

AUGUST



2004

MOA # 6

www.4windsbmw.org

RA # 76

PRESIDENT'S MESSAGE

Well here we are, up and coming toward our biggest event of the year. Our Annual Rally. Many of you realize that this is the longest continuous running BMW motorcycle rally in the US of A. It's a pretty impressive commitment by many fine folks for many fine years of much fine motorcycling - BMW style of course! The rally line up is pretty cool. We have Bad Biker Movie Night on Friday, and Saturday brings everything from our breakfast ride and field events, to our Pig Roast Dinner and door prize give-away.

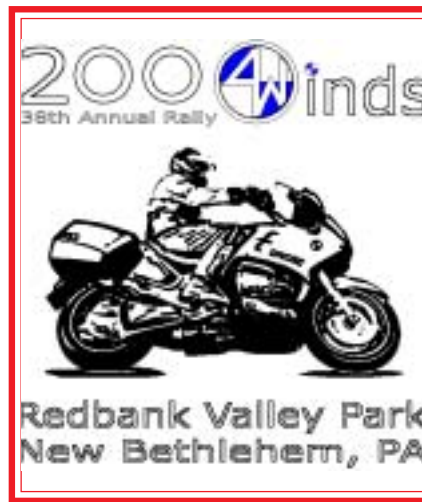
Over the years, I have seen many of the same faces doing the same jobs, and helping out with everything from security and registration to rides and field events. Happily, there are new faces joining in every year to help ensure our rally's smooth-running longevity. There are some old faces I would definitely be delighted to see again, and similarly I am always excited to see relatively new faces that return from the previous year's festivities. It is so fascinating to see our rally grow and change each year.

This brings me to one very important question: why doesn't everybody in our club participate in this event? Sure, I know there are weddings, and vacations, and family reunions, and the like, but really, many of our members don't seem to make it. Maybe I am wrong, but I just feel like too many faces just don't show up. Notwithstanding something very important coming up, I wouldn't miss our rally, and in fact, I haven't had the misfortune of missing one since I came to my first one in 1996.

From the first year when I helped load the Buttercup Dumpster to being Rally Chairman 2000 to running around like a maniac last year trying to put together board nominations, our rally has been a very involving and rewarding experience for me and lots of other folks whom I could mention. These are

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Don't Forget!



See you there!

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AUGUST MEETING INFO

There will be no regular meeting of the Four Winds BMW Riders as we will be at the **38th Annual 4 Winds Rally** from Friday--Sunday, August 20--22nd, 2004, at the Redbank Community Park in New Bethlehem, Pa. Cost is \$35/person for the entire rally, or \$10 for a day pass. For directions to the rally, see the last page of the Newsletter.

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.; **Sept. issue deadline: Wed., August 25th**). Articles/Info received after deadline 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>

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

Newsletters in color PDF format are at the Four Winds Site, www.4windsbmw.org. Download a free Adobe PDF reader by clicking the 'Get Adobe Reader' button at www.adobe.com and following the directions thereafter provided.

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.

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

September 18 — TBA

October 16 — TBA

November 20 — TBA

December — No Regular Club Meeting

January '05 — Club Banquet

Continued from page 1

folks like Fred and Bob who are always there to help (Keepers of the Rally Knowledge), Poremski and his suggestively named field events, Ed Syphan our most prolific gravel road and restaurant guide, "Yee-Ha" Rick Gzesh leading his GS riders, Gary Smith who takes off from our rally as a "carburetor man" and flew on to doing tech sessions for our MOA national event and our MOA national magazine, and many others past and present who achieve noteworthy [notorious?] reputations because of their participation in our events. Yeah, I know, I have left out about 2-dozen folks who deserve recognition. You are not forgotten by me, or by our club. There are many folks in our club who have offered much, and there are many folks in our club with much to offer. Many of you know great roads and could lead a great ride. Lots of you wouldn't let a strange wrench near your prized bike and could hold a tech session. If you've got the stuff, just do it!

We must acknowledge that at every rally there are essential folks like Tom Primke who is planning the rally and Jim Linneman who is running registration. We might be grateful that at every rally there are vital club members who will lead rides, or even just help keep things rolling by cleaning up a bit. We should all know that at every rally there are BMW enthusiasts just as important as anyone who helps run the show. These folks are the hundreds of guests, whether club members or visitors from afar, who just show up to have fun and enjoy the fruits of our labors.

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 — August:

Aug. 1 — *North* at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

Aug. 14 — *West* at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Aug. 15 — *South* at Bernie's Restaurant, Rt 51, 10:00 AM

Aug. 28 — *East* at King's, Rt 286 & Presque Isle Dr., 9:00 AM

Really. Without their (your) support, our rally would fail, and the face of our great organization would change.

Thanks again for your support of our 2004 Four Winds BMW Riders Rally.

Please come. Please participate. Get involved. Have fun. Ride safely.

Thanks for being a Four Winds BMW Rider, and see you at the rally!

LANCE

PS, Announcement: we will be heading up to Redbank the afternoon of Thursday, August 5th to begin our Recurring Redbank Renovation and Reclamation Restorative Ritual. We will be waterproofing the bathrooms. This project will require some assistance, perhaps on Friday but especially on Saturday and Sunday. If you are handy, and available for some time on this weekend, please contact Lance Hough or Fred Maskrey ASAP. Thanks!



VOLUNTEERS NEEDED!

Volunteers are needed to help staff the registration area for this year's rally. Past chairmen have told me that it is important to have two members staff the booth. If we break the duty to a two hour shift, that means I'll need approximately 18 members to assist.

Here is the schedule:

Friday, August 20th

- A - Noon to 2 PM
- B- 2 PM to 4 PM
- C- 4 PM to 6 PM
- D- 6 PM to 8 PM
- E - 8 PM to 10 PM

Saturday, August 21st

- F- 8 AM to 10 AM
- G- 10 AM to 12 Noon
- H- 12 Noon to 2 PM
- I- 2 PM to 4 PM
- J- 4 PM to 6 PM

Please select a shift by alpha designator (A thru J) that you would like to volunteer for. It would be ideal if couples could take one entire shift! Training will be provided on site and you'll have the satisfaction of meeting those from other clubs who are attending the rally. Hey, you should volunteer and this is a great job if it rains!

It is first volunteered, first choice, so book your time slot now. You can e-mail me at: nighthawk7@adelphia.net or call me at 724/942-3836 to volunteer.

Thanks in advance for your assistance!

JIM LINNEMAN



WHAT IS THE GLUE THAT HOLDS THE 4 WINDS BMW RIDERS TOGETHER?

Holly Marcheck

No, this isn't Ed Syphan's monthly quiz question! And the only "prize" for the correct answer is our club's continued existence and the good times and camaraderie that we share as members of the 4 Winds BMW Riders.

What is this glue??? It's our annual rally!!!

Did you know that our club dues that we have each paid have already been spent for the year? At \$15 each for about 100 members, we start the year with about \$1500 of "income". This is quickly spent on subsidized meetings, door prizes, and newsletters/web site.

Halfway thru the year, we would be bankrupt if all we had to live on was our dues. Of course we could always cut back or cut out some of the things we enjoy or raise dues to cover a year's worth of activities. Neither of those would be popular choices.

Each year we cover most of the club's expenses with the profits from our rally. That's why it is so critical that each of us support the rally in some way. You can offer support in many ways. You can take a leadership role as Rally Chair or a Rally Committee Chair. You can volunteer to work one of the many committees leading up to or at the rally itself. You can help by talking up the rally and distributing rally fliers to improve rally attendance.

See you at Red Bank!

HOLLY





FOUR WINDS RALLY--AUGUST UPDATE

.... The trusty 130 hp FW2004RALLY is roaring as I open the throttle. As the last curves disappear behind me I shift into 12th gear just before redlining the engine at 82022 RPM. Only 1 month of straight open road between me and New Bethlehem – the long awaited finish line is finally in plain sight. A quick look over my shoulder confirms: The whole bunch is still on my (w)heels. Gzesh on his RR2004GSRIDE and Poremski on his DP2004FIELDEVENTS - only yards behind me, closely followed by Smith, Syphan, Linneman, Hart, Stanton, Barrett, and Maskrey. Smith's GS2004TECHSESSION was again among the top performing bikes in the race. I am puzzled how he manages to keep his bike in such great shape – was it the wheel-bearing job he had just done? – or last years complete engine overhaul? Smith was well known for his superb maintenance and repair skills, which had earned him national recognition. In the distance I could see Brune and Halaja on their JB and WH2004RATRIDEs, the newest additions to our fleet of race bikes. Although their new bikes still had to be broken in, they were catching up fast. To this point the REDBANKPARK 500 had not been the grueling race that I had anticipated. Nevertheless, there had been some serious challenges along the way and the last few curves had been particularly tricky. More than once were the foot pegs scraping and sparks flying when I negotiated the infamous TSHIRT and RALLYPIN curves at frightening leaning angles. Taking the EXPERIENCED RALLY COURSE had certainly paid off. The clever coaching by veteran FOUR WINDS RALLY FOUNDATION instructors Nancy, Jeff, Fred, and Bob had proven invaluable on this ride. There was no doubt in my mind that without their expert advice the race would have ended for me long ago with a high-speed crash. Due to their excellent training I was now flying towards the finish line instead of lying in a ditch. The FW2004RALLY was running smoothly as ever. I was fascinated how perfect this old bike was running after almost 38 years of exciting races. Lance and Conrad had done an outstanding job preparing it for the race. While I was rapidly approaching New Bethlehem, my thoughts started wandering off. Was there anything that could stop me? Anything that I had overlooked and that could spoil our team's success?

While Primke and the Rally Pack are racing towards the finish line we'll take a last quick look at how the preparations for the 2004 Four Winds Rally are progressing:

I am sure every Four Winds member has marked his or her calendar by now and cancelled all other commitments that could potentially interfere with the rally. I am hoping for a record turnout this year – there are 275 pig roast dinners that need to be eaten.

Currently ongoing is the alignment of the rally events in a sequence that is acceptable for all involved presenters, ride leaders and performers. If everything goes according to plan and all conflicts can be resolved, I will present a draft of the schedule of events at the next club meeting. The following is a brief preview of the planned rally events:

Friday Afternoon:

Ice Cream Ride, Rick Gzesh

Saturday Morning:

Self guided "RAT (Regional Attractions Touring) Ride", Jürgen Brune & Walt Halaja
Ranger Rick GS Adventure Ride, Ranger Rick
Tech Session #1: Airhead Wheel Bearings, Gary Smith
Tech Session #2: Fuel Injection System Tuning, Chuck Hager, a.k.a Scooter

Saturday Afternoon:

Field Events: Don Poremski
Touring Ride, Ed Syphan
Tech Session #3: Tire plugging, Sean Barrett

Saturday Evening:

Pig Roast Dinner
Award Announcements
Live Music, Ed Amman

Jim Linneman, Registration rally co-chair, is busy preparing the registration material and lining up volunteers to staff all registration shifts.

As I am writing this rally update short and long sleeve rally T-shirts are being printed by Dorene at Embroidery Etc. Half of the short sleeve shirts were ordered in white, the other half in "ash" color. I received a total of 15 long sleeve shirt orders from 11 club members. For the record I should mention that one short sleeve rally T-shirt size S has been reserved by special request for Ross Baker. Dorene is also handling the embroidering business that Rob Berner proposed to the club earlier this year, and she intends to be at our rally with a selection of shirts and hats embroidered with our club logo.

An order for rally pins was placed with "Quality Lapel Pins". The pins will be of the soft enamel kind with metal clutches and will feature Don's rally logo. "Quality Lapel Pins" gave us a very good deal, which should help to boost our profit margin. I am planning to have samples of the T-shirts and pins available at the meeting at the Syphan-estate on July 31st.

Also under way is the procurement of the award plaques for the rider awards (Long Distance, Oldest and Youngest Rider, etc.). Most likely they will be ordered from the same source as last year.

Just two weekends before the Rally we will take on the Redbank Park improvement project. Park manager Justin Clouse confirmed that he has marked his calendar and is expecting us to work on the bathhouse waterproofing project between August 5th to 8th. A big thanks to Fred Maskrey for handling the material procurement and project planning.

I may sound like a public radio pledge drive person, but no newsletter rally update is complete without my call for volunteers: If you have not yet offered to volunteer some time at the rally now is the time to step forward. Please contact me or one (or several) of the following Rally Co-Chairs:

Jim Linneman, Registration
Leo Stanton, Security
Shirley Hart, T-Shirt Sales
Nancy and Sean Barrett, Clean & Tidy

Since the newsletter gets posted online I am not including any phone numbers or e-mail addresses except for my own. So if you lost your club roster and don't know how to get in touch with the rally co-chairs I recommend that you contact me instead at (412) 828-3413 or <tomprimke@juno.com>. Thank you to all who have already offered their help!

That's all for now - I am looking forward to seeing you at the rally on August 20 - 22!

Tom



MANAGEMENT THEORY

For those in positions of managing, every once in a while it's good to brush up on your management theory. Here are a few beneficial illustrated stories Sonny Robison found for the edification of such:

Lesson one:

A crow was sitting on a tree, doing nothing all day. A small rabbit saw the crow & asked him, "Can I also sit like you & do nothing all day long?" The crow answered, "sure why not". So, the rabbit sat on the ground below the crow, and rested. All of a sudden, a fox appeared, jumped on the rabbit and ate it.

Management Lesson?

To sit on your ass and do nothing, you must be sitting very, very, high up.

Lesson Two:

A turkey was chatting with a bull. "I would love to be able to get to the top of that tree," sighed the turkey, "but I haven't got the energy." "Well, why don't you nibble on some of my droppings?" replied the bull, "They're packed with nutrients."

The turkey pecked at a lump of dung, found it actually gave him strength to reach the lowest branch of the tree. The next day, after eating some more dung, he reached the second branch. Finally after a fourth night, he was proudly perched at the top of the tree. Soon he was spotted by a farmer, who shot the turkey out of the tree.

Management lesson?

Bullshit might get you to the top, but it won't keep you there.

Lesson three:

A little bird was flying south for the winter. It was so cold the bird froze and fell to the ground in a large field. While it was lying there a cow came by and dropped some dung on it. As the frozen bird lay there in the pile of cow dung, he began to realize how warm it was. The dung was actually thawing him out! He lay there all warm and happy, and soon began to sing for joy. A passing cat heard the bird singing and came to investigate. Following the sound, the cat discovered the bird under the pile of cow dung and promptly dug him out and ate him.

Management lesson?

- 1) Not everyone who shits on you is your enemy.
- 2) Not everyone who digs you out is your friend.

OK, that's it for the management advice, especially for anyone new to the business.

SONNY

THE REAL VICTIMS

The following is a summarization of some important thoughts Sonny Robison found in Letters to the Editor, *Pittsburgh Post Gazette*, Sunday, June 27, 2004, p. E6:

THE OTHER VICTIMS OF HELMET 'FREEDOM'

In response to the story "Bikers Praise Helmet Choice" (June 13), a lawyer wrote that what bothered him the most about the notion of "freedom of choice" and whether to wear a helmet while on a motorcycle as pilot or passenger was the total lack of choice provided the survivors of those killed or injured while the helmetless riders were supposedly enjoying their "unique" or "pretty sensual" feelings.

The writer went on to disclose that he had been recently involved with a case in which a motorcycle rider in his 50s who had been riding for a long time took his wife with him for the first time on a weekend tour with other riders. On the trip home, while riding at the end of a staggered formation, he and his wife crested a hill on a smooth, two-lane road, hit a patch of hydraulic fluid, lost control of the motorcycle, and spun out, striking their heads on the asphalt. The husband died on the spot and the wife shortly thereafter.

Their two young daughters meantime were waiting at home for parents that will never return. What kind of feeling did they have? What kind of feeling of 'freedom' was the sort of thing that put them in such jeopardy? What 'choice' did their daughters have?

The writer of the letter went on to comment that the man quoted in the article as having had 14 motorcycle accidents who claimed to be confident he could "jump" to avoid injury (rather like an automobile driver who won't put on a seat belt because he claims he can thus be 'thrown clear' of an accident, or the airplane passenger who won't buckle up because he imagines he can jump from a disabled plane and save himself before it hits the ground) clearly has little understanding of physics.

The writer further indicated that the tragedy is that real life is not the cartoon these people seem to think it is [in which Wiley Coyote gets up from a fall off a cliff, brushes himself off and goes about his business]. In fact, there is no real life like that, and there is little we do that does not affect some other life in some way. In the case of helmetless 'freedom feeling' lovers, that way can be devastatingly tragic!

The *Post Gazette* editor noted that the letter writer, Greg T. Kinskey, is a lawyer now living in Dallas, Texas, who was originally from Mt. Lebanon.

I think his letter gives a worthwhile message that deserves very serious consideration.

SONNY

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 or type 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 color copies of the Newsletter in PDF format there! Check it out if you haven't already done so.



FOUR WINDS EMBROIDERED CLOTHING

... is ready to be ordered 📌

Our club logo has been scanned and is waiting for a home on folks' clothing. Rob Berner has already had a few t-shirts done up, and they turned out great 📌 Catalogs are available at the club meetings for those who have trouble deciding. Pictures and examples will be available soon in the newsletter, the webpage, and at club functions. In the meantime basic orders such as Hats, T-Shirts, and Polo Shirts can be ordered in various sizes and colors. If interested place your order direct at:

The Embroidery Shop
(412) 381-6884
42 Terminal Way
Pittsburgh, PA 15219

The shop is located right off Carson Street by the Liberty Bridge. Feel free to call her or stop in.

For additional information contact:

Rob Berner
r.berner@worldnet.att.net
390 Woodcliff Circle
Pittsburgh, Pa 15243
412-257-4185

or any other Board Member.

Dont forget to have that Kermit Camp Chair or Motorcycle Cover embroidered. You could have the sharpest looking campsite at Redbank

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.



RANGER RICK'S MERRY MEETING MEANDER

Ralph Meyer

Our 4-Winds board, along with our net site administrator and newsletter editor met with Ranger Rick Gzesh at the T-Bones BP station at 910 and I-79 at 9:00 AM, Sunday, July 11 for a morning ride to Rick's for lunch and a board meeting. From thence, Rick on his GS led us a merry tour all over Robin Hood's Barn... or, if Robin Hood never had a barn in Ye Auld Sherwood Forest, up hill and down dale around more curves than the marvelous Maid Marion's magnificent moogerations... We even did one square circle... well,... almost... almost twice. Anyway, having started out East on the Red Belt somewhat slowly (One of the folks was seen to be paddling his bike like a canoe in spots), the ride improved delightfully once we were away from some N. Pittsburgh morning traffic, though at one point we did get behind a wee white-haired little old lady car-parade leader type person who seemed to suppose 15 or so was almost much too swift a speed with which to barrel along in a 25mph no-passing, men-maybe-working some time or other zone. Aside from those slight blips, all else was downright terrific. Rick said he and his girl friend had been out traveling some roads north and east of Rt 8 that provided great riding amid lovely country scenes, and those byways surely did as Rick traced our way in, out, around, and through them again for us. Traffic was almost nil most places, the day was not hot, and the ride eventually wound up at Rick's lovely home and patio for what he termed a 'lunch' of grilled hot dogs and hamburgers, but which, thanks to his marvelous hospitality, turned into an afternoon's nosh-

ing on chips, salsa, pretzels, slaw, hot dogs and/or hamburgers with all the accoutrements thereunto appertaining that one could possibly imagine wanting, salad, watermelon, and a myriad of types of soft-drinks. No one went hungry. One of Ranger Rick's other hats is obviously that of a chef d' cuisine. Then, to top it all off, Holly, who hadn't been able to come on the morning ride, arrived for the meeting with a very large container of delicious fudge-ripple ice-cream that was, in due course, attacked repeatedly with a large ice-cream scoop throughout the rest of the afternoon. One couldn't say that lunch was followed by the board meeting as Rick and Lance nicely sequed the one into and along with the other, business being accompanied by watermelon, pretzel munching, ice-cream dipping, and soda sipping all along. The way all meetings should be conducted. Congress! pay attention! All business having been taken care of, and much damage having been done to the watermelon and ice-cream, not to mention the dogs and 'burgs et al., we all went our separate ways 'long about 4 or 5-ish. It was a lovely way to spend a Sunday! Those along on the ride were Rick, Lance, Rob, Jim, Kevin, Frank, and Ralph.

Though it is impossible for me to remember all the ways we went, here's a quick run-down of the ride for anyone who might wish to give it, or part of it, a try (If you wonder how I got this info, it's from my GPS V's 'Bread Crumb Trail' tracking facility. I've found such tracks pretty accurate. Obviously Garmin's GPS V has a heckuva lot better memory than I. Mine gave up the ghost after we went through Bakerstown-a sure sign of a great ride!):

Starting out at the 910 & I-79 T-Bones BP station, we headed

East on the Orange Belt (910), crossed Babcock Blvd, to turn North (Lt) in Gibsonia at the light onto Meridian Rd; thence Lt onto the Red Belt, Rt onto State Road, Rt onto Ridge, Lt onto the Red Belt again, on through Bakerstown under Rte 8 and straight past the stop sign, Lt on Glasgow, Lt on Sandy Hill, Rt on Rte 8N, Rt on Overbrook at the 228W stoplight, Rt on Steiner Bridge, Straight ahead onto Jack, Rt on Deer Creek, Rt on Monks to Jack, turning around at Jack and retracing our way back down Monks to Rt on Love, Rt on Sandy Hill to Rt on 228. We followed 228 to Lt on 356 and Rt on Sarver Rd, to Rt on Freeport Rd, Lt on Slate-Lick Cadogan Rd, Lt on 128 to South on 66 at Ford City after crossing the Allegheny--the locale of the lil' ol' 15 mph lady. We then went Lt on Alt-66 and followed it south, turning Lt on 56/66 in North Vandergrift to Lt on 819, to Lt on 981 and Rt on 156 to Lt on 819 again, to Rt on 286 over Beaver Run Reservoir, to Lt on Mamont Rd and Rt on Sardis, Lt on 286 and straight onto 380S. We then went Lt. on New Texas, to Rt on Lindsey Ln, Rt on Old Frankstown, Rt onto Pierson Run, Lt on Spring Miller, Rt on Old Frankstown, Lt on Cooper and on under 76 to Beatty, Lt on Haymaker (Rt 48) and thence West on the Parkway I-386 to Exit 7 and North on S. Braddock to Rt on Forbes, and an immediate Lt onto the alley, up whence we went to park the bikes in Rick's Garage.

RALPH



ROADS AND BRIDGES

Ralph Meyer

Of Washington County, that is. After a fashion. On a scale with Erie County snowmud roads in early March being a '1' and smooth blacktop being a '10,' Southwest Washington County roads rank between 3 and 6. Sort of. After a fashion. At least they ranked there or maybe a point higher July 20th when I rode down there. It all started by hunting for a day amidst the Pittsburgh Weather Reports (translate 'Pittsburgh Weather' as 'Rain, Possible Rain, Possible Thundershowers, Definite Dang Thundershowers, and All Day Drizzle') that indicated only a cloudy day with Mother Nature being predicted to hold off on her desire to make sure all gardens et al. in the area were being well watered. That Tuesday seemed to do the trick, and I put up an invitation on the Message Board that I was planning to run down to that area to find a few covered bridges. Nobody indicated they wanted to go along, so I hitched up me gitalong that mornin' and went meself.

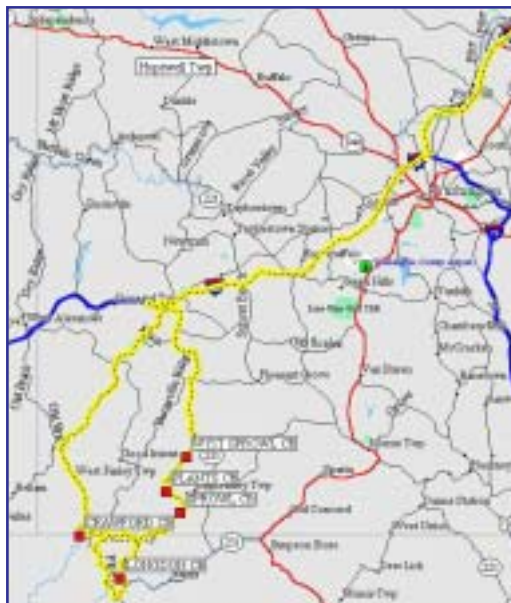
It was promising temps in the high 80s, so even though dawn dawned darkly with heavy overcast and a low 60s temp, I put on the Joe Rocket airflow jacket anyway, and filled up a couple of bottles with ice and a wee drappie or two o' water, grabbed camera, tripod, GPS, maps, and what-have-you and headed the RT up

the driveway at 9AM. (I'm a trusting soul when it comes to weather reports, especially good ones... or maybe my hopeful gene (otherwise cynically known as the 'dummy gene') just works overtime?) Anyway, I was ready for whatever heat the day would offer (well, I wasn't THAT trusting... I put the 'Rocket's' inner liner in the system case, just in case the 80s turned out to be wet 50s).

The Weather Mavens promised possible Donnerwetter beginning 'round 1PM, so I figured to get down to the requisite Washington County area as quickly as possible, so I slabbed it down I-79 (it of the yet present Pure Pennsylvania Potholes and much too oftenly present 'tween-the-lanes edge trap strips) to I-70 West, to hurtle off at Claysville onto US40 back to S231 and on down to where the goodies were located. The goodies (translation 'Covered Bridges'), experience has shown, are practically never on the greatest of roads, and are usually to be found on the rougher squirelly gravelly sort that Amishmen in luxurious horse-drawn black boxy buggies are wont to revel in (as they tend to keep curious tourists in oversized RV busses and Suckingly Useless Vehicles, etc. at bay, ...mostly). Anyway, popping off 231 onto Templeton Run Road, I passed the locus of the former Brownlee that has been morphed into a couple of tasteless, but practical corrugated steel tubes and wound up half-a-mile or so later at the delightful East Finley Park, whence resides not only the Wyt-Sprowl Covered Bridge, but an interesting old Bessemer Gas Engine that no doubt once powered a string of Oil Well pumps. Having gotten some photos of both, I headed the ol' RT farther on down Templeton Run, hanging a left onto Skyview where the Plants Covered Bridge resides. A name like Skyview being the monniker of a very definitely single-lane gravel road boded strong watchfulness and considerations of exactly what one would do should someone approach from the other direction. Fortune smiled, however, as the only things I ran across on Skyview were 3 teenagers on a dirt bike and 2 ATVs enjoying smokes out of sight of adult supervision from the farm that perched precariously above the road a ways down along. Fortunately, there was room between them in the middle of the track for the RT to squeeze through, and waving at these future bikers, I continued through some lovely woods and vistas to hang a right on Rocky Run Road (Blacktop! after a fashion... Amazing!) and a quick left down Newland School Rd (Gravel!) to the Sprowls Covered Bridge.

I'd been telling the GPS to find each covered bridge in turn, stopping navigation upon arrival at each, and then re-setting it to find the next. So far, it had worked flawlessly, but this time I made the mistake of telling it to goto the Longdon bridge the fastest rather than the shortest way possible. So it took me back to a Left up onto Rocky Run to a left onto Burnsville Ridge, to a left onto West Finley Rd, to a Left onto Enon Church Rd, and finally to a Left onto Miller Run Road, whence the Longdon resided for the requisite picture(s).

While on this merry foray 'round the countryside on blacktop, I ran across the county's method of dealing with washouts that reduced barely 2 lane blacktops to barely one lane ones. Large orange signs were put up indicating a one-lane road ahead, then a stop



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WAYNE KELLY MEMORIAL!

It has been brought up on our message board [at the Web Site] that we raise \$500.00 to get Wayne a Memorial Block at the AMA Museum Founders Hall. There are three very good reasons to give to this effort: 1. Because Wayne's name as a great contributor to our sport and our club belongs there, 2. Because our gift will support our Museum as being generous Motorcyclists and Riders, and 3. Because this gift is tax-deductible. OK,... lets make it 4: Our Club Logo will also be on this Block! To me this is a four win (ds) goal for Wayne, our Museum, our Club, and ourselves for giving! Remember, we would want this to be a free will gift, and you don't have to be a AMA member to give. So lets do it! I will collect your donations. Please make your check out to "4 Winds BMW Riders," Then, under memo, put "Wayne Kelly AMA Memorial" so that our treasurer, Holly, can know that these funds are earmarked for Wayne's AMA museum memorial block. I would hope we can complete our donations and have sufficient money to purchase the block by our September Meeting at the latest. But so we can get started early, I will be available to collect checks to turn over to Holly at our Rally. You might have noticed that we already have some commitments that have been made through our web site, but we still need more. So whatever is on your mind to give, please be sure to do it!

Respectfully Submitted,

WALTER HALAJA



Continued from page 9

ahead, then a stop sign on either side of the wash out... just to be sure two folks didn't come barreling through (who, I ask you, would barrel along on those roads anyhow?) to a cornfield meet at the one-lane portion. The wash out itself was marked by the ubiquitous Yellow Cones or the nice large, space-reducing orange and white striped barrels. The signs, barrels, and cones had all the appearance of having been there awhile. I did pass one bunch of fellows on a road crew. They had all the appropriate men-working, flagman ahead signs out, but I wasn't stopped, as they were all ensconced in their trucks eating lunch. I hope they had AC. The temp had gone where the weatherfolks had said it would.

Miller Run Road was Dirt n' Gravel. I could have gotten to the Longdon by following Miller Run from Rocky Run, and I did continue up Miller Run back to Rocky Run when I headed out for the Crawford Bridge, but the blacktop was at least more cooling as I could get up some speed and airflow through the 'Rocket'. A couple of good slugs of ice water by now turned merely cold and off we went (the RT—'Black Magic'—and I) up Miller Run. Miller Run

Road was indeed 'interesting,' as the sign at both entrances to it that said 'No winter maintenance' implied. Unlike the other gravel roads the 'Magic' and I'd been on, this one looked like a gravel 'n dirt car track with grass in the middle in spots making it appear as though it wasn't much used.

There may have been a dwelling or two on it somewhere as there were one or two two-wheel tracks (drive-ways???) that led off it into the brush, but mostly it just ran along (or rather from 25 to 70 feet above Miller Run, on the one side, with a nice hill (steep) just on the other. It was another road where, if one met someone coming the other way, things would be... 'interesting'.... VERY interesting! However, the Washington County Road Gods continued to smile (laugh???) and we

made it through to Rocky Run Road without seeing anything more ahead of us than the occasional squirrel, groundhog, and chippie. The encompassing woods' shade was nice!

Heading left on Rocky Run, I continued across Burnsville Ridge Road onto Jake Hill Road this time, and continued to weave my way along Jake Hill, swinging around a back-on-itself sharp curve to run smack onto two deer browsing greenery on the other side of the road.



A quick application of the binders dropped the speed to a crawl while the blasted buggers figured out what they wanted to do... run into me, try to run up the sharp woody bank to the right, or take the path of fast least resistance and tear off down the woods' steep slope to the side of the road they'd been browsing on. After some confused prancing, the two of them decided on the latter and charged downhill among the brush and trees. Taking it easy, taking it slow, and keeping an eye peeled for more of this unpredictable form of fauna, I crossed West Finley Road onto Crawford Road, and there, a bit down Crawford was, guess what? The Crawford Covered Bridge! Awesome. The GPS even told me as I approached it, "Arriving at Crawford CB"—I'd made the bridges' locations into waypoints in the Mapsouce program on the computer, then downloaded them to the GPS, and used them as the waypoints to find as I went from bridge to bridge. Dang handy things, GPSs.



After I'd gotten the pictures of the bridge that I wanted, and had



the bike turned around and ready to head back Crawford to West Finley, it was just 12:34 PM. Eatcher hearts out, possible Thunder-showers! The weather people said they'd be possible around 1PM and thereafter. I had a whole 26 minutes to head home. Now THAT'D be a FAST RT. Didn't happen though. Took me all of that to head back up West Finley to Beham Ridge to S231N to 40 to I-70 East. Not to mention another 50 minutes or so on the Slab up 79 to 910 and home. I arrived there at 1:58PM, with dark grey clouds on the horizon, and a bit of rumbling to be heard in the distance after I hit the off switch on the bike. Don't know where they went, but those thunderheads never did catch us. Beemers're too fast for 'em. Mostly. Sometimes.

In any event, although all by my lonesome, it was a great ride, and I got some good pictures of some neat bridges, not to mention proving again that RTs don't do too badly as GSs when called upon! Sure 'n begorra, lads an' lassies... 'Twas a foine day, i' twas.

THE RIDE ROUTE TO 5 SW WASHINGTON BRIDGES:

Lv Home 9:00AM, took 910 to I79S to I-70W to Claysville Exit to US40E to S231S to Templeton Run Rd (T414) and the Wyt Sprowls Bridge in the East Finley Park Ar 10:20AM Lv Wyt Sprowl 10:45AM, Continue SW on Templeton Run Rd., turn Lt on Skyview Rd (T408) Ar at Plants Bridge at 10:54AM, Lv Plants 11:07AM Continue across bridge on Skyview Rd to Rt on Fairmount Church Rd (T450) to Rt on Rocky Run Rd (SR3035) to Lt on Newland School Rd (T450) Ar Sprowls



11:13AM, Lv Sprowls 11:25AM Returning to Lt on Rocky Run Rd (T3035) to Lt on Burnsville Ridge Rd (SR3037) to Lt on West Finley Rd to Lt on Enon Church Rd (SR3026) to Lt on Miller Creek Rd (T414) to Ar at Longdon L Miller Bridge 11:45am, Lv Longdon 11:59AM and continue N up Miller Creek Rd to Lt on Rocky Run Road (T3035) crossing Burnsville Ridge Rd straight onto Jake Hill Rd to straight across West Finley Rd (SR3037) onto Crawford Rd, Ar Crawford Bridge 12:18PM. Lv Crawford 12:34PM returning back up Crawford Rd to Lt on West Finley Rd (SR3037) to Rt on Beham Ridge Rd (SR3019) to Lt on S231N to Lt on US40 to Lt on Old National Pike, to Lt onto I70 to I79N to Wexford exit & 910 E, etc. to home.

RALPH



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

**HOW DO I JOIN
FOUR WINDS BMW
RIDERS?**

To join, just come to a meeting and introduce yourself. Meetings are listed here in the Newsletter and in the Schedule of Events on the Web Site, www.4windsbmw.org.

Membership dues are \$15 per year for primary membership, and \$7.50 per year for associate members residing in the same household as a primary member.



RALLY DIRECTIONS

**TO THE 38TH ANNUAL FOUR WINDS BMW RIDERS
“RALLY IN THE VALLEY” AUGUST 20-22ND, 2004:**

From Pittsburgh: Take Rt 28 North to New Bethlehem, PA. Redbank Community Park is 2 miles north of New Bethlehem on Rt 28. The park entrance as you travel North will be on your left.

From points East and West on I-80: Take Exit 78 and follow PA Rt 28 South about 18 miles. The Redbank Community Park entrance will be on your right. If you wind up in New Bethlehem, you went too far.