very quickly, probably made even more so by the sheer number of "what's this?" and "what's that?" questions I answered. It was almost as if I'd uncapped a bottle of soda after having shaken it vigorously just moments before—his words just exploded and spilled out and all over the driveway around us.

I could barely keep up with his questions, but I did somehow manage to answer them all to his apparent satisfaction. Before we knew it, we'd covered every inch of the motorcycle. He'd cleaned and polished spots I'd never been able to get to before. And you know? The results were truly excellent. Adam really had done an outstanding job—and I told him so. His smile? Well, let's just say it would have lit up even the darkest of nights.

We stood back admiring our work for several minutes, neither of us saying a word—just soaking up the warm feelings of the experience. The sun was at just the right angle to bring out the real beauty of the motorcycle's lines and color—the unmistakable lines of form and function and beauty in the eyes of the beholder for which BMW's have been known for many years. It was a very special moment—made even more so by being able to share it with my new young friend. I glanced down to the foot of my driveway where Adam had parked his bicycle—and I immediately had an idea.

*(To be continued next month)*

## Bill

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## EASTER SWOOP

by Don Poremski

Changeable weather has always created hardship for motorcyclists here in the Northeast, especially when you attach the Good Friday holiday to an annual, shake-off-the-cobwebs ride. To avoid the cold, ice, fog and rain encountered in 2003, our Cumberland Curvemeister (whose name shall remain anonymous to protect his license) postponed the southward trek to the last weekend in April. We still got all those elements this year, but in lesser quantities and degrees.

One Pittsburgh participant wanted to explore Harper's Ferry, so he and one Ohio rider decided to tack on an extra day to visit the historic town John Brown made famous. That Wednesday started out cold from Ohio but developed into a passable fair day. It was the people and places that made for the most enjoyment. This won't be a review of every road and intersection because, truthfully, we were uncertain of where we were about fifty per cent of the time. Does it make for a better trip if you choose your destination but not an exact route. You be the judge, but that laid-back attitude led us to find a unique spot for the afternoon repast—French's Kountry Kwick Stop.

We had taken some promising county roads south from Hancock and stumbled upon the desired Route 9 east of Hedgesville. We weren't sure of that so we decided to stop and inquire. There was a 2004 Moto Guzzi Le Mans at French's and that may have helped with the decision to stop. The rider confirmed that we were on the

*Continued on page 11*



### GIVE'M A WAVE!

Have you ridden past the cleanup crews recently while enjoying your favorite 2 hour Saturday morning loop or on the way to a Four Winds club function? They are usually wearing high reflective vest and carrying a pocketful of trash bags while pulling used tires and plastic car bumpers from the hillsides or clearings beside the roads along with paper, plastic bottles, carpets, construction materials and even plastic lawn furniture. Later returning on the same route you will see the trash bags lying on the side of the road with the other items neatly stacked. These are volunteers that are organized groups from local business establishments or church groups. Most of them are participating in Clean Up Pa. which began on April, 24 2004 as the most significant and ambitious one-day community cleanup program in Pennsylvania history, but will continue throughout the year!



<http://www.dep.state.pa.us/earthdaycentral/04/default.htm>

The Great Pa Cleanup Hotline: 1.888.548.8372

Where in the world does all this debris come from? For the most part it's innocent carelessness. Some Joe offers to help a friend with a pickup truck and does not secure the load or cover lawn clippings with a tarp. Next thing, Sally doesn't have her Fisher Price Sandbox to play in at her new house, or a Pirate Fan has a Juniper branch stuck in his radiator.

Litter is dangerous, unsightly and contagious. **Litter is expensive** - Pennsylvania taxpayers paid \$6 million for roadside cleanups last year. Cleaning up litter is about 9 times more expensive than collecting it from trash receptacles. Litter lasts a long time, Cigarette Butt 1-5 years, Banana or Orange Peel 2 years, Aluminum Can 500 years, Plastic Bottles and Styrofoam ?? years.

So the next time you're out riding and you come across one of these volunteer cleanup crews, Give'm a Wave!! They will appreciate the recognition for their efforts and you will enjoy safe clean roads and more beautiful scenery.

### Let's Pick It Up, PA!

*Submitted by Kevin Hart*

*Continued from page 9*

right path but suggested we stop for a bite inside. “You won’t regret it.” was his final remark. So, down went the kickstands and off with the helmets. Not ten steps inside Hazel Jane Hedges-Whittington broke into a really decent yodel. That told us where the dining counter was located with its five chrome and vinyl, spinnable stools. She assured us that lunch was still available at 2:30 and our choice was the country ham sandwich and yes, we’d have it with cheese and some of that macaroni salad, please. As it turned out this place was a gathering spot for the amateur musicians and singers in the Hedgesville area, the town named after Hazel’s family. She and Wanda Murray handling the cash register could whip up a duet on call, too. The diner/grocery store/one-time gas station had been featured on National Geographic once as one of Americana’s hidden jewels. Hazel’s husband the bomber pilot was retired, but I would venture that Hazel enjoyed surprising travelers too much to stay at home. We were the wealthier for it.

It took a bit of effort to find the AYH hostel in Knoxville, MD, but it was worth it. Clean, hospitable and later we built a roaring, warming fire and talked with one of the Appalachian Trail backpackers before turning in. We had already done some research in the town of Harper’s Ferry and checked on the hotel accommodations for a possible future trip there. The next day we’d find our way through Poolsville and Martinsburg to historic White’s Ferry for a ride across the Potomac guided by a sturdy cable. We thought it strange that the ferry could block the river with that cable and asked about it. We were told that it sank below the water level after the ferry passed to let other water traffic proceed. Question answered, we were bound for Leesburg.

We had plenty of time to make it back to our rendezvous with the other members of the group in Lavale so it was county roads again. Another interesting vignette came in VA. We had worked our way past some recognizable territory from attending the British Bike Fest and the races at Summit Point. Got to Rt. 522 and turned north on Rt. 45 at Gainesboro for one of those red squiggly lines that means road carving excitement. The day had turned plenty warm so we stopped for a cool drink at the Siler Country Store and a lucky horse in a nearby corral got one of emergency apples. That road took us to Glengary back in Maryland where we turned left toward Shanghai and a myriad of county roads that thankfully brought us back to 522 just south of Berkeley Springs and a recommended lunch at Tari’s. My friend guided us both to Cumberland and on to Lavale, so my description of the roads will flag a bit here. I remember town names like Paw Paw, Neals Run, Slanesville, Points, then route 28. Some were good, some were really rough, but we made it for pizza and conversation with our buddies on time. Now someone else would choose the roads for the balance of the ride. It was turn in early and be ready for breakfast at 7:00 the next morning, departure south at 8:00, and not a moment too soon for one weary rider.

The goal the next day was to have fun en route to Front Royal where we’d get on the Skyline Drive. This we did with great gusto due to the clement weather and soon enough we had ponied up our entrance fee and climbed to the ridge to enjoy the lunches purchased for the occasion at the Subway in town. Man, it don’t git no better ‘n’at. After lunch we proceeded and, as you might guess, the pace continued to edge upward. Perhaps if a person were astride the most ill handling motorcycle in the world he could ride the Skyline at the speed limit of 35 m.p.h. We weren’t and couldn’t.

When the patrol car came toward us we were glad they aren’t equipped with on-the-move radar. Checking the mirrors at first led us to believe it had not turned around for a better look. Then we lost

two or our group of seven who had been bringing up the rear. We stopped at an overlook to let them catch up thinking it might be just an equipment adjustment, but minutes passed and still no one. We got a volunteer to retrace the route equipped with a cell phone and we waited some more. The upshot was that fellow Skyline users in cars had been calling in to complain about our zealotry. The last man in line got dinged for crossing a double yellow, a complete fabrication, but the message had to be delivered that we were now under close scrutiny. This was enough to convince us that the Skyline was not for us. We knew when we weren’t wanted. Down to the valley we rode and alternate routes chosen to get us to Verona and the KOA, but be advised, you can’t outpace a cell phone.

Cocktail hour and grilled chicken helped dispel some of the bitterness, the hot tubs melted away still more, but up on the Blue Ridge Parkway the next day on the way to Peaks of Otter for breakfast, the resentment welled up again and we started writing this song.

## “TRANSGRESSION”

*Lyrics by Don Poremski and Trent Denison*

*(Sung to the tune “Transfusion” by Nervous Norvus)*

Ridin’ on the Skyline,  
Can’t do thirty five.  
Cagers with cell phones  
All thinkin’ we’re jive.  
Cross the double line  
Man, you gonna get fined!  
(Sound of siren)  
Transgression, transgression  
Without our fine dollars there would be a recession.  
Never, never gonna ride the Skyline again.  
Pass the paper to me Draper!

Usin’ cruise control is mighty fine,  
Specially after last night’s wine.  
Uphill or down it doesn’t matter,  
Engine keepin’ that smooth patter.  
Let the engine wind,  
Man, you gonna get fined!  
(Sound of siren)  
Transgression, transgression  
Assumin’ the position for another inspection.  
Never, never gonna ride the Skyline again.  
Slip the summons to me Cummins!

I’m bidin’ my own,  
Just takin’ my time.  
Here comes the law  
On down the line.  
Check the speedo and surprised to see,  
I’m doing an illegal fifty three.  
(Sound of siren)  
Transgression, transgression,  
Gone and made another bad impression.  
Never, never gonna ride the Skyline again.  
Slide the tickee to me Mickey!

*Continued on page 12*

*Continued from page 11*

Oh, Skyline drivers are found in two classes,  
Enthusiastic bikers and cager jackasses,  
So, remember to avoid the Skyline Drive.  
(as the music dies down)

Hey, Catherine, (one of the arresting cops) Do you date civilians?

On the way to the restaurant we had encountered some really heavy fog so even the Blue Ridge had to be abandoned for lower elevations. We worked our way to Wytheville and another KOA for the evening. Cocktail time segued into some snacks available on site and another conversation fire. In the morning it would be Hungry Mother State Park near Marion, VA and Rt.16 North. That road is famous for being able to check your own taillights. Didn't do it all because the group headed east on Rt. 42 toward homes. The Pittsburgh and Ohio riders had slab in front of them for most of the day, and a little rain and cold.

Okay, so we didn't escape all the nastiness that can come one's way on a springtime ride, but there was too little of it to spoil the weekend. Seven guys with widely varying pasts and presents had two things in common, BMW motorcycles and a great time.

**Don**



## CRATIN' TO DAYTON -THE RIDE TO THE USAF MUSEUM AT WRIGHT- PATTERSON FIELD

*Ralph Meyer*

After getting thoroughly soaked on the RT Friday returning from a 9AM appointment at 10:30AM when at 9 the sky had been delightfully blue (When I dismounted the bike on the return home and lowered my arms, water ran out of my sleeves), Saturday at 7AM didn't look nearly so great with clouds already present and the same weather prediction: "Scattered Thundershowers." Nonetheless, with fingers crossed and several muttered imprecations about the weather (incantations and prayers previously having proven utterly ineffective with regard to getting the meteorological gods to behave), off I headed to King's at I-79 and Rt60, the Dayton USAF Museum Ride meet-up point for the other Pittsburgh 4-Winds Riders.

Arriving there, with but an occasional drop on the windshield (imprecations may have been working!), Ron Kranz with his K1200GT was just de-helmeting, and 2 other bikes, an R1150GS, and a K1200LT were there as well but with no riders in evidence. On entering King's, Ron and I found Dan Weaver (GS) and Tim Pears (LT) enjoying coffee and breakfast respectively. Heading outside when we saw Ed Syphan, our fearless leader, roll in on the R100/7 a bit after 8, we kicked tires, resulted in riding armor, and pointed our noses West on Rt60, then 22, around 8:15.

We followed Rt22 through Weirton, across the Ohio River on that very interesting suspension bridge, through Steubenville, Bloomingdale, Hopedale, and Cadiz, stopping at a very restful and

quiet rest area cum used coffee shoppe by the Piedmont Reservoir that Ron suggested as a good place to stretch one's legs for a moment. After that, we headed back out on 22W to the gas station where Highland Hills Road 'T's into 22 just west of I-77 near the Degenhardt Paperweight Museum where we met Paul and Willa Cronin riding two-up in their Air-Conditioned Hondaemmer Accord EX and Don Poremski who was mounted on his obviously masculine 1993 Kawasaki ZX-11D (which, as certain forms of Post Elizabethan Era Western Scriptural Literature might have put it, sported the "appropriate appurtenance appertaining thereunto." This licensial addendum was intimated by Mr. Poremski to provide good value vis-a-vis its cost by way of conversation starting as well as other forms of entertainment derived from watching the reactions to it of more conservative observers). Having met up with Don and the Cronins, we continued our trek west, getting right through on Route 22. That was indeed pretty much true except for a few places like Cambridge where there was a bit more traffic. We zinged by Zanesville, crossing the I-70 Zoological Autoslab upon which a few of us had momentarily thought we might be able to travel a bit more quickly. Ed, however, knew his roads and it didn't take long to know that we were probably making just about as good a time on 22 as we would have taking the Zoo, and with a lot more fun, nicer curves where present, and *much* better scenery. We never even came close to Columbus, passing to the south of it through or by Lancaster, Circleville, Williamsport, and New Holland to Washington Court House where we picked up Rt35 north after getting slightly gefoozled by the question of whether or not there was an exit onto 35 from the limited access part of 22. This glitch, if it can be called that, was not bad at all and we wound up on 35 north as Ed had planned, picking up Ohio 72N, then Yellow Springs Road to Ohio 444 and Entrance 12 to the Base and the Hope Hotel.

After the chilly early morning overcast, the day had turned sunny and warm for most of the way across Ohio, whence we arrived at the hotel around 2:30, checked in, grabbed lunch from the vending machines off the lobby (they sold great cheese and peanut butter crackers and nutty bars among other things), and headed right out again for the museum, arriving there a bit after 3.

Most of us fairly well got through the WW I, WW II, Korean, and Viet-Nam War era sections, shooting planes and displays... (photographically, naturally) as we went. Dan was handling his hefty (megapixel-wise) Sony and showed us some of the great shots he got with that unique camera—it recorded its photos directly on a small CD rather than a compact flash or other means of preservation. I was using a Canon Elph, and Tim, Ed, Don, Ron, and the Cronins sported various forms of digital and film type photographic paraphernalia. We covered the joint, picture and otherwise, quite well until 5:00PM, about 15 minutes before which announcements began to be made that the museum was closing at 5 and that everybody'd better skedaddle or else. Well, they didn't really say 'or else,' but we figured we didn't want to test that out too far, so managed, however, to be among the last to finally head out the doors. They had a designated motorcycle parking area about as close to the front walk and doors as any parking area, a nicety we'd taken a definite advantage of, far outnumbering the Hondarleykamaha or three or four that'd already been there when we arrived.

After this initial museum crawl, we hit the Hotel for a freshen up and decide-where-to-sup parley, the possibilities being American, Thai, Italian, Eastern European, et al., the consensus finally being announced by Ed and Don (I think they polled everybody jointly and separately) who were familiar with what was available, that we'd be doing Eastern European at Elinor's Amber Rose Restaurant on Val-





GPS 'Bread Crumb Trail' Route Map by Ron Kranz. We followed that Aqua Brick road!

ley Street. Turned out it was an excellent choice—they had everything from Sauerbraten to Pierogies with numerous other rib-tickers in between! The only thing unavailable was the specialty of the house—Elinor's Famous Flagship Turtle Soup—either because it'd been all slurped up by earlier customers, or because the turtles having become aware of their fate at Elinor's chefs' hands turned tail and ran whenever they saw him or one of his acolytes coming. The rest of the evening after that great supper was spent outside the Hotel lobby on the veranda hydrating and swapping MC tales and information.

Sunday morning saw us back at the museum again after checking out and hitting a Bob Evans for breakfast. Don, Ed, and several others of us hadn't found the SR-71 and wanted to see that and whatever other goodies were to be found in the modern section, while Paul and Willa, who had eaten breakfast earlier and arrived before us on (in?) their Honda, were able to catch a shuttle over to the area where they keep the presidential planes—which they explored. After thoroughly eyeing up the contemporary section with its Blackbird, humongous B-36D, and a larger cousin to a C-47 'Puff the Magic Dragon' gunship, along with about every recent fighter the USAF has sported, we hit the saddles and headed for home.

Having come to Dayton by the 'Southern Scenic Route,' Ed took us back via the near North, picking up some fuel to start, then going up US 68N off Yellow Springs Road, to US 36 East across the state, and stopping in Mt. Vernon at the Fiesta Mexicana Restaurant for a fashionably late lunch around 1 or 2. The temp by then had climbed into sunny mid-70s or so, which made me, for one at least, wish they made riding togs in reflective white. Black just gets too dang hot. Hydration, hydration, perspiration, perspiration was becoming the order for the day, and the AC-ed restaurant, Iced Tea, Coke, and iced water along with the tangy Mexicano vittles really hit the spot. They say the hotter the weather, the hotter the food as eating really spicy stuff makes your forehead and

upper lip perspire, which makes the weather seem cooler, especially if you walk out in it chewing on a jalapeno. Haven't tried that yet. Don't think I will. I'll take my jallies chopped in with other stuff!

After a cooling lunch, we continued to pound the pavement toward Pittsburgh on 36 East through such Ohio specialties as Nellie, Warsaw, and Newcomerstown, somewhere along which route Don Poremski pointed the 'Green Hornet' ZX-11D North for home while the rest of us continued East past Tappan Reservoir (boy that water looked good!) and into Cadiz on US22 for a Gas and water-Coke-Pepsi-et al. break. From thence it was a hop, skip, and a jump to home, Ed and Tim heading North when they hit 7 in Steubenville, and Dan, Ron, and I continuing East on 22 to where Dan split off south on 18 while Ron and I continued on to slab it home separately on I-79 North—the ever marvelous route of Pittsburgh's version of Pure Pennsylvania Potholes (at least for the moment). I got home a fair chunk after 7, shut the Beemer down, wheeled it into the garage, and gave it many kind words and a gentle pat on the popo for enabling me to enjoy such a fine weekend ride to a delightful spot, in bluebird weather, in exceptionally great company. I definitely recommend such forays to any and all!

P.S.: GPS Data for the ride: Total Mileage for the trip 559.7 miles, at an average speed of 52.6 MPH and a max speed of 90.8 MPH (Ed rolls!... Well, actually, this was probably from playing catch-up after he and a few others passed some slowies the rest of us couldn't get around for a mile or two. RT didn't even breathe hard at such times!) for a total round-trip driving time, not counting stops and rest breaks, of 10:38:40.

P.P.S.: While chatting with Ed Syphan on the phone last evening, he said he wanted to thank everyone who came, hoped they all had fun, and to say he was happily surprised to find the roads out and back to be more interesting than he'd expected. As for me, I think it was a great ride, Ed! And with Don and the rest of us, thanks for planning and leading it!

Ralph



A FEW DAYTON RIDE IMAGES...



Dan and Oldies



F-86 Innerds...

Catchin' Rays



Jug-Jug



Aye, Laddie, 'Tis a wee bit o' a bomber!



## FOUR WINDS RALLY - JUNE UPDATE

*Tom Primke*

While most of the attendees of the April 24th "East" breakfast ride decided to ride over to BMWofPGH's open house event and take a peek at the new R1200GS, I felt that the new GS could wait and headed north to New Bethlehem. There I met with Justin Clouse, the Redbank Park manager, to discuss some rally business. Since we had not yet decided on whether we would take on another improvement project the primary objective of the meeting with Justin was to evaluate our options. Justin proposed two potential projects, both involving the Ladies bathhouse: Our choices are to install some sort of barrier system to prevent water from flowing out of the shower stalls, or the retrofit of a gutter system to the roof of the building. At the May meeting our construction and home improvement experts Fred Maskrey and Bob Stuckert have been asked to examine the options and to advise the board on which option we should pursue (if any). Other points of discussion were the use of various shelters and buildings for rally functions, and the opening hours of the swimming pool and concession stand. Justin and I pretty much reached consensus to repeat last year's arrangements. We will have to pay the lifeguards to keep the pool open beyond regular hours. The concession stand will be open (exact hours need to be determined), and in addition to the shelters and buildings that were available to us last year we will probably be able to use the Bingo shelter as well.

While in New Bethlehem I also paid a visit to Scott Shirey from M&S Meats. To Scott I passed on the suggestions from several club members, how the Pig Roast dinner should be improved. The obviously biggest concern was speed. Scott was fully aware that we weren't happy with the slow moving lines at the 2003 Rally. To eliminate the problem he proposed to change the set up of his catering equipment, which he believes will greatly accelerate the serving process. Scott also happily agreed to our proposal to substitute corn or green beans for one of the salads. We decided to drop the potato salad, since it is very time consuming to prepare. The last item on our Pig Roast dinner wish list was "Sauce", of which it appeared we did not have enough at the 2003 rally. Scott will throw in a couple of gallons of BBQ sauce to accommodate our desire for juicier roasted pig. Out of concern for the health conscious BMW riders Scott recommended to change the beverage mix to less soda and more bottled water. It appears that a majority of the April club meeting attendees though this was a good idea and a 70% soda / 30% bottled water mix was approved.

The rally T-shirt effort suffered a minor setback when I received word from the legal department of BMW of North America that they could not grant us permission to use the Motoman logo on our rally T-shirts. Even more disturbing was that they also kindly advised us "... that the use of the BMW Roundel logo as a graphic design element, as depicted in the upper portion of [our] draft design, is not permitted...". What they are referring to here is our cherished BMR point design. To top it all, they also refused to accept responsibility for their uncooperative behavior. Instead of accepting the blame they pointed to their evil parent company Bayerische Motoren Werke AG in Germany (the people who also make cars). I should not omit that they thanked us for our inquiry, appreciated our interest in their company and its products and hoped that we would continue to enjoy our BMW motorcycles and any other BMW products we might acquire in the future. Whereas my first reaction was to tape over the BMW decals on my K with smiley faces, I eventually came to my senses and fought down my frustration with the consumption of 7 ounces of extra strength German chocolate. This boost of energy gave me the strength to turn on my computer and within a few hours a guaranteed non-copyrighted replacement design for the Motoman was created. After further discussion of the BMW letter Lance and I agreed to kindly ignore BMW NA's advice, and decided to keep the BMR point logo as the essential part of our T-shirt design. (Editor's note: See the next page for the new T-shirt design. Way to go, Tom!)

Efforts are underway to recruit a second Tech Session instructor. A potential candidate is "Scooter", the son of my good friend Chuck. Scooter works for Optimum Power in Bridgeville, a company that specializes in engine design, custom designed engine management, fuel injection and data acquisition systems, specifically for motorcycles and offroad vehicles. Although Scooter will leave on a vacation in Alaska the day after our rally, he has tentatively agreed to join us at our rally and educate us on motorcycle fuel injection systems.

Adrian Marini did a great job updating our "past rally guest" database and printed approximately 400 address labels, which now need to be affixed to our rally invitation postcards. So if you don't see me at the next meeting, it may be because I am still busy folding cards and putting address labels and stamps on postcards.

**Tom**



# 2000 4Winds

38th Annual Rally



Redbank Valley Park  
New Bethlehem, PA



## RIDE REPORT

### RANGER RICK'S GS EXPLORATION RIDE SUNDAY MAY 16<sup>TH</sup>

*Submitted by Rick Gzesh*

As I have apparently been elected to be the Rally GS Ride Leader for **LIFE**, I felt compelled to lead an exploratory ride to the Allegheny National Forest to search out new roads of the dirt, gravel and broken asphalt variety for this year's GS Rally Ride. The call went out on our website for those brave enough and adventurous enough to accompany me on my quest.

The days leading up to the ride, the weather Gods were looking favorable upon us...dry & cool with clearing skies. Perfect GS weather! However, only two hearty souls answered my call and met me at our designated meeting spot; Frank Beatrous on his other "K" bike a KLR 650 and Jurgen Brune on his R850R, not even a dual sport bike! I have to wonder where are all of the GS bikes that I see at our meetings and rallies? Do they know how much fun and adventure that they are missing?

After meeting Frank and Jurgen, we were surprised by a group of fellow BMW riders (and a Buell), none of whom we recognized, pulling up to us at our meeting point. After a brief introduction, we learned that they had heard about our club and saw my ride posted on our website and wanted to stop by and meet a few members and ask about our club. Though they were unable to join us on our adventure due to other commitments, we did invite them to attend our meeting next months at Lee's and to our rally this August. Maybe we just snagged a few new members!

My goal for this mission was to check out the Hearts Content area that I wanted to publicize as a destination for this year's GS Rally Ride. The Hearts Content area if you are not familiar with it, is a section of the Allegheny National Forest that has a stand of native virgin timber. Yes, that means pine & spruce trees that date back to when only Native Americans roamed the land! Trees that somehow survived the logging industry in the 1800's and 1900's. Trees that are hundreds of years old! And did I mention that they are big! Very BIG!

We took the fastest route to the Forest, straight up Route 28 to Route 36 and then 899 to Clarington where I led my party to River Road and then to our 1<sup>st</sup> gravel road, Millstone RD that took us to the Loleta Recreation area, and then SR 3002 & 2005 to Marienville. We then checked out a dirt Forest road that led us to SR1003 and then to the Devil's Road 666, which we followed to the Mister Creek area. Route 666 in a word is a HOOT! A real world roller coaster of a road, with thrilling, twisting & rolling asphalt going this way and that. Another dirt and gravel road, SR2001 took us further north to SR2002, which led us right to Hearts Content. At the information center, we met a gentleman who was in the process of writing a book about the Allegheny National Forrest and was doing research and taking pictures. He pointed us to a short 1-mile loop that would take us to the BIG trees! We decided to walk the loop and we were glad we did. The information center had stated that there were trees with 4-5' diameters. Upon spotting one of the first big trees, 30-40 feet off of the path, we had a discussion as to whether it was indeed 4-5' across. I volunteered to step it off. I lined my size 10 boot (exactly 11 ¾") with the edge of the tree and started counting my steps, heel to toe. One, two, three, four...ok it is 4'...five...yikes...Six FEET in diameter! Further on we saw the result of last year's savage storms in the area, several fallen trees. You could see the destruction as they fell, taking many smaller trees with them. One of them had a root ball that was now standing vertical, that had to be 10-12 feet

high! It was sad to think that this tree had stood for hundreds of years, avoiding the lumber industry that was cutting down everything in sight only to be felled by a breath of wind from Mother Nature! I do believe I have found my destination point for this year's Rally G/S ride.

Leaving Hearts Content, we (ok, I) got confused and instead of heading back to Marienville, we ended up in Tionesta where we had lunch. Afterwards, Frank and I switched bikes as we explored a couple of gnarly back roads on the way to Marienville and a stop at the Ranger Station to see how many free maps and brochures we could stuff into our tank bags. Leaving Marienville we road on some dirt Forrest roads that were part of last years GS ride. Arriving back at the Loleta area, the time for exploring was over, as we needed to make our way back south. It would be paved roads from this point on. I sensed that Jurgen was feeling left out, as he had not had the chance to ride my R80 G/S so we switched for the ride to Marienville. After a quick pee stop, Frank led Jurgen and I on a brisk run down Route 28 to where we started splitting off towards our respective homes.

When I pulled into my garage, almost 300 miles had been added to my odometer. Not to mention huge GS Grins to the faces of Frank, Jurgen, and myself.

## Rick



## UNTRIVIAL TRIVIA

*by Ed Syphan*

OK, gang! As promised for last month, that Untrivial Trivia question was about as easy as asking who is buried in Grant's Tomb. Fourteen people got the correct answer so we had to draw for the prizes! In consequence, this month's is a little harder! Here 'tis:

In the TV Series, *Then Came Bronson*, How did Bronson acquire his motorcycle? Choose the correct one from the following possible answers:

- A. He rescued it from a scrap yard just minutes before it was to be put under the crusher.
- B. He won it in an all night poker game from the one-legged biker who'd customized it.
- C. His best friend jumped off the Golden Gate Bridge and his widow gave it to Bronson.
- D. He found it in the hold of a cargo plane that had crashed in the Mohave desert.

Put your answer and your name on a piece of paper and bring it to the June meeting at BMW Motorcycles of Pittsburgh. Remember, you must be present to win!

## Ed



**Four Winds BMW Riders**  
**c/o Ralph Meyer, Editor**  
**6056 Meadow Lane**  
**Bakerstown, PA 15007-9720**



### **PRESIDENT'S RIDE**

Join Lance Hough and the Four Winds Board for the Second Annual President's Ride on Saturday, June 19th, 2004. The ride will begin with breakfast at 9 AM at King's Restaurant on VIP Drive & Rte 910 at the I-79N Wexford Exit (The location of the monthly North Breakfast Rides). At 10 AM, the ride will commence on roads to the North, East, South, and West, culminating in a 2 PM arrival time at BMW Motorcycles of Pittsburgh for an afternoon luncheon and meeting until about 4 PM or so.

### **JUNE MEETING DIRECTIONS TO BMW MOTORCYCLES OF PITTSBURGH:**

#### **From Route 79**

Get off at the Wexford Exit and turn onto Route 910 east. Ride approximately two miles to Route 19 (Perry Highway). Make a right turn onto Route 19 south. Ride approximately one additional mile and look for BMW Motorcycles of Pittsburgh on the right hand side of the road.

#### **From the Pennsylvania Turnpike**

Get off at the Cranberry Exit, Exit 3, on the PA Turnpike. Make a right turn onto Route 19 south (Perry Highway). Ride approximately five miles and look for BMW Motorcycles of Pittsburgh on the right hand side of the road.

#### **From Pittsburgh**

Take Route 279 north until it turns into Route 79 north. Take the first exit on I-79 (Wexford), and turn onto Route 910 east. Ride approximately two miles to Route 19 (Perry Highway). Make a right turn onto Route 19 south. Ride approximately one additional mile and look for BMW Motorcycles of Pittsburgh on the right hand side of the road.

#### **From the East**

Take the Orange Belt West to Rte 19. Follow the directions to Rte 19 South at Wexford from the Orange Belt (Rte 910). Ride approximately five miles and look for BMW Motorcycles of Pittsburgh on the right hand side of the road. OR take the Yellow Belt West to Rte 19. Turn North on Rte 19 (Perry Hwy). About 2-3 miles after the Yellow Belt, at the very top of the hill after McKnight Road exits into Rte 19, BMW Motorcycles of Pittsburgh will be on your left.