

SEPT.



2004

MOA # 6

www.4windsbmw.org

RA # 76

PRESIDENT'S MESSAGE

Redbank Restroom Renovation.

Master Organizer Fred Maskrey put together our weekend of Redbank Restroom Renovation. Dan Weaver, Fred, and I showed up on Thursday night to begin prepping the floors for resurfacing and painting. Several acid etching applications fizzed and bubbled and cleared the concrete for the onslaught of new materials. Friday fun included working the metalcrete into the shower stalls for nearly perfect drainage down the shower drains instead of out into the main floor of the bathrooms. Thursday night, Kevin Hart, Tim Pears, and Jim Linneman appeared, bikes roaring-in for a night of camping there at Redbank, ready to paint on Saturday morning. Shortly after the sun rose over our rally site, Fred worked his metalcrete magic in the women's showers, while the rest of the crew prepped and painted the bathroom floors that pretty blue that you all got to enjoy at our rally. This is the kind of project that really benefits our rally and our many guests who travel here from as far as Belgium(?).

Rally 2004

What a weekend! I find it absolutely inspirational to see the fruits of the great Tom Primke's efforts come to bear, and witness so many aid in the work of the harvest, and watch so many delight in the tasting. No matter how you slice it, our rally always tastes sweet to me and I don't believe I am in the minority. We started out a bit wet and windy, but I have to say it was really cool to see Don Poremski's silhouette in his toppling tent holding the floor down as it rose to a 45 degree angle. Looked like a scene from "The Exorcist" or something! Friday's weather kept a few of our attendees away. Fortunately, Saturday's sunshiny recovery made our worries fade as nearly 100 guests showed up wanting day passes, meal tickets, and our

Continued on page 2



**Don't forget!
Covered Bridges...
Find... and
Photograph 'em!**

BOARD OF DIRECTORS 2004

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SEPTEMBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., September 25, 2004 (Note the change in date to 1 week later than the usual meeting date due to the BMW RA Rally at Canaan Valley, WV on the usual date) at Leo Stanton's, 3015 Walton Rd., in Finleyville, Pa., (Ph. 412-384-8229), from 2-5PM.

For directions, see map on p. 5, or written directions on the back 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 fourth Wednesday of September (the 22nd) this month due to the late meeting date! Articles/Info rec'd after the deadline will go in 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 Disk Media mail to:

Ralph Meyer, Editor
4 Winds Newsletter
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Bakerstown, PA 15007-9720

Submission formats:

Articles: Send as plain text with headings and h2g depth defined, or in Word Processor (e.g., MS Word) format. Save trees: avoid paper.

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.

September 25 — At Leo Stanton's, 3015 Walton Road, Finleyville, PA

October 16 — TBA

November 20 — TBA

December — No Regular Club Meeting

January '05 — Club Banquet at The Priory

Continued from page 1

hospitality. As with every year, this year's rally happenings brought together friends new and old. Once more, our gathering created fun times and enduring memories. Thanks to everyone who put so much into this year's event. Looks like another successful year for the club.

The RA Rally

I have been in contact with the RA President Bob Wood and the RA Secretary Debbi Harbour. They are sending me volunteer sign-up sheets. Volunteers are still needed to help with the RA rally this year. I am hoping to get an organized effort together, so if you are attending and interested in helping, let me know directly. I am hoping to have complete information about the different duties within a few days. As a local RA club, it would be appropriate for us to help them out. As well, keep in mind that this year the RA was originally intending to schedule their gig for the same weekend as the Four Winds Rally. They were nice enough to change their schedule in order to prevent competition so that we could both have great rallies this year. Thanks in advance for your help!

Leo's Meeting

Remember y'all that due to the RA rally we have moved our September meeting to Saturday, September 25th. This isn't such a bad thing, because it gives you all time to decide which board position you would like to run for this autumn. Don't be shy, and remember, there isn't any rule saying the members cannot nominate you, so be there at the meet-

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 — Month:

Sept. 5th — North at King's, I-79

& Rt 910/VIP Dr., 10:00 AM

Sept. 11th — West at Eat n' Park,

Rt 60 & 22/30, 9:00 AM

Sept. 19th — South at Bernie's

Restaurant, Rt 51, 10:00 AM

Sept. 25th — East at King's, Rt

286 & Presque Isle Dr., 9:00

AM - Note: Sept. 25th is also

the date of the club meeting at

Leo Stanton's.

ing to defend yourself, er, uh, rather to make certain that you are nominated for the position of your choosing. See you there!

Thanks for being a Four Winds BMW Rider! See you on the road!

LANCE

PS, I bought my first airhead to restore. Aren't airheads the coolest things? Yes, even cooler than Ducatis! See you at Leo's





Assorted Suspects
(Ed, Michelle, and others were moving too fast to catch 'em!)



JULY, 2004 MEETING MINUTES

Jim Linneman, Sec'y

The July meeting was held at Ed and Michelle Syphon's residence in Hermitage, PA. Meeting started at 3:35 PM

Old Business

Newsletter - Lance expressed thanks to Ralph Meyer for the great job he is doing editing the newsletter. Only 23 members requested paper copies of the newsletter resulting in significant savings. Lance also thanked Frank Beatrous for getting the newsletter on-line.

Rally Project - Fred Maskrey is heading up the bathroom renovation project at Redbanks Park. The project will take place Thursday evening to Sunday afternoon.

Officer Nominations - The board is looking for members to run for officer and board positions for 2005. Please contact Lance or Rob if you would like to be considered.

New Business

On Line Store - Contact information for our vendor is available on the web site. The vendor is working to develop an on-line web site to be linked to our site.

Rally Update - Tom Primke reviewed the rally program and passed around examples of the rally pins and shirts.

Banquet - Lance commented that no one submitted an alternative location to the board for the 2005 banquet. The banquet will be held on January 22nd at the same location as last year - The Priory.

September meeting - has a change in the date due to the RA National Rally. It is now scheduled for Sept 25th at Leo's house.

2005 MOA National Rally - will be held in Lima, Ohio. Don Poremski commented that the Cleveland Club is investigating places to visit and tours in the area.

2004 RA Rally - will be held Sept 16-19th in Cannan Valley, WV. All are encouraged to attend and volunteer.

Wayne Kelly memorial - Walter Halaja is soliciting donations to place long time member Wayne Kelly in AMA's Hall of Fame. He would like to collect \$500 by the end of September. Please make donation checks payable to Four Winds noting Wayne's name in the memo line. Donations can be given to Walter or Holly.



No door prizes or 50/50 raffle this meeting.
Lance expressed his thanks to Ed and Michelle for hosting the meeting and their hard work.
Meeting was adjourned at 4:45 PM

JIM

EVENTS HERE 'N THERE

September 11 - **BMW Motorcycles of Pittsburgh Open House.** 10269 Perry Hwy, Wexford, PA 15090. Phone: 724-934-4269.

September 16-19 - **BMWRA International Rally.** Canaan Valley, WV. More information at http://www.bmwra.org/rally_2004.htm.

September 22 - **BMW Motorcycles of Pittsburgh BeaveRun Track Day.** At BeaveRun 8:00 AM to 5:00 PM. This is a great way to sharpen your skills, learn to wick it up a notch safely, and just generally have a lot of fun. There are groups with some 'classroom' instruction on riding, track etiquette, etc. for Beginner, Intermediate, and Advanced riders--everybody has a spot in the sun. Cost is \$70 for those who bought their bikes at BMW Motorcycles of Pittsburgh, and \$120 for those who didn't. Java, lunch, and camaraderie will be present in full measure! Sign up to ride the BeaveRun Race Track at BMW Motorcycles of Pittsburgh. Phone: 724-934-4269.



DIGITAL DISDAINMENT: A HISTORY LESSON

The Sphere - (transmitted via binary electronics to Sonny Robison)

Have you ever wondered why in the world indicating to someone that they ought to be the passive recipient of an intimate encounter, or why the means of so indicating this to them has a slang nomenclature that implies you are offhandedly tossing a canary, cardinal, or blue jay to them is considered an expression of disdain? And don't you find contemporary expressions more fun when you know something about them?

Well, here's today's subject: The antecedents of the following

On the Net...

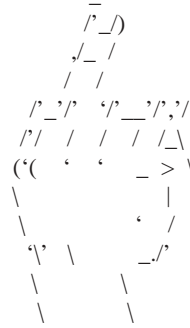
Have you found a neat location on the Internet? Send the URL in with a brief description of what it's about to the editor and we'll post it here for the benefit of your fellow riders...

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.

Listing of great riding roads, etc. <http://www.motorcycleroads.us/> . This site contains a listing of great riding roads by state and locale as submitted by fellow riders from around the country. Roads are classified too, for their twistyness and/or curvyness, and lengths of the roads are given. Site found by Frank Beatrous (4-Winds excellent and explorative WebMaster).

(somewhence appropriate) digital expression of disdain, disparagement, or disgust.



Before the Battle of Agincourt in 1415, the French, anticipating victory over the English, proposed to cut the middle finger off all captured English soldiers.

The French were convinced that without their middle fingers it would be impossible for them ever to draw the renowned and dreaded English longbow again. These English soldiers would, therefore, be incapable of fighting in the future.

This famous weapon was fashioned from the native English Yew tree and the act of drawing or being about to draw the longbow was known as "plucking the yew" (or as "going to pluck yew") [perhaps in consequence of the similarity of the twang of a "plucked" longbowstring to that of a forcefully plucked Lute string].

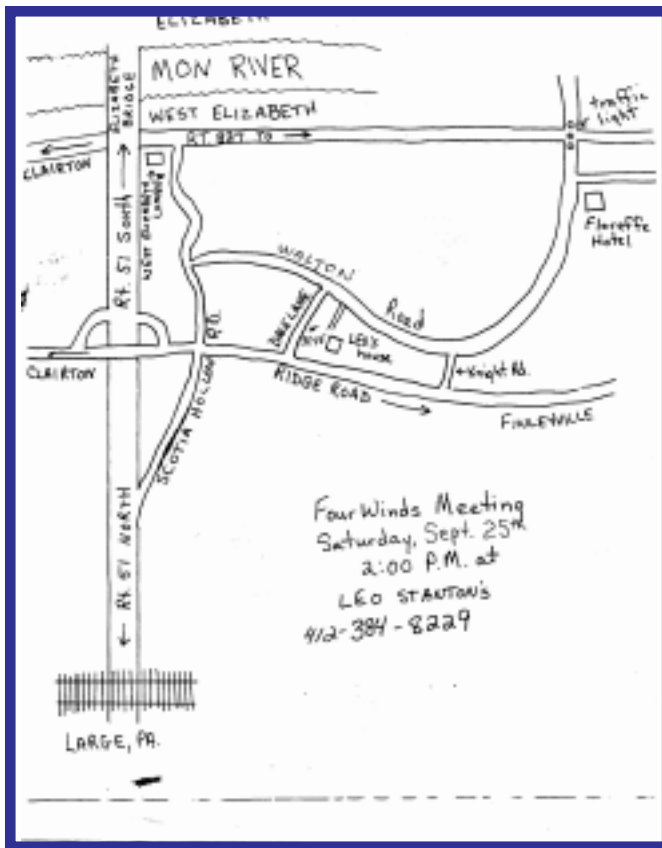
Much to the bewilderment of the French, however, at Agincourt the English won a major upset and began mocking the French by waving their middle fingers at the defeated French, saying, "See, we can still pluck yew! "PLUCK YEW!" Over time, since 'pluck yew' is rather difficult to say, the problematic consonant cluster at the beginning has gradually changed to a labiodental fricative, 'F,' and thus the words often used in conjunction with the derogatory one-finger-salute became mistakenly thought to have something to do with an intimate encounter as expressed in Anglo-Saxon terminology.

It is also because of the pheasant feathers on the arrows used with the longbow that the symbolic gesture, originally related to firing an arrow, is vernacularly known as "flipping the bird,"

And here yew thought yew knew everything.

THE SPHERE

Editor's Note: Although The Sphere cited no sources dated near 1415 as documentation for this information, his 'Company' is generally known for accuracy. Nonetheless, use the symbol with caution!



MAP TO LEO'S

FOR THE SEPTEMBER 25TH MEETING.

Note that on this map North (and Pittsburgh) is at the bottom and South at the top. If you use the map in a tank bag map pocket, you'll be riding 'up' the map as you go south on Rte 51. So have fun on 51! See you at the meeting!

MATHILDE'S MARVELOUS MUNCHIES

(Mathilde Halaja's Cookies - as sampled, found delicious, and hankered after at the July Meeting at Syphan's—Testimonial: They warm the soul after riding in cold rain, too!)

Ingredients:

- 1 box Keebler Graham Crackers (this brand seems to break more evenly than other brands)
- 2 sticks butter
- 1/2 cup sugar
- 1 tsp. vanilla
- 1 cup chopped pecans
- melted chocolate morsels

Directions:

Break graham crackers into single crackers. Lay crackers side by side on cookie sheet (approximately 40 crackers). Melt butter & sugar & boil for 2 minutes. Add vanilla & chopped pecans. Pour over graham crackers. Bake @ 350 degrees for 10 minutes. Cool one minute & remove from cookie sheet. Let cool & ice with melted chocolate.

(Then watch 'em disappear!)



FOR SALE

2000 R1100RT with all the trimmings - Excellent Sport-Tourer, just broken in. Miles:15,000; Includes system cases, new rear brake pads and tire, plus safety features: driving lights, running lights, Hyper-Lites (super bright red LED additional tail lights that blink when you put on your brakes). Included: 1 year old Odyssey battery. Well cared for. Color: Red. Asking \$10,200. Jim Dotson: 724-468-0207.

Better than Thermarest mattress - Brand new (in package) self inflating, cross-cored foam Thermarest-type mattress made by Pacific Outdoor Equipment. Two solid brass valves, DWR water & stain repellent coating, anti-fungal treatment, repair kit, lifetime warranty, carrying sack. The thickest (4"), warmest one ever made. See more at this link: <http://www.pacoutdoor.com/index.cfm?action=product&productID=14&groupID=6&familyID=1>. This one is 25"x78"x4" and rolls up to 8"x26", weight 7 lb. 8 oz., insulating R-value 11.5. Currently, their retail is \$110 for one that is 3/4" thinner. (The thickest ones Thermarest brand makes are 3" for \$200 and 2" for \$150.) Sleep in comfort for only \$90! Tim & Dianne Pears: DTPears@earthlink.net

BMW Sport Riding Gloves Men's Sz. M/L - Leather BMW Sport Riding Gloves - approx. Men's size 8 1/2, between a Med. & Lg. Soft black leather w/5mm padding on fingers & back for protection, comfort & maximum grip. Reinforced leather index finger & textured nylon lining. Long cuff w/Velcro fastener. Like new. Can bring to rally. \$39. Tim & Dianne Pears: DTPears@earthlink.net

Corbin seat with backrest - Excellent condition leather Corbin with adjustable backrest designed for R-1100R (was used on my '97 R1100). Asking \$300 (also includes passenger retro seat) Conrad Rosetti: cgl84@comcast.net

Firstgear Speed Jacket Size Large, Brand New - Never Worn - Water-resistant 450 denier Hypertex. Competition-weight leather patches at shoulders/elbows with SafeStitch™ construction. Fully-sleeved removable liner w/patented Thermoneck™, removable Temperfoam™ armor in shoulders/elbows with EVA foam backpad, 2-port zipper-controlled torso vent, sleeve vents and zipper adjustable back vent. Color: yellow/black/white. \$75.00 Firm. Kevin Hart: Email me for photos or questions, kevin.hart@msanet.com

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.



THE HART'S AND HEARTS CONTENT

Kevin and Shirley Hart

So what to do when it's 73 degrees and very low relative humidity on a July weekend here in the Burgh? Well, saddle up for a ride, what else? With nothing really planned, and the forecast looking great, Shirley (aka Shelly) and I headed North on the 25th. Having ridden several northern roads during Ranger Rick, and Syphoon rides I had no trouble putting together a route that would allow for both a leisurely pace and to return home during early evening light. The destination: Hearts Content on the western side of the Allegheny National Forest, a section of Old Growth Forest donated by the Wheeler & Dusenbury Lumber Company in the mid 1800's.

It had been a while since we headed out for a ride together without our usual gang of misfits so the quality time for just us, two up, was more than welcomed. Lightly packed with riding gear, digital camera, a map, and cold water we left Edgewood early. Riding north we took our first break in Portersville and Browns Country Kitchen on 488. Several other riders had made the same stop and the breakfast line was long but moving as I could see plenty of open tables. We had been seated and had placed our order when a gentlemen and his wife, getting up to leave, stopped over to tell us how great looking our bike is. Commenting on the seating position and rear back pad for the topcase, this guy knew by looking that many miles could be ridden before fatigue set in. How true, and he didn't have to tell us! The RT doesn't discriminate against riding distances. It never amazes me the number of people that want to stop and talk to riders. Most conversations start out with - and we've all heard them - "Some-day", "I can't get my wife talked into it", "When I retire, that's the first thing I'm gonna buy", the list goes on... It's always a nice way to start a conversation.

Kickstand up, we continued on a N by NE heading on 19, crossing over on 108 to a really great road, 173 north. This is one of those roads that stretches out but is hidden amongst plush farmland and country homes. Picking up 62 in Sandy Lake, heading east towards the Allegheny Forest, I set an easy pace and waited for Shirl to poke my ribs when she needed a break. We rolled through open and densely woodland areas to arrive at Hearts Content in the early afternoon. The roads leading in from 337 are paved but a little rough with loose stones on each side. The forest here is cut back from the road, but the high foliage and fern grow to the roads edge hiding chipmunks and groundhogs.



We parked in front of the Interpretive Trail entrance and stored our riding gear. A short walk across the parking area offers the Forest Service bulletin boards, with additional info on the area, including more experienced hiking trails. Conferring with a gentleman (a new ST1300 rider) coming out of the forest with his wife and young son who said that the Interpretive Trail offered plenty of Old Growth Trees to see, we set out on a very relaxed pace. Entering the trail head immediately sets your senses to full lock. The woodland smell of moss, trees, and earth, offers a cleansing. Birds singing and woodpeckers knocking, it's really a treasure. The singing birds were nowhere to be seen as they definitely take advantage of the high canopy offered by these magnificent White Pine, Hemlock, and Beech Trees.

The Beech, unfortunately, is suffering from white spots, called Beech Scale. Shortly, there may not be any living Beech Trees here. The trail is easy to follow but unmarked. There are several water crossings that include bridges made from old growth trees and there are never any serious elevation changes. All you need to do is just keep heading right and you will exit below the trail entrance down the hill.



Usually when riding I rush to get back on the bike and get moving, but not this time. Shirl and I spent some time relaxing under a pavilion talking and listening to nature, commenting on how it would make a great club ride and cookout destination. We both decided to keep it in mind when ideas are needed for future events. Possibly next year as the schedule is slowly winding down for 2004. We are only weeks away from the longest running Four Winds BMW Rally at Redbank Valley. Another great opportunity to get out and enjoy nature, riding, and most of all Friends, one of whom we will be missing shortly as a

change in job location takes him to Tennessee, leaving behind his wife to see their youngest daughter off to art school and manage home affairs from this end. It's all going to work out though as we will have first hand reports of motorcycle riding in Tennessee and



someone from the club to meet up with when we are down that way. Prepare yourself for J&N Maps of Memphis.

Shirley's only comment on the way home was that I had a rocket up my @ss. I tend to wick things up a bit when I'm "heading home." I don't know why. Maybe it's from riding with my two IB partners? I'm in no mood to stop or be bothered with things that on the way "out" I would have an interest for. Not the way "in" - as on the way home if you catch my surge, would. Those interests are for another ride! A southern route was as easy to prepare as the northern route. Try 308 sometime, it's another road that moves through beautiful Western Pa farmland with little traffic and lots of pastures.

Shirley's only comment on the way home was that I had a rocket up my @ss. I tend to wick things up a bit when I'm "heading home." I don't know why. Maybe it's from riding with my two IB partners? I'm in no mood to stop or be bothered with things that on the way "out" I would have an interest for. But not on the way "in" - as "on the way home," if you catch my meaning. Those interests are for another ride! A southern route would be as easy to prepare as the northern route. Maybe we'll try 308 sometime; it's another road that moves through beautiful Western Pa farmland with little traffic and lots of pastures.

For more info:
Allegheny National Forest
222 Liberty Street
PO Box 847
Warren, Pa 16365
814.723.5150
<http://www.fs.fed.us/r9/allegheny>

KEVIN & SHIRLEY HART



SUNNY SOMERSET BRIDGE ROLL

Ralph Meyer

Calories: c: 2500, Camraderie: Massive Amounts

Time to Prepare: c. 7-8 hours counting mastication of foodstuffs

Ingredients:

4 Riders (Sonny Robison, Walt Halaja, Joe Raison, Ralph Meyer)
Helmets & Riding togs to taste
1-R1200C
1-R100GS
2-R1150RTs
1 set-King's Restaurant breakfast ingredients including eggs, pancakes, toast, sausages, and various liquids
1 set-Wendy's Restaurant lunch ingredients including: hamburgers, potatoes cut in long strips, fried, salted, & ketchuped
1-Clear Sky
1-Sun
15-20 bits of Cloud
Large Sprinkle of Western Pa Back Roads
1 camera with tripod
handful of maps
Several dashes of GPS units
2 medium sized Covered Bridges

Directions:

Prepare Roll by bringing R-ingredients and Riders to King's and incorporate breakfast ingredients in riders. Allow riders to discuss and kid each other about various topics including where to take R-ingredients after breakfast ingredients have been incorporated. Determine destinations via well stirred and folded maps. Add Helmets and Riding togs. Start R-ingredients' motors. Start GPS units. Add map(s). Roll out all ingredients on byways under direction of chef d'voyagé Robison.

Roll out as follows:

North on 286 to Rt on Saltsburg Rd. Continue past 66 and Mamont onto 286 to South on 981. Cross 119 to Lt. on Derry St/Keystone Park Rd/Manito (SR1018). At New Derry, turn Rt. on 982, and follow 982 through Baggaley, etc. to Lt. on 130. Continue SE on 130. While on 130 in no passing zone, give well-deserved and extremely appropriate high-sign to dangerous totally impatient jerk trying to pass 4 bikes and a car all doing at least 50 on a double lined small straight section before a blind curve around which a car came forcing said jerk to jam the lead and second Jerk know via afore-proper hand and findimbulk act he had ter he took off in an-continue on 130 and Turn Rt. off 711 onto Rd, continuing tion onto 381 Where 381 makes curve Left, do not straight ahead on the



himself between rider. After letting mentioned approper signal what a just performed, af-other direction, turn Lt. onto 711. Darlington-Rector straight at the junct-through Rector. about a 90 degree turn, but go blacktop road with the white fence alongside it and ask the pretty girl getting into her pickup truck at the white barn on the left if there is a Covered Bridge in the area. Turn around, following her directions, and make a Lt.

onto the well packed dirt road that was just passed (Fish Hatch(ery?) Rd. Continue rolling out Fish Hatch Rd to the Naugle Covered Bridge on your right. Unslung camera and tripod, and take pictures of the bridge with all the riders using camera's timer



The dirt road being dusty, take picture of Joe performing wash job on GS by riding it through stream's ford alongside bridge. Urea being said to be beneficial to plants, water trees if necessary. Return back Fish Hatch Rd. to Rt. on 381 North to intersection with US30. After Joe heads back 30 for Pittsburgh, turn Rt on 30, and about a mile or so farther, turn Lt. on 428 (Mill St.). Turn Rt. at the 'T' onto 271 heading East. Turn Rt. on North Fork Rd, continuing straight onto Saylor School Rd. Turn Lt. onto 985. Turn Rt. on Covered Bridge Rd to the Shaffer Covered Bridge, perhaps 50 yards or so over the stream. Ride through the Bridge and park the bikes. Unslung camera and tripod. Take pictures of bridge, riders, and environs. Water trees. Turn bikes around. Ride back through bridge



and turn Rt. on 985. Continue onto 403 at Johnstown. Honor Framers of the U.S. Constitution and Fine Presidents by continuing onto Franklin St. then turning Rt. onto Washington St. then Rt. onto Clinton St./271. Continue to follow 271 South out of town to 711. On the course along 271 and 711, pass through Waterford, Oak Grove, and Ligonier, observing closely the fauna associated with various crowded Firemen's Festivals and Carnivals in full swing along the route. Upon arrival at US30, turn Rt. and Head for Pittsburgh. Upon approaching within 1/2 mile of Arnold Palmer Regional Airport on the left, turn in at the Wendy's on right and add Wendy's ingredients to riders. When ingredients are fully incorporated, return to US30 and continue toward Pittsburgh. Leave Walt at Georges Station Rd. to continue on US30 and on to home, and turn Rt. on Georges Station Rd., Rt. on Luxor Rd., and Lt. on Cameo Ln. to Rt. on US119 N. Turn Lt. at US22 (Wm. Penn Hwy.) and continue West to continue straight onto Old Wm. Penn Hwy. about a mile and a half before 66. Follow Old Wm. Penn to Rt. on 66. Continue to get your kicks on Rte 66 N to Lt. onto 366. At Rte. 380, have Ralph split off to continue on 366 to New Kensington and the Orange Belt to Bakerstown and home, while Sonny heads down 380 to Monroeville and Home. All Tasters' Note: This mixture of excellent ingredients makes for a much to be recommended high quality product. I.e., Tryit...Choolykit!

Ride Statistics:
 Total Miles (home to home): 196
 Overall average speed (incl. stopped time): 29.6 mph.
 Total Moving Time: 4:58 (Includes countless curves, switchbacks, ups, downs, arounds, hills, valleys, and vistas.)
 Total Stopped Time: 3:07 (Includes incorporation of visual and edible ingredients)



RALPH



**SPECIAL THANKS
To**



Safety Equipment for the Redbank Valley
 Community Park Project donated by
 Mine Safety Appliances Company
 John Quinn, Consumer Products
 Pittsburgh, Pa

1-888-MSA-HOW2
 (1-888-672-4692)

(Editor's note: Thanks to Kevin Hart for the 'Work Order' describing the upgrading of the Redbank Valley Park Rally site, and to the 'supervisors' and 'personnel' involved whose hard work has made the place even nicer!)





REDBANK VALLEY MUNICIPAL PARK
WORK ORDER # 00003 DATE: 8/4 – 8/8/2004
LOWER BATH HOUSE PROJECT UPDATE

Supervisors: Fred Maskrey, Lance Hough

Personnel: Dan Weaver, Tom Primke, Tim Pears, Jim Linneman, Kevin Hart

Inspectors: Jurgen Brune, Rick Gzesh

Material Required: Muratic Acid, Metal Crete, Epoxy Paint (Grey), 9" Rollers, Paint Rollers (Rough Surface), 1" & 2" Brushes, Paint Pans, Pan Liners, Rags, Paper Tape

Purpose: Uneven shower floors cause entire bath house area to flood. Apply Mete Crete to shower stalls and level so water remains and drains in shower area. Paint remaining floor with non slip epoxy paint.

Project Status: Complete.



Lower Bath House



Men's Area



Women's Area



RALLY, RALLY, RALLY!



A BIG THANKS FROM THE 2004 RALLY CHAIRMAN

Tom Primke

A truly memorable rally weekend with an extra generous amount of precipitation lies behind us.

If I haven't done it already I want to thank again all the volunteers who helped to keep the rally afloat: Jim Linneman for managing registration and keeping the registration tent from flying away, Shirley Hart for heading up T-shirt sales, Leo Stanton for ensuring our security, Nancy and Sean Barrett for cleaning up after us and Scott Bassin for soliciting door prizes. Thanks also to "Ranger Rick" Ô Gzesh for planning and leading the GS ride, to Ed Syphan for leading the scenic tour ride and to Jürgen Brune for putting a lot of time and effort into developing the RAT ride. Jürgen, I propose that we save your RAT ride for next year and offer it again at the 2005 rally. Thanks to Don Poremski for coordinating the Indoor-events. Thank you to Al Vangura and Gary Smith for doing the Oilhead engine disassembly tech session, to Scooter for the presentation about fuel injection systems and to Sean Barrett for demonstrating how to plug tires. Thanks to Lance Hough for showing bad biker movies – an event that every rally with foul weather should offer. A special thanks to Fred Maskrey and Bob Stuckert who were always available with advice when the rally chairman was about to drop the ball or had no clue what needed to be done; to Dan Weaver who never needed to be asked twice when help was required anywhere; to John and Joanne Barr for helping with numerous tasks, such as moving the rally trailer, putting up and taking down rally signs, getting the flat trailer tire fixed and rearranging and cleaning the dinner tables; to Larry and Rob Berner for helping Scott to coordinate the door prizes drawing; to Holly Marcheck for paying the bills and keeping the rally finances under control; to Jeff Dunkle for arranging for firewood; and to Tim and Diane Pears for assisting with various tasks including clean & tidy. Diane, I am confident that some day I will figure out how to use that two-way radio. I am sure the list is incomplete and I ask all helpers that I forgot to include for forgiveness.

Last but not least I want to thank Justin Clouse and the Redbank Park commission for inviting us back to Redbank and letting us use practically all the Park Facilities, including the "animal" shelters for toughing out the storms Friday night. I am sure that there aren't too many rally sites that can offer shelters to so many campers as ours.

It appears that two rally guests had family emergencies while at our rally. When I returned home from the rally on Sunday afternoon I

found two voice-mail messages from relatives who had unsuccessfully tried to contact them. Unfortunately I had missed posting the park office phone number or another emergency contact phone number on any of the rally flyers and the rally web page. Here is definitely an improvement opportunity for the next rally.

Another guest who had ridden two-up more than 360 miles from New York state to our rally informed me that we probably awarded the "Long Distance Couple" award to the wrong people, i.e. Bob and his daughter Kayla who had only ridden ~170 miles to Redbank. I have no idea how we got this wrong but there is a good chance that his form became illegible due to water damage or was entirely lost.

Very shortly we will know how we fared financially. After the situation looked quite desperate Friday night it seems that we were able to drag ourselves out of the financial hole by selling a lot of day passes on Saturday. It should be mentioned that Scott from M&S Meats generously agreed to split the difference between the actual number of meals served and the guaranteed minimum of 275, which lowered our loss by a couple of hundred dollars. Thank you Scott!

A full financial report will be given at the September meeting at Leo's.

TOM

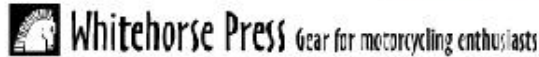
AND A BIG THANKS TO OUR 2004 RALLY CHAIRMAN, TOM PRIMKE!

Tom, from all of us who attended the rally... a great big thanks for all the fine work and the many hours behind the scenes, the coordination, the lining up of events and people, and all the nitty gritty details that none of us see but that are the 'high-tech oil' that made things run so smoothly. Just seeing you flash by on that 1 manpower superbike gave all of us that sense of security that said, "Things're just gonna go grrrrreat!" A big Three Cheers for you!

ALL OF US BEEMARLYONDAKAWASUZI RIDERS

MANY THANKS TO ALL OUR

2004 Winds Sponsors 38th Annual Rally



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ALLYN AIR CYCLE PRODUCTS



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YOU HELPED PUT THE RAH! IN OUR RALLY!

RALLY REGISTRATION THANKS

Jim Linneman

I would like to thank all of the members who assisted in registering the almost 300 people who attended our rally this year. Everyone did a great job and you made my job as chairman very easy.

Thanks go to: Tom Primke, Ralph Meyer, Rob Berner, Larry Berner, Scott Bassin, Jim Duggan, Jeff Dunkle, Tim Peras, Diane Pears, Conrad Rossetti, Nancy Barrett, Sean Barrett, Trick Barrett, Kay Smith, and Holly Marcheck.

Also thanks to Kevin Hart, Shirley Hart, and Tom Primke for assembling the registration packets.

And special thanks to Laurel Highland club members Jason Kaplitz, George Blackham, and Rick Povich who volunteered to assist our club.

As those who attended the rally Friday night know, we had a spot of weather come through Redbank about 6 PM. Special recognition goes to my wife Nicky, Tom Primke, and Matt Maskrey for helping me save the registration tent and materials during the storm.

JIM



3RD ANNUAL GS ADVENTURE RIDE FOUR WINDS BMW RIDERS RALLY IN THE VALLEY 2004

"Ranger Rick" Gzesh

I really do enjoy planning out and leading the GS Adventure Ride that has become an annual event at our club rally. This year was not to be an exception!

So, what goes into the planning of a GS Adventure Ride? It can't be that hard! After all, all you are doing is riding, right? Well, let me tell you!

I actually start the planning of the next year's ride during the current year's one. I am always on the lookout for an interesting destination or road to lead our fearless GS riders to. I mentally file those away to explore on a later date. Last year I saw a sign that pointed to the Hearts Content area of the Allegheny National Forest, an area with a stand of virgin timber. I thought that might be an interesting destination.

During the two to three months preceding the rally, I make several trips up to the general area to scout out some roads, both of the asphalt and dirt/gravel variety. For this year's ride I also found that Hearts Content area and discovered that not only did it have a fascinating Educational Nature Trail, but it also had picnic pavilions which gave me the brainstorm to also make this year's ride a "picnic ride".

Being that my idea of a GS Adventure Ride, is NOT a "GS Challenge Ride," I try to make sure that all of the roads, whether they be dirt, gravel, or even asphalt, are easily traversed, even by novice riders. I take notes along the way as I explore roads and where they go. I study maps to put together a logical route that will not only get us to our destination, but offer some cool roads in the process.

For this year's ride I made three trips to the area, each time making decisions as to which roads stay and which ones go. Then I make one final trip about a week or two before the rally. This one is a "test run". I start out at our rally site, zero out the odometer, and run the route exactly as I will at the rally, jotting down the mileages

for every turn along with its name, if there is one. I also make note of anything out of the ordinary that I want my GS Riders to be aware of, such as steep ascents or descents on dirt and gravel roads, or a particularly muddy section of a forest road. I then go home and type up the route, mileages, and directions, making sure that the list will fit cleanly into a tank bag map window. That will be given to each and every GS Rider so no one gets lost. No one ever has! I also take the time to design and print up posters and flyers at my own expense for the rally registration tent.

Yes this is a lot of work. And yes I do get to ride, but I am locked into the destination. I have to make frequent stops to take notes. I am constantly turning around on dead ends. I even miss other rides that are called as I have to get back up to the forest to finish planning my ride! ...Well, somebody has to do it, and it might as well be me as I love to ride and explore these kinds of roads!

As the days lead up to our rally, I always get excited about the rally and my ride in particular. I feel like a little kid all nervous with the anticipation of going to Disney World. I really want my ride to go off without a hitch and to be a success. ...To show our GS rally guests a good time that they won't soon forget.

Even with all of that planning, the one thing I cannot control is Mother Nature! For those of you who had the miserable misfortune to have been at our rally on Friday evening, you know that ole Mom Nature threw a big bad tantrum! She dumped an amazing amount of rain over the area as well as high winds. When I finally crawled into my tent with my girlfriend Cheri (no longer a rally virgin!) I prayed for my tent to hold in order to give us a dry night's sleep. I was also concerned that my ride would even get started the next morning.

Saturday morning came, and though it was still drizzling, the worst was over. The forecast was for clearing skies. Maybe we would still be able to get this year's ride off. At the meeting area four bikes showed up. Not as many as I would have liked, but better than no bikes showing up at all. I figured that these were hardy souls, and that these guys deserved a good ride! And I was going to give it to them!

The first step was to get everyone up to the Sheetz in Brookville where we could fuel up and buy sandwiches and drinks for the picnic lunch at Hearts Content. The riders meeting followed which gave me a chance to meet this year's crew. First up was John from Akron on a beautifully restored '57 (?) R60 with sidecar. I asked him if he knew that he was going on a GS ride, and he assured me he did! Next, were the two Father & Son teams of Rich and Nicky from Washington, PA on a black & gold GS Adventurer and John and Steve from Lockhaven on a black R1150 GS. Finally we had our own Dan Weaver on his gold R1150 GS whom I recruited to run sweep for me. Except for Dan, all were non-members attending our rally for the 1st time. Myself, I was on my shiny new black R1150 GS. After the brief riders' meeting, I discussed with everyone my concerns that the previous two night's heavy rain might have made a mess of things, especially on the dirt forest roads, and gave them an option of sticking to gnarly asphalt roads instead. As a group we decided to try the first dirt road (just a couple of miles away) and bail to the asphalt if conditions were deplorable. With that settled, off we rode without a raindrop in sight!

We were pleasantly surprised to find that that first dirt road was in decent shape. When I got the thumbs up from everyone, we continued on the original route, winding up through Clear Creek State Forest and into the Allegheny National Forest on alternating dirt, gravel, and asphalt roads, making our way up to the Hearts Content Recreation Area.

We arrived at 12:30, right on schedule. After our picnic lunch

we hiked part of the educational nature trail. At different points of interest there were signs, telling you about the trees that have been standing there for hundreds of years. Everyone was in awe of these majestic timbers. You could also see from a few fallen ones, the destruction that occurs when one of these gentle giants gets blown over in a bad storm. Trust me; you don't want to be anywhere near there when that happens!

Before suiting up to prepare for the journey back to our rally, I put forth the proposition that we veer off the prepared route, so that we could swing by Buff's Old Fashioned Ice Cream Parlor in Brookville. That was to be the destination of my Friday night's Ice Cream Ride, before Mother Nature threw her tantrum causing that ride to be cancelled. I could see by the smiles that formed on the faces of all of the boys, both young and old, that Buff's was where they wanted to go!

We followed the original route through the forest to Marienville; where we stopped briefly for gas, and then I led them on an impromptu ride down to Brookville and, of course, Buff's! For being such good sports, and not letting a little (ok, a lot) of rain cancel our ride, I felt compelled to treat my comrades to anything they wanted. Several milkshakes and a couple of cones later, I led my troops back to the campground following the cancelled ice cream ride's route in reverse.

I am already thinking about next years ride. What can I do to make it more accessible to our rally guests? It was suggested that I cut back the time, but I need that time to get to the good roads. Another suggestion was to offer two parts, one in the morning and one in the afternoon. I tried a variation on that last year, and only one additional person joined us for the afternoon ride, and no one left. Then, as I was packing to leave on Sunday, Dan Weaver and I were discussing the GS ride and he came up with an innovative solution as well as a way to possibly increase attendance for the ride. He noted that many GS owners have never taken their steeds onto dirt and gravel roads, and might be hesitant to join an all day 160 mile GS ride. He suggested that I do a shorter 50 mile morning loop on easier roads, kind of an "Introduction to GS Riding", and then do a longer 100 mile more difficult ride in the afternoon. Those attending the morning session would then be invited to join us for the afternoon session if they feel up to it.

I think that is an excellent idea. I am already thinking in my head what that introduction route should be! Where are my maps anyway? I got work to do! Oh, and Dan, for coming up with such a grand idea, I appoint you my co-leader! See you all next year!

RICK



RA RALLY PARTY!

Dan & Margaret Weaver

Dan & Margaret Weaver would like to invite all Four Winds riders & friends to a welcome party during the RA Rally at Cannaan Valley WV, Friday, September 17th @ 6pm till ?

Call Dan & Margaret for details at 724-942-1357

We also would like to share an excursion to the Dolly Sods Wilderness that same morning, Friday the 17th at 9am. This ride will include a light lunch at Seneca Rocks. It will also cover 20 miles of loose gravel road. We will meet at the Cannaan Valley Nature Center at 9am. Call for details. PS-For anyone concerned about the gravel road, Margaret highly recommends it & can't wait to do it again!

OCTOBER PANCAKE RIDE!

Buckwheat Pancake Breakfast ride to Kingwood WV, Saturday, October 2nd. Meet at C&K Diner on Rt 51 (1 mile N of Perryopolis) at 9am. Enjoy all you can eat buckwheat pancakes (Fair atmosphere), infamous parade. So far, Leo is the record holder of the most pancakes eaten in one sitting! Return route will include Rt 50E towards Mt Storm. Casual pace, great for leaf peeping. Call Dan or Margaret 724-942-1357

DAN & MARGARET



RA RALLY VOLUNTEER REQUEST

Hey All, Anyone interested in volunteering at the RA this year should know the categories from which to choose. They are:

Black Eagle Shop(BES) - is the RA merchandise store. Will be selling the Rally Shirt, and giving the rally pin out to rally goers in addition to selling RA merchandise and memberships. Three hour volunteer blocks from 9 am to 6 pm.

Security(Hospitality) - will provide some semblance of control to rally central. Check wrist bands to ensure only rally goers get into rally central. Others will be mobile to provide assistance as needed throughout the resort area. Four hour blocks including midnight to 4am and 4 am to 8 am.

Registration - Will register rally goers, provide information and coordinate the camping area. Four hour blocks from 8 am to 8 pm.

To volunteer, please contact:

Me -- Lance Hough, as I am coordinating our 4-Winds volunteers with the RA

Phone: 412-741-3822

or e-mail: genaro48@comcast.net

Thanks,

LANCE



PIX FROM YESTERYEAR'S TRACK DAY... WHET YER WHISTLE!



Track Day!

Sponsored by [BMW Motorcycles of Pittsburgh](#) and BeaveRun Motorsports Complex

Bring your bike to BeaveRun on **Wednesday, September 22nd** for a fun day of instruction and track riding! **ALL** types **AND** makes are welcome!

For more details, safety requirements, and directions please contact [BMW Motorcycles of Pittsburgh](#) at 724-934-4269!



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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.

SEPT. MEETING DIRECTIONS

Saturday, Sept. 25, 2004, at Leo Stanton's, 3015 Walton Rd., Finleyville, Pa. (Ph. 412-384-8229).

From Pittsburgh: Take Rt. 51 South out of Pittsburgh. About 8 miles or so south of the south end of the Liberty Tunnels, you'll cross a railroad track and the Hwy 43/Turnpike take the Scotia Hollow Rd 'Y' to the right to Ridge Rd. Cross Ridge Rd and Turn Right onto Walton Rd (Walton dead-ends on Scotia Hollow and is the next road to the right after Ridge Rd). Leo's Driveway, #3015, is on the right on Walton, after you pass Dale Ln/Rd on the right. You can also turn right onto Ridge from Scotia Hollow instead of crossing Ridge, then left onto Dale Ln/Rd, then right onto Walton, and right into Leo's driveway.

From the South: Take Rt 51 North, cross the Monongahela River, and get off at the Ridge Rd Exit after the Mon bridge, taking Ridge Rd West toward Finleyville. Turn left onto Dale Ln/Rd, right onto Walton, and right at Leo's, #3015, into his driveway.