

OCTOBER



2004

MOA # 6

www.4windsbmw.org

RA # 76

PRESIDENT'S LETTER

2005 Board Nominations

Okay everyone, be there or you are fair game in this bid for nominating officers for the 2005 board.

Yes, we will nominate you if you aren't there to defend yourself. Seriously though, we have a few names that we are putting in the hat, and one of them might be yours. There is only one way to find out what we have been up to, and that is to come to the meeting at Leo's this Saturday, September 25th, with actual meeting starting at about 2:30 PM. See you on your favorite ride, and get ready for your nomination!

Survivors

Everyone please remember to give a shout to members Frank Beatrous and George Mastovich who suffered motorcycle related injuries during the RA rally. From all reports they seem to be okay, and for this we can all be very thankful.

Be careful on the road, and see you at the meeting!



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

BOARD OF DIRECTORS 2004

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412-257-4185
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412-731-4020
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Director – Kevin Hart
kevin.hart@msanet.com

LANCE

PS, I want to apologize for not including Tom Primke as an active and important participant at the Redbank Renovation in my last Presidents message. He was in my visualizations but never made it onto the page in that context.



Experimental miniature 1 Pferdstarke BMW (from Sonny Robison... seen near the Nürnbergring perhaps?)

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OCTOBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Saturday, October 16, 2004 at Heritage BMW-Aprilia, 1661 5th Ave., McKeesport, from 2–5PM. Meal at 3PM. Cost is \$5 / person. See the back page for directions to the meeting. See you there!

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., Oct. Meeting: Oct. 16; **Nov. issue deadline: Wed., Oct. 20th**). Articles/Info rec'd after deadline 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
6056 Meadow Lane
Bakerstown, PA 15007-9720

Submission formats:

Articles: Send as plain text with headings and hgd 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.

October 16 — Heritage BMW - Aprilia, 1661 5th Ave, Mckeessport, PA

November 20 — Parkway Tavern Ristorante, 312 Center Rd., Monroeville, PA

December — No Regular Club Meeting

January'05 — Club Banquet at The Priory, Pressley St. Pittsburgh, PA

2004-2005 SHACK SCHEDULE

The Shack season traditionally starts in October. However, no information on the schedule was forthcoming for the newsletter by deadline time, so please see the web site for October Shack information. In September, Paul Cronin was looking for a volunteer Shack coordinator, hosts, and suggestions for activities. Contact Paul if you have ideas.

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 — October:

Oct 3 — *North* at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

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

Oct 17 — *South* at Bernie's Restaurant, Rt 51, 10:00 AM

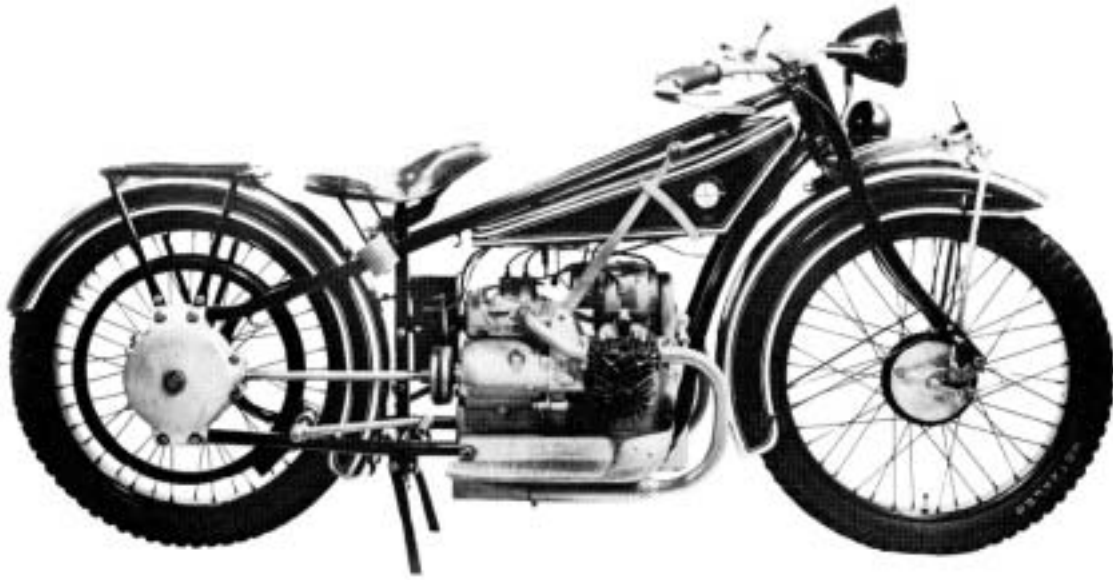
Oct 23 — *East* at King's, Rt 286 & Presque Isle Dr., 9:00 AM

If you're going to a breakfast ride, you might want to notify others:

It's not necessary, but it'd be nice to let others know you're going to a particular Breakfast Ride by putting a notice on the 4-Winds Site Message Board's Breakfast Ride section saying so. That'll help save a rider from discovering too late that no one else is going that day. The Breakfast Ride's URL is: <http://www.4windsbmw.org/forum/viewforum.php?f=9>. Be sure to erase your post after the ride so the board doesn't get cluttered.



Whazzit??? Note the fine contemporaneous belt drive!



Man, wouldn't you love one of these?

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.

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 repellant 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: clgl84@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

Kawasaki Ninja 250 Yosh Pipe, Jet Kit, K&N. Sounds like a cool little track bike with about 9 ponies above stock, nearly new tires, repair manual, owners manual, extra fender, windshield, matching helmet and gloves (womens medium). 5700 miles, very pretty and very rare Pearl White and Red. Was asking 50,000 dollars, but have reduced to price to \$1995 or best offer. Sweet little bike for the beginner or smaller of stature - Not you Kevin Hart. You would make it look like a pocket bike! Call Lance at 412-741-3822

2004 4winds

38th Annual Rally

AUGUST 20-22, 2004



Redbank Valley Park
New Bethlehem, PA

BACK VIEW OF T-SHIRT !

RALLY T-SHIRTS

If you didn't get one there is still time. Contact Shirley Hart or any Board Member to place an order. First come, first served.

The following sizes and colors are available in Short Sleeve ONLY:

Small Ash SOLD OUT	Small White SOLD OUT
Medium Ash SOLD OUT	Medium White SOLD OUT
Large Ash	Large White
Extra Large Ash SOLD OUT	Extra Large White
2X Large Ash SOLD OUT	2X Large White.

Pricing: S, M, L, and XL \$15.00 2XL \$17.00

I would like to thank the following ladies for helping me with the 2004 Rally T-Shirt Sales:

Nancy Barrett, Laverne Darabant, Nicky Linneman, Holly Marchek, Lois Marini, and Kay Smith.

SHIRLEY HART



COMMON TOOLS AND THEIR USES

by Helen Wolfe

(The following very informative article was found and sent to me by **Ted Sohler**. Upon digesting it, it became clear that the absolute accuracy of Helen's descriptions of these tools would be most helpful and enlightening, especially to neophytes and others who have as

yet had little or no experience wrenching on their bikes or other mechanical objects with any of these items sufficiently to discover their real value and purpose--Editor).

"Recently sent to us by Helen Wolfe who seems to have an amazing amount of insight into the bikernet garage, even though she has yet to be let in the door....."

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jacks.

ELECTRIC HAND DRILL: Normally used for spinning steel pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just outside the exact point where the brake line that goes to the rear wheel runs.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle; It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Also used to round off bolt heads. If nothing else is available, they can as well be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16" or 1/2" socket you've been searching for for the last 15 minutes.

DRILL PRESS: A tall, upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouc...".

HYDRAULIC FLOOR JACK: Used for lowering a motorcycle to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front fender.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a motorcycle upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A Stroboscopic instrument for illuminating grease buildup.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 X 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under motorcycles at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone in Sindelfingen, and rounds them off.

PRY BAR: A tool used to crumple the expensive metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short."

HELEN WOLFE -- VIA TED



8/28/2004 EAST BREAKFAST RIDE

Ralph Meyer

Saturday dawned nice and clear, but a check of a little program called "Weather Watcher" on the computer indicated that it probably wouldn't stay that way. But the 4 Winds folks who generally attend the East Breakfast Ride share a lot of good comradery and even when there is little reason to ride, such as was the case last winter once, when we all showed up in cages, we still have lots of fun, so despite dire predictions of thunderstorm weather that belied the early sunny skies, on went the riding togs, gloves, and helmet, and out rolled the RT around 8 headed for the Orange Belt, New Kensington, Sardis Road, 286S and the eventual King's watering hole, egg and pancakeoria where the ride aficionados gather. At a few minutes after 9, the five bikes of Tom Primke, John and Joann Barr, Sonny

Robison and myself were duly parked in the King's lot, and we went in to enjoy the usual non-dietary King's breakfast fit for a hearty farmer intending to work it off putting up hay all day. After that fine breakfast punctuated nicely with plaudits to Tom for the great rally work, and a rehash of good times there and elsewhere, we headed out again into the yet sunny world. Tom's bike was in need of a state inspection, for which he had an appointment at Heritage BMW later that morning, and John and Joann had some 'Honeydo' chores and other things at home to take care of, so that left just Cap'n Sonny Robison and I to roll around heavenly Pennsylvania back roads, if not all day, at least for awhile.

Discussing the 'for awhile' with respect to the weather reports on TV and on my computer, we both agreed we had a dry grace period that might last up to noon, or so (we hoped). Also, this was Sonny's first ride after a bout with some of the white-coats of the health persuasion, and he didn't want to go for too long a ride, quite understandably. I as well had some 'Honeydo' things awaiting at home so deciding on a morning's ride just to around noon seemed a good idea all around. We concluded that pottering about some roads a bit northwest of Kings over by Saxonburg might be nice and headed out in that direction with Sonny in the lead. We took another route (that I formerly didn't know about) from 286 back to the Orange Belt and the Orange Belt to New Kensington. The Orange Belt is always a fun ride in those parts—lots of curves and swoopers up and down and very little, if any, traffic. We crossed the river to Freeport Rd at New Kensington, heading up into Tarentum getting a nice view of the river and the industries populating its shore along there, and got a glimpse of the Gatto Cycle Shop as we turned Northwest onto Bull Creek Road. When we hit Millerstown Rd and the Red Belt we turned Left onto it and followed the 'belt,' turning North again onto Saxonburg Blvd. Aside from Freeport Road a bit in Tarentum, again, there was little traffic to contend with, and some nice country to ride through. We continued straight where Saxonburg Blvd heads Right on 228, continuing North on Victory Rd, until it dead-ended at Dinnerbell Rd. It being close to noon... well, a little after 11, actually, we hung a right on Dinnerbell and followed it into Saxonburg whence it became Main Street.

At Pittsburgh Street we turned right and pulled into the little strip mall at the end of which is located the Contrary Cafe—whose waitresses, employees, and customers are quite friendly and anything but contrary—for a hot dog with fixin's and something cool to drink. As we were getting ready to leave, the sunny day had turned deeper shades of grey, and, while watching traffic (in the form of a very large tank truck bearing down) to follow Sonny back out on Pittsburgh Street/Saxonburg Blvd, I unwittingly left the bike's front wheel drop into a deep pothole, bringing the bike to an immediate halt followed by a fallover (there was nothing but air where I needed to put my right foot to hold it up). Damn and Drat! Anyway, some nice folks at the restaurant came out and we got the bike back up 'on its feet.' Sonny by then had turned around when he hadn't seen my headlight in his rear view mirror and pulled into the CPA office's lot next to the cafe, where I'd pushed my now upright again bike. After it had been set upright onto it's side stand, it had taken some time to get its right turn signal/mirror module punched back onto its pins (it had been knocked off in the fall and looked, dangling at the end of its fishing line safety tether, like a big black and orange glass eye that had popped out and fallen from under some mean Pirate Pete's eye patch after he'd gotten whacked on the back of his head). At any rate the fall, set-up, and return of Black Magic's right 'eye' gave the thunderheads just enough time to catch up with us big time. Huge drops of very wet water (Iz dere enny uther koind, Oi ask ye???) were beginning a deafeningly drumming cascade as Sonny and I

grabbed our Frogg Togs from the bikes' system cases and hopped back under the overhanging front door roof of the CPA office next door to the cafe to put them on. We decided the better part of valor was to stand under that little roof until the rain gods slacked off. Meantime it sounded like they were having a ball bowling strikes overhead. After 10 or 15 minutes, their particular cloud enshrouded bowling alley moved on, so we dried the seats a bit and headed out in what is best described as something on the heavier side of a fair drizzle. We'd decided to call it a day, head down Saxonburg Blvd to the Red Belt where we'd split up, me back West on the Red Belt to Bakerstown and home, and Sonny back over the orange belt to Monroeville and home. Which is exactly what we did, riding through several other cloudbursts that punctuated the heavy drizzle from time to time. When I got the bike in the garage, the only things wet were my knees, shirt, and pants. The ol' Cruiserworks boots kept the footies high and dry, and, in fact, the only reason my shirt was wet instead of totally wringingly soaked and then some was that the Frogg Togs went on after it had already been nicely dampened by the rain cloud's initial onslaught. And that was the ONLY water the togs let in. For a sixty buck set of raingear, Frogg Togs are Grrrrrrreat!

So even though Sonny and I didn't completely beat the rain to the punch, we did have a great time that morning exploring a bit of roads to Saxonburg and a nice chat with the fine folks of Saxonburg's Contry Cafe. Stuff that in yer pipes, ye rain gods! Ya can't dampen the spirits o' 4-Winds riders, no matter how hard ya try! So there!



RALPH



That dang Woodpecker's gotta go!

2DAYS—2BRIDGES

Ralph Meyer

Well. Welllll... not water from a well, but the usual deluges from above. Off and on. All week. Typical Pittsburgh sort. Rain promised Monday. .4" worth Tuesday. 1" Wednesday, along with the usual weather gods bitching and gripeing and throwing electrical stuff at each other when their bowling balls upside went in the gutter with much banging and rumbling. Thursday, things began to look up: only a sprinkle or three or eight from an errant cloud or five or six. Bugger!

Friday: Bluebird day! Awesome! 68° promised. Hmmm. But garage door needs more scraping and painting, and the guys fixing the leaky basement are here. What to do? Let Rosemary give them what they need (directions to the downstairs head and the check when and if done) and Ride, or stick around and scrape and paint? Probably shouldn't go far. That puts New Bethlehem out for the day.

But Ah! There's the elusive Woolslayer I never found back in February or early March. Only thing then I found was a hole in the woods that partially revealed a snow and ice riven dirt track straight down a steep hill off Petrie Rd whose appearance was such at the time that even had I had a knobby tired GS under me it would have resulted in the same decision: "I ain't not goin' there no way!" Didn't matter that the GPS sort of said "Turn Down there" or that the Mapsource map on the computer had called the devilish looking track "Fleetwood Road," I could just see the RT going one way and me the other. Besides, I had attempted to determine the coordinates of the bridge more or less by guess and by gosh from DeLorme's gazetteer, whose information made the thing look like, maybe, it was on a dirt road, and -maybe- it was in the middle of a field. And in addition, the "Turn Down There" said to do that about 140 feet after the track, and the place it said to turn (no doubt due to my byguessing and bygoshing) was right downhill across a deep ditch into a farmer's field. I tried a couple of different ways back and forth on Petrie looking for something more substantial than that ice-covered dirt track, but finally finding nothing but driveways to mansions here and there gave up in frustration, not wanting to crash the bike on that miserable downhill track. So I turned around, went back to Zelie, and went on up to the McConnell's Mill's bridge, took photos of that one, managed to drop the bike on ice and rocks on a nasty turn by the bridge when leaving, and, not only flustered, but discombobulated, went on up, got the Banks (whew!), and decided to call it a day.

However *County Maps* said a bridge called the Woolslayer was somewhere around where I'd been the other time I'd hunted for it in early spring before giving up and going for the McConnell's Mill bridge. There also remained that elusive Covered Bridge symbol either on a dirt road or in the woods as portrayed in the *Gazetteer*, kind of dangling out there laughing at me and saying "Ha, ha, ha..."

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.

Sound Rider, <http://www.soundrider.com/>. This is a kinda neat West Coast (Seattle) Rider News et al. URL. You can see what the folks in the NW are up to. And they also have from time to time some pretty good articles on things going on in the cycling world. Kinda interesting.

Stainless Screw et al. Kits, http://stores.ebay.com/Desmoparts_W0QQQsspagenameZl2QQtZkm. Store has Stainless screw and other types of stainless kits for BMWs and other Marques. Found by Lance Wolfe who's gotten a kit for his Duc and likes them.

you ain't got me yet!" So, being a sort of 'Gnaw at it until you get it' frame of mind type person (mostly), AND (ESPECIALLY!), deciding that riding was a whole lot better than scraping paint or keeping watch over basement fixers, I decided, "Woolslayer, ready or not, here I come! Again! Doggone it!"

Therefore, punching the Woolslayer waypoint into the GPS and telling the unit to GOTO it by the shortest way possible, I headed off, up the Red Belt to Valencia Rd, onto the Mars-Valencia Rd across 228 and into Mars and up the Mars-Evans City Rd to 68 and Zelig. In Zelig I wound through a couple of back streets courtesy of the GPS's directions, and popped across 19 onto 588 and straight ahead on Chapel

where 588 turns left, and thence past Petrie, where, as before, the GPS said to turn immediately left immediately I passed the 'Y' intersection of Chapel with Petrie. Great! There was STILL nothing there but that dang field again. Downhill. Over that ditch. Shades of February or March. Damn and Blast! OK, on up Chapel to Riverview where the GPS said, "Turn around, durn ya, ya missed it. It's back there!" So, I turned around... Riverview to Second, to Celia, and Back to Chapel headed back the way I came. Maybe going the other direction would yield something. Yeah! ...Right!Nuthin'!! Well, almost Nothing. Almost at the Petrie/Chapel 'Y', on the right, was a 4 foot wide dirt track into the woods that in late winter, if wider appearing then, had been clogged with the aforementioned mud, snow, and ice in copious amounts and now was almost overgrown with bushes. It was still straight downhill, and I do mean down. Furthermore, now you wouldn't see it unless you were right in front of it. Although without snow and ice, I STILL wasn't going to go there! GPS said "Head in that direction." But 'That direction' now looked very much like a dirt track that would turn quickly into an even steeper deer track, then a squirrel path, and run straight up a tree into a knothole somewhere where there was no turning around and where you'd have to push a 600 pound bike a half-mile back up the hill. Backwards. Did I mention I wasn't going there?

All right, what to do? Head home and scrape paint? Uh-unh. The Gazetteer upon closer inspection showed that same dotted line indicating a dirt something-or-other coming in to the elusive bridge from the south off 588. Maybe that would offer a more amenable RT method of getting the by now determined rider to the supposed Woolslayer. Decision: give it a try! So, it was on down Petrie to a right onto 588. County Maps did say the bridge was in Brush Creek Park, so maybe there would be some such thing somewhere down there. There certainly wasn't any such park on Chapel or Petrie, no matter what the GPS said about turning down that dang track.



So, we began adding a few more miles (and, ha, ha, less time to scrape paint!!!) down 588, across a semi-one lane bridge. At least it was beautiful country ever since getting out in it from Zelig. And then, lo and behold, a nicely mowed spot of lawn appeared with a well-kept sign next to (amazing) a blacktop leading off to the right, which sign said, "Brush Creek Park!" The GPS, which by now had re-doozled itself, was saying "Turn Right Here, Dummy!" So, turn right I did into what proved to be a really lovely, large, if mostly uninhabited, park with many picnic areas. At its 15mph speed limit, I soon came upon an elderly couple (Rosemary always chides me when I say that... by asking me, "And what do you think you are, a spring chicken?") Pulling to a stop beside them, I flipped the helmet faceplate up and asked if there were a covered bridge anywhere around. I was glad I did. We had a nice 15-20 minute chat. Seems their sons in Florida each had a Harley and were also covered bridge hunters, the one having a whole wall in his home covered with framed pictures of the ones he'd found. They

also told me I was on the right track to the Woolslayer, and that I only had a bit farther to go to find it. Thanking them, I kept on down the park road, finally locating the bridge about a mile farther along, and maybe 3/10ths of a mile after the road became one-way to circle back on itself. Built in 1890, it had been refurbished in 1976, and is in fine shape, with a wide limestone chip walking path leading up to it.

It's quite beautiful, with random length vertical side boards, in a deeply shaded wooded setting over Brush Creek. The interior curiously enough sports a steel truss frame that supports the wood sides, roof trusses, and stringers. I don't know whether the steel truss

frame is original. It is quite possible that it is, as iron or steel bridges had become de rigueur by the 1890s when the placard at the bridge peak said it had originally been constructed and the pitting on its paint was sufficient to indicate many many coats--many more than merely since 1976, but one can tell the bridge's modern refurbishment, as the two-by roof trusses are held together with plywood plates, and the roof sheathing under the wood shingles cover-



ing the roof is plywood. Although this stuff was supposedly invented in 3500 BC by the Egyptians, who glued thin pieces of wood at cross grain to one another, it apparently didn't really come much into vogue until the 1920s when Henry Ford began using it for Model 'T' floorboards... at least according to one or another sources, and this stuff looked as though it must have been new in 1976 when the bridge was refurbished as did all the structure's two-bys (none showed adze marks from hand hewing nor even old-timey unplanned saw kerf marks-

-all were obviously modern well-planned lumber [of present ever more miniscule dimensions for the size indicated] and could have been bought at a Lowe's or Home Depot had they been around there in '76).

After having gotten several pictures, and with a great deal of satisfaction at finally having found the elusive Woolslayer, I headed back around the park's circle past many lovely well-kept picnic areas, stopped at one of the many 'used coffee shops' accompanying the picnic locations for some 'used coffee relief,' and headed home, back the way I came up 588 to Zelig, but without including the Chapel/Petrie Road futile foray route.

I'd left home a little after 9. "Black Magic" and I were in front of the 'barn door' back home about 11:30, just in time to manufacture a hamburger or something for lunch, and without any paint scraping dust to grind my teeth on. Couldn't have been a better morning! That, in my humble estimation, is the real way to take care of miserable household chores: Pick a nice day for 'em and then go ride! Yessiree! (The downside of this approach, unfortunately, is that the chores are still there staring you in the face when you get back.... I had to go scrape and paint the next day. Drat!)

Which I did. Scrape and fix and paint. Saturday I primed. Sunday I painted. Still have the porch rail to scrape, and wire brush, and paint. Fun! NOT!

Anyway, Monday was supposed to dawn bright and clear (Will miracles never cease? I shouldn't look gift horses in the mouth though, huh? After all, 3 sunny days in a row in or about Pittsburgh is nothing to sneeze at!) and so, Sunday Evening, I plotted (with Garmin's Mapsource, that is... wouldn't want the present crop of dull-witted federal politicians to nail me as subversive for 'plotting' under their so-called 'patriot act' that, abrogating civil liberties in the interest of what they've been pleased to call 'safety,' is enough of a blow against the constitutional framers' intentions in the Bill of Rights to enable one to properly label this bit of congressionally stupid misdirection the "Unpatriotic Act" [sorry guys and gals, couldn't help myself... rant #368b about the twits presently in control of the joint down there]) and downloaded a route and waypoint to the Leatherman Covered Bridge onto the GPS V.

Monday morning did indeed dawn bright and clear, and even nicer: cool! Great riding weather! Porch rail, eatcher heart out. I wuz goin' ridin'! And so I did. Hitched up me gitalong, put a water bottle in the tank bag, and m' camera, and tripod in the top case of the RT, rolled it out of the garage, hooked up the GPS, threw on the riding duds, and was off. Zipped across 910 (the Orange Belt) to I-79, slabbed down I-79 south to exit 43 & Rte 519, and thence down 519 to a left onto Rainey Rd (which was nice and dry!) to right around a sharp corner (with lots of nice squirrely gravel) onto Scott, to left at the stop sign onto Roberts and thence to a left on Leatherman Bridge Road (Note the spelling. The bridge name is Leatherman, but the road name is truly Letherman—go figure!) and lo and behold, there was the Leatherman in all its glory. There was a nice spot to park the bike even though you couldn't pull off the road, so I got the requisite pictures, and was on my way back home after pulling across the bridge and turning around in the dirt road on the other side of the bridge that sported a couple of signs: "Zebra Lover Parking Only, all others will be endangered" and "Zebra Crossing." I saw no zebras



in evidence but the RT was black (requisite color) and my helmet was white (another requisite color) so I figured it might be all right to park there at least momentarily and get the sign on a photo too. After getting a couple of photos, though, I got out of there pronto as I didn't want the RT to become one of the 'others endangered' if the owners figured a black bike and white helmet didn't count as a 'zebra.' 'Sides, it was getting on to 11:00AM and I figured on being home by lunchtime.

With that thought in mind, I set the GPS to take the fastest route home, and thus headed back West on Leatherman Bridge Rd, past Hawbottom Lane (whatever that meant... maybe one can see somebody's laughable butt back that lane? Would that be one with... Nahhhh. Let's not go there) to a right on Crescent Rd and an almost immediate right again onto US 40. Hanging a right but a little way along onto 519 (North this time), I followed that to a left onto 136, a right onto Davis School Rd, and thence to 179 North to slab back to the Wexford Exit, 910 East, and home. In time for lunch. In time to scrape some paint after all. Nuts! Ah well. At least that kind of procrastination I can recommend. But as a competent procrastinator I goofed.... Next time, I just gotta plan a longer ride. Maybe 6 hours? 8? Coupla days? Hmmmmmmm. Yeah!

Woolslayer ride stats: 08/06/04
57.3 miles
Stopped Time: 36:31
Moving Time: 1:41
OA Avg: 25.0 mph

Leatherman ride stats: 08/09/04
111 miles
Stopped Time: 32:47
Moving Time: 2:20
Max Speed: 85.1 mph (That was NOT on Leatherman Bridge Road!)
OA Avg: 38.5 mph

RALPH



AFTER RALLY DESSERT

Ralph Meyer

After enjoying the 38th 4-Winds BMW Riders' Rally at New Bethlehem's Redbank Valley Park, Walt and I, who had weathered the Friday night monsoon in our cozy camp at the Holiday Inn Express on Rt 36 in Brookville, enjoyed some good shuteye Saturday night and decided, since we were reasonably close to them, to go hunt the Jefferson and Clearfield County covered bridges after breakfast Sunday morning. Having finished off what the Holiday Inn Express was pleased to call its 'Continental Breakfast,' consisting of boiled eggs, fried bacon, toasted English muffins, bagels, orange juice, several kinds of gourmet coffee, cinnamon rolls, various cereals, etc., etc., and so forth, as the King of Siam was fond of saying (we didn't partake of Everything, just enough of the desired goodies to nicely fill the inner tank), we packed up, checked out, and headed for the Sheetz down the block at the corner of 36 and US 322 to let the RTs have a sip of their desired breakfast.

After filling the tanks and after Walt picked up some Propel to go with the ice in his hydrator bottle, we headed off East up Main Street through the quaint and historic town of Brookville. Upon arrival at Richards St. we hung a left to head up to Richardsville, close to which our information said the McCracken covered bridge was to be found. After a lovely ride North up Richards St/

Richardsville Rd (968), which provided the bikes a chance to flow around numerous curves, gentle and sharp, up and down, we turned left onto Moore Bridge Rd, went a little less than half a mile to the Wakefield springs Farm on our left, where we spied, toward the back of the main house's side yard, the McCracken covered bridge, spanning a pond fed by the outflow of the farms unique round spring house. The bridge appears now to be used as a place for sitting and listening to the spring house outflow ripple into the pond and to enjoy examining from a convenient slatted bench, the various old hand tools of which the bridge has become a delightful museum. Having gotten several pictures, we opened the writing table at the rear of the table of charges for crossing the bridge (1 cent for a person, 4 for a coach, etc.) and signed in (after chasing several spiders off the book inside and clearing away their webs.



We had stopped at the farmhouse to ask permission to examine and photograph the bridge, but noone was home—a fact that we surmised might be due to their attending services at the local white clapboard church we'd passed on the way in a mile or two back. After taking a gander at the interesting round spring house, the spring in which obviously fed the pond, we headed back for the bikes, commenting to one another about the care and upkeep that had been lavished on the farm and its buildings, fences, and accoutrements. Wakefield Farm was indeed a most beautiful place, and the bridge was in fine repair.

Firing up the bikes, we returned to Brookville via the route we'd traveled to get there, this time heading West when we reached Main Street, and hanging a left South onto 36 at White Street to see if we could find the Dr. McCauley Bridge some few miles south outside Punxsutawney. Walt had said he wanted to find some pine incense that smelled neat that he couldn't locate in Pittsburgh, and, if we spied a gift shop or somewhere else that might have it, he wanted to stop. We passed what looked like a furniture outlet, but which Walt noticed indicated it was a gift shop, so, after several beepings of the horn, he got me to stop, and we turned around and headed back to the shop. It was really worth a



stop as they had all sorts of things from out and indoor country furniture to numerous rustic knick-knacks and goodies. Walt found his incense in the candle shop and cleaned the place out of it (they only

had 2 or 3 small boxes). He gave me a whiff and the stuff smelled just like an evergreen forest. Neat! We were again on our way after that purchase.

When we got to Punxsy we continued through town on 36, seeing not a hide nor hair of Phil, who no doubt was worn out from doing his bit back in February, but there was also no doubt that he was the local Grandee. If you didn't know who he was before you went through Punxsutawney, you sure did after. I had little doubt that all the stores of any genre could palm off on any customer whatever Punxsutawney Phil mementos and knick-knacks they might desire.

East of Punxsy, we hung a left on Rikers Rd and then a Right (after missing the turn and turning around) onto Greenhouse Rd, where the GPS indicated the Dr. McCauley's bridge was to be found. Riding slowly and keeping an eye on the creek off to our right, we spied no bridge. At one house a fellow was messing around in the yard and we stopped and asked him if there were a covered bridge in the area. He looked puzzled, and indicated that "There hain't no covered bridge 'round here nohow."

We thanked him for that piece of useless information and continued our slow jaunt, stopping a bit farther on to check maps and the GPS, whence Walt reminded me that on a different excursion we'd asked some locals about a bridge to receive the same sort of answer, only to find it a short distance, maybe a half mile or mile or so later on our own. Locals, it seems, don't know everything in their own back yard betimes. This time though, it appeared the fellow was right as we saw nothing of any bridge, look thoroughly though we might.

We threw in the towel on that one and decided to head out for the McGee Mill bridge that was supposed to be some 10 miles East of there. We took a few back roads to get onto 36 East again, hanging a right onto US 219 for a half mile or so, and there on our left, back the Covered Bridge Road we spied the McGees Mill bridge. We rode through the bridge and parked in a little parking area on the other side. This one too was in great shape, looking as though it had had a recent coat of white paint. The house just across from the

parking area was the home of a covered bridge society, but they had signs posted that only members were welcome, so we didn't bother checking the house out, but went about our business of taking some

shots of the bridge from various angles, and wandering into the woods to water a tree or two, the morning coffee having worked its way down to the nether regions by then.

Having successfully found the McGees Mill bridge, we headed for home. It was just bang on noon when we arrived at the McGees Mill bridge, so it was a little after when we left, heading South again on US 219. A ways along, however, Walt pulled up and we consulted our maps, deciding that heading on down to Ligonier was not exactly the direction in which we wanted to go, so, having passed 240 a half mile back, we turned around and headed West on 240 when we reached it, and thence South and West on 286 into Indiana, the home of Indiana University and other goodies, like a Wendy's, at which we stopped to get a bite of lunch. After munching a bunch of lunch, Walt called Mathilde and told her where we were and that he figured on heading for his son, Wayne's, in Bakerstown, after stopping at my place, and so would be riding to Bakerstown with me.

Having kept the home troops informed as to our whereabouts, we headed South a short way on 286 and then West when we hit 422, joining the vast array of cars, Suckingly Useless Dangerous Vehicles, trucks, and other non 2-wheel vehicular flotsam that inhabited that highway that were headed in our same direction. As usual, the Meyer Slowie Principle obtained: namely that the slowest vehicle available on any 2 lane road ALWAYS creates an unpassable string of drivers behind them that guarantees a run to any destination at less than reasonable speed. Trundling along therefore, at that less than reasonable speed behind what must obviously have been a 'lil ol' lady interested in not wearing her car out, we finally made it through to 28 South and, thank goodness, some 4 lane highway where the Beemers could do the stuff they were designed for. Hopping off 28 onto 908 East and then straight onto the Red Belt landed Walt and I at length at Bakerstown, where we headed left on Heckert at the stop sign by the Bakerstown Hotel, Bar, Grill, and Harley Beersuckerstation, and left again onto Meadow Lane and on to my place, where we shut down the bikes after a lovely day's hunt, and went in to regale Rosemary with stories of our foray and wheeled out of her some of her famous iced tea. Home were the hunters; home from the hills—after a most delightful weekend and ride.

8/22/2004 Jefferson & Clearfield County Bridge Ride:
Left Holiday Inn Express, Brookville @ 10:01AM
Rode a few hundred yards to Sheetz for Gas at the corner of Rts 36 & 322.
Left Sheetz heading East on 322, through Brookville to
Left off 322 to North on 968 Richards St/Richardsville Rd to
Left onto Moore Bridge Rd for about .4 mile to the McCracken CB on the Left
Returned by the same route to Brookville to
Rt onto 322 (Main St) in Brookville to
Lt onto White St/36 South in Brookville to Punxsutawney to
Lt at Rikers Rd to
Rt at the 'Y' onto Greenhouse Rd to try to find the Dr. McCauley CB
Not finding the Dr. McCauley CB (locals knew nothing of a CB in the area,
We continued up Greenhouse Rd to 119, turning Rt on 119 to
Rt on Bells Mills Cloe Rd to
Lt on Robertsville Rd to
Rt on SR 2005 to
Lt on Sheesley Rd to
Rt on Mill Rd to
Lt on 36 to
Rt on US 219 South to
Lt on Covered Bridge Rd to McGees Mill CB about 900 feet from the Jct of 36 and US 219.
From McGees Mill CB, we returned to US 219 and headed South to
Rt on 240 West to
Lt onto 286 to Indiana.

In Indiana, we stopped at a Wendy's on 286 for lunch then continued South on 286 to
Rt onto US 422 West to 28,
Whence we picked up 28 South to
Rt off the exit onto 908 East and straight onto the Red Belt to Bakerstown and my house where Walt and I enjoyed a well-deserved glass of iced tea after which Walt headed to his son, Wayne's in Bakerstown.

RALPH



9/5/2004 NORTH BREAKFAST RIDE WITH JIM LARGE

Ralph Meyer

Having heard from Kevin Hart that he might go to the North Breakfast Ride, and having gone a number of times only to discover that no one showed up, I thought things looked pretty hopeful for September's North Breakfast Ride, and so I rode over to the Kings on VIP drive at 910 and I-79, arriving there at about 5 of 10AM. I waited, and I waited, and I waited. Several Harley riders went past in various directions, but no BMWs. At about 10:15 a fellow in a riding jacket walked down to where I was in the parking lot and asked if I was from the 4-Winds BMW Riders. Acknowledging that I was, he said he'd come this morning to see what the club was like and to ride with some of the folks from the club to see what riding in a group with club members was like. We introduced ourselves. He is Jim Large, and lives in Pittsburgh, having ridden up I-79 from home some distance for the Ride. I tried to tell him as much about the club as I could, hoping in the meantime that at least SOMEONE, if not Kevin, would also show up from the club, but no one did. Kev, I found out later, had awakened with a miserable sinus headache—enough to revise anyone's plans for a ride. I'm glad he stayed home and took care of it. One thing you don't want to do riding is be suffering something that distracts from the attention a rider needs to pay while on the road.

Anyway, I didn't know that I could be counted as a 'group' but as I was the only one there (this makes the 8th or 9th time I've gone to the North Breakfast Ride only to discover no one other than myself has gone—one of the other two times, Ted Sohler came, but since no one else showed up then, he and I chatted awhile and then headed back home, and the other time, there were 8 or 10 riders, miracle of miracles, which made for a great chat over breakfast!), we walked up to King's only to find it packed with about 16 or 20 people still waiting for tables. Seeing that and having acknowledged that neither of us was that hungry, and since Jim wanted to ride with a group, I decided we could at least get in a short ride, hoping that he'd consider 2 bikes a group.

I had been to the Woolslayer covered bridge, and knew where it was, and figured a ride there would get me back home maybe a bit after noon, as my kids were coming in the afternoon, so we decided to go there. We headed up a back way to Zelenople that Jim knew but that was new to me—a great way to get to Zelig, and took 588 West out of Zelig to Brush Creek park, enjoying a nice ride through the countryside and a relatively uninhabited but quite beautiful and large park to the Woolslayer. Parking the bikes, I got a few more pictures of the bridge, and one with Jim so that should he join the club, he could document the fact that he'd been to the Woolslayer.

Continued on page 15

SOMERSET COUNTY BRIDGE RIDE



Walters Mill CB

August 31 Somerset County Bridge Ride pictures, courtesy Sonny Robison and Ralph Meyer. Great weather, fine company, fun ride!

Hand made log cabin going up



Barronvale CB



Poor old King's CB



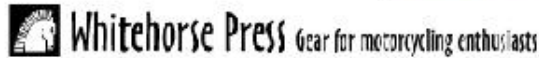
Faidley/Lower Humbert CB



Scottyland/Mitchell CB

MANY THANKS TO ALL OUR

2004 Winds Sponsors 38th Annual Rally



ALLYN AIR CYCLE PRODUCTS



YOU HELPED PUT THE RAH! IN OUR RALLY!

EVENTS HERE 'N THERE

PENNSYLVANIA:

October 2, 2004 State College, Pennsylvania

A.B.A.T.E of Central Counties Chapter Annual Toy Run

Sponsored by The Salvation Army of State College, Pennsylvania.

Toy run benefits The Salvation Army State College Children Christmas Program. First 100 riders receive a Salvation Army pin. Monetary donations accepted and encouraged. Registration is from 10:00am to 11:30am. Ride begins at 12:00pm from Extreme Custom Cycle, across from the Nittany Mall on East College Ave. For more information call Hal Hallock 237-2584

October 9, 2004 Lionville, Pennsylvania

On Eagle's Wings CMA Monthly Meeting

Sponsored by Christian Motorcyclists Association

Breakfast meeting at 8:45am the second Saturday of the month at Hoss's Steak House, Routes 100 and 113 in Lionville. For more information call (610) 269-7374

OHIO:

AMA HILLCLIMB CHAMPIONSHIP PRESENTED BY PACE AMERICAN

October 10

DAYTON MOTORCYCLE CLUB

The 55th Anniversary of the Devil's Staircase Hillclimb will take place on October 10th, 2004, in OREGONIA, OH

First Bike up the Hill at 1:00pm

Admission is 15.00, children under 12 FREE

Parking is FREE

I-71 to exit 36 follow signs 2.5 miles, or

St. Rt. 42, 1 mile south of Waynesville follow signs.

NO carry in alcohol, No overnight camping, No pets.

For camping you can try: <http://www.SiemerStation.com>

Event info: 937-429-4359

October 11, 2003 Geneva, Ohio

Annual Covered Bridge Run and Weenie Roast

Sponsored by ABATE/CMRO Region 13

Sign in: 11:00am at Grand River Manor, 1153 Windsor-Mechanicsville Rd. Donation is \$5.00. Ride starts at noon and ends at Knights, 2042

Dadeyville Rd. in Austinburg. There will be a weenie roast, bonfire, and camping. There will be door prizes, raffles, and music. For more information call (440) 576-1275, click here to send e-mail, or go to <http://abatecmro1.tripod.com>.

October 16, 2004 Kirtland, Ohio

Kids Halloween Party

Sponsored by CMRO Region 1

At Kirtland Grange, 10350 Chillicothe Rd. in Kirtland. Starts at: 1:00pm. Adults \$2.00 and children \$1.00. Proceeds go to benefit local women and children's shelters. There will be a spooky D.J. lots of fun, games, contests, food, beverages, and prizes! For more information call Dale at (440) 655-8843, Skid at (440) 339-3160, click here to send e-mail, or go to <http://abatecmro1.tripod.com>.

MARYLAND:

October 2, 2004 Frederick, Maryland

Sixth Annual Red Helmets Ride

Sponsored by National Fallen Firefighter Foundation

This ride honors firefighters killed in the line of duty. All riders are welcome. Staging begins between noon and 1:00pm at the Courtyard of Marriott on Westview Ave. in Frederick. Escorted ride leaves at 2:00pm to the National Fallen Firefighters Memorial in Emmitsburg, MD for a wreath laying ceremony. No fees required, but donations to the NFFF will be greatly appreciated. Ride pins and patches are available. For more information call 301-262-9060, click here to send e-mail, or go to <http://www.redhelmetsmride.org>.

October 2, 2004 Arbutus, Maryland

Fall Bike Fest

Sponsored by CFF

Held at FishHead Cantina, 4802 Benson Ave to benefit children with Cystic Fibrosis. Bike show begins at 1:00pm. Admission is \$5.00 suggested donation. \$5.00 for each bike show entry. For more information call (410) 719-2281 or click here to send e-mail.

October 7, 2004 Prince Frederick, Maryland

CMA, Southern Messengers, Monthly Meeting

All are welcome to the Southern Messengers monthly meeting. The meetings are held on the first Thursday of each month at Red, Hot and Blue, 680 N Prince Frederick Blvd in Prince Frederick. Meeting starts at 7:00 pm. For more information call Rick Rodda at (410) 286-0954.

October 17, 2004 Brookeville, Maryland
Celebrate Life Ride - Bikers Helping Kids With Cancer

Sponsored by Carol Jean Cancer Foundation and Outback Steakhouse

The second annual ride will start and end at the Longwood Recreation Center in Brookeville, MD. All proceeds for the ride go directly to the Carol Jean Cancer Foundation, Inc. (CJCF). CJCF is a Maryland non-profit charity that provides free of charge recreational and other support programs to children with cancer and their families from MD, DC, and Northern VA. Thus will be a poker run with stops in Montgomery, Howard, and Carroll Counties. Outback Steakhouse will be serving lunch at the Longwood Recreation Center starting at 1:00pm for those who pre-register by October 13, 2004. To pre-register emailing your intent to participate. Pre-registration does not require pre-payment. Registration on the day of the event is from 9:30am to 11:00am and the ride begins at 11:00am. Last bikes in by 1:00pm and lunch is served at 1:00pm. Fees: those who pre-register by Oct 13, 2004 is \$30.00 per person. After October 13 and day of the ride the fee is \$35.00 per person. Additional donations are accepted, either personal or through sponsorship of individual riders. Please bring sponsorship contributions, either check or cash, to the registration. Additional donations can really help to make a big difference in the lives of local children with cancer. Prizes for individuals and clubs based on donation amounts through sponsorships or otherwise. For directions to the Longwood Recreation Center in Montgomery County, MD log on to <http://www.cjcf4kids.org> and click on the link to the Celebrate Life Ride on the top of the main page, and then click on the link to directions. The ride is open to all bikers. For more information call (301) 774-6317, click here to send e-mail, or go to <http://www.cjcf4kids.org>.

November 6, 2004 Fort Washington, Maryland
Bikers With Heart Toy Run II

Sponsored by Bikers With Heart, Harley Davidson of Washington

Starts at Harley Davidson of Washington, 9407 Livingston Rd, off Route 210-Indianhead Hwy, in Fort Washington. Registration is from 9:30am to 11:30am. Ride departs at 12:30pm. This is a police escorted ride. Minimum donation is \$15.00 or unwrapped toy or gift certificate. Last year was a tremendous success and we look forward to a couple hundred more joining us as we spread a little cheer to a disadvantaged child that needs a biker Christmas. Free food and ride pin. For more information call (301) 893-2900 or go to <http://www.fireupthundrout.com>.

NEW YORK:

October 2, 2004 Saratoga Springs, New York
Goat Brothers Annual Swapmeet and Bike Show

Sponsored by O.S.M.E. & GoatBrothers

At the Saratoga CityCenter, 522 Broadway in Saratoga Springs from 10:00am to 6:00pm. Admission is \$5.00 per person. For more information call Sprocket 518-583-3398 or go to <http://goatbrothers.com>.

October 3, 2004 Harris, New York
Catskill Regional Medical Center's 1st Annual Motorcycle Run

Riders are \$25.00 per bike and \$10.00 per passenger. Registration is from 9:00am to 10:45am at O'Tooles Harley-Davidson, and the ride starts at 11:00am. The ride will travel through the beautiful Catskill Mountains and be followed by an all you can eat barbeque. The fee for the barbeque is \$10.00 per person or \$5.00 for children under 12. For more information call 845-794-3300 ext. 2184 Debbie, click here to send e-mail, or go to <http://www.catskillregional.org>.

October 9 - 10, 2004 New York City, New York
2nd Annual Gotham Motorcycle Classic

Sponsored by American Iron Magazine & RoadBike magazine

New York City's world-class, all-brands motorcycle show on the decks and docks of the Intrepid aircraft carrier has already become of the best motorcycles shows in the country. The Gotham Motorcycle Classic is open to all makes, models and styles of motorcycles. Besides the bike show, there are a limited number of vendors and motorcycle fashion shows. There are four divisions (Military, Heritage, Custom and Competition) and 32 classes of show bikes. This year's highlighted division will be sport/competition. All sportbikes and racebikes will be displayed on the actual deck of the Intrepid aircraft carrier. Motorcycles will be chosen and photographed on Saturday for the 2005 American Iron Calendar. Show bike judging for all classes will be held on Sunday. For more information click here to send e-mail, or go to <http://www.GothamMC.com>.

October 10, 2004 Kingston, New York
5th Annual Chai Riders MC Ride and Family Day

Sponsored by Ulster Count Jewish Federation

\$20.00 includes route, event shirt and lunch. Lunch alone is \$15.00 for adults and \$10.00 for Children. This will be a scenic ride around Ashokan Reservoir with food and festivities to follow. Sign in from 10:00am to 11:30am at Holiday Inn, Kingston exit 19 of NYS Thruway. For more information call (845) 340-1142, click here to send e-mail, or go to <http://www.chairiders.org>.

January 22, 2005 Rochester, New York
Skin and Steel 2005

Sponsored by ABATE of Monroe County and Physical Graffiti Tattoo Studio

Motorcycle and tattoo extravaganza from noon to 6:00pm at 123 East Main Street in Rochester. There will be food, beer, vendors, show bikes, and music. Admission is \$10.00. Those 12 and under get in free. Motorcycle show awards presented at 2:30pm. For more information call (585) 234-0895, click here to send e-mail, or go to <http://www.SkinAndSteel.com>.

May 26 - 29, 2005 Cobleskill, New York,
Am Jam

At Cobleskill Sunshine Fairgrounds featuring a motorcycle rodeo, swap meet, custom and antique bike show along with live music. Gates open on Saturday at noon. Admission at the gate is \$45.00 for the weekend or \$20.00 for a day pass. For more information call (518) 893-2273, click here to send e-mail, or go to <http://www.am-jam.com>.

June 5, 2005 Riverhead, New York
Long Island Motorcycle Fair

Sponsored by East End Productions, Inc.

At the famous Riverhead Raceway, This unique gathering has been designed for all motorcycle enthusiasts who will finally have an annual Long Island event to attend filled with events, entertainment, vendors, bike show and prizes. The raceway is located one mile east of the last exit on the Long Island Expressway (LIE) at exit 73 (rt58). For more information call 631.484.6050, click here to send e-mail, or go to <http://www.motorcyclefair.com>.



Continued from page 10

We then compared notes as to what to do next, given that I had to be back in Bakerstown quite early in the afternoon. So we decided to try taking 68 to Evans City and some back roads to Franklin Rd and thence to the Red Belt, whence I could hit Bakerstown, and Jim could pick up Rt 8 south and head back to the city and home that way. However, we missed the road in Evans City to Franklin Road in Cranberry, so took the Mars-Evans City Road to Mars, crossed 228 and headed over to the Red Belt, Bakerstown and Rt 8 that way. I got home a bit after 12, having enjoyed a good if somewhat attenuated ride with a very nice R1100R rider, Jim Large. I hope he doesn't think the lack of attendance at the North Breakfast Ride that morning is significant of members' participation at club affairs, and will come to a meeting and join. I did the best I could to sell him on 4 Winds. I just wish there had been a few other 'fellow salesmen' along with me. He'd have met, I think, some really nice people, had there been. In any event, it was a great day for a ride, and I'm glad I went.

Met at King's 910 & I79N on VIP Drive.
Headed West on 910 to
Rt. to N. on Conway Wallrose Rd to
Rt. on Dunlap Hill Rd/Rt 989/Wallace City Rd to
Lt. on Glen Eden Rd to
Rt. on 68 to N. on 19 to
Lt. on 588 to
Brush Creek Park and the Woolslayer Covered Bridge
to Return to 588 to
Lt. out of park on 588 to
Lt on 19 in Zelenople to
Rt on 68/Evans City Rd to
Rt on Mars Rd to
Rt in Mars on Pittsburgh St to
Straight across 228 onto Warrendale Rd to
Lt on the Red Belt

to S on Rt 8 for Jim and
home in Bakerstown for me.

RALPH



THE NEW K1200S

There are a number of reviews of our favorite Marke's new Überrennsportsrad. *MCN, BMW ON, OTL*, to name a few, all sing the characteristics and often the praises of the new bike. A transverse 4 (not quite like the UJM 4s, naturalich) rather than the flying-brick mode 4 of previous K persuasion bikes, with lotsa innovatively race gewgaws, the reports seem quite happy with the new addition. Lots of power, a fair amount of torque, an updated paralever (on the left this time), and a Hossack front suspension (that looks a bit like one of Star War's Chewbaca's creations and that appears to work at least as well as one of his fixes on the Millenium Falcon) all tied together in one very nice looking and working (mostly) package. The only caveats the reports have to this perfect picture have to do with, you guessed it, the inability of the Boys of Bavaria to yet get the fuel injection right: meaning smooth, powerful from the ground (low RPMs) up, and no surging--for, as yet, it appears it ain't, it isn't, and it does. Claim is that the Bayerische B'hoys'll have that fixed when the bike hits the dealers' showrooms. Lets hope they're right. Meantime read all about the new almost totally goody in your favorite MC rag(s) (when you're not out riding, that is).

Four Winds BMW Riders
c/o Ralph Meyer, Editor
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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.

DIRECTIONS TO MEETING:

To the October 16, 2004 meeting at Heritage BMW--Aprilia, 1661 5th Ave., McKeesport, PA.

From Monroeville: From Rt 22, take Rt 48 South to Rt 30 (Lincoln Hwy.)

Take a right on Rt 30 and go to Rt 148. Turn Left (south) and keep going until you see Heritage BMW-Aprilia on the right.

From The Liberty Tubes: Take Rt 51 South from Pittsburgh. In Pleasant Hills, go east on Lebanon Church Rd. toward McKeesport. After approximately 2.75 Miles, bear right at the fork in the road, staying on Lebanon Church Rd. Continue on until you cross the Mansfield Bridge. After crossing the bridge, go left. Stay on this road through McKeesport until you see Heritage BMW on the Left.

From The North: Take Rt 8 South, staying on Rt 8 across the Allegheny, through Highland Park, etc., and continue straight onto US 30 where Rt 8 changes into US 30 at the I-376 overpass. Follow US 30 to Rt 148 (Fifth Avenue). Turn Right onto Rt 148 and continue on Fifth Ave (Rt 148) about 2.9 miles to Heritage BMW on the Right.