

FEBRUARY



2005

MOA # 6

www.4windsbmw.org

RA # 76

THE PRESIDENTIAL VIEW

by Rick Gzesh

As I sit here writing this month's column, our club is faced with the very real possibility of being in the red for \$750 from our banquet. "Why?" you ask. Because we had to cover the difference of our commitment to the Priory from the actual number of attendees. In order to book this fine establishment we had to commit to 85 plates. As I write this, one week before the banquet, we have had commitments for only 63. That means we had to "buy" an additional 22 plates at \$34 a pop. Our club has a membership of well over 100 and when you factor in wives, husbands, significant others, and guests, we should not have to be in this situation.

So I have to ask, "Why are members not attending one of the most if not the most important club event of the year?"

First I do want to acknowledge that some members have scheduling conflicts due to family and business commitments. That is understandable and has happened to me on an occasion, including the banquet several years ago. Those conflicts do happen and we (the board) have no issues there. But, what about the rest of our membership?

It has been suggested by some members that they feel out of place in such a fancy hall. The board, while acknowledging the formal nature of the banquet, has always responded by stating that there is no dress code and that you should come dressed as you like. We have the entire hall to ourselves and no one in the club cares how you dress.

Others have said that they do not like the location. In my opinion, however, we would be hard pressed to find a location as centrally located as the Priory. Please remember: our membership resides throughout the region and a convenient location for one member will always be inconvenient to another.

The cost per person has also been brought up. We charge a very reasonable \$34.00 per person for a meal that, in my opinion, rivals



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FEBRUARY MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., Feb. 19, 2005 at the North Park Lounge Deckhouse, 20810 Rte 19 in Cranberry from 2–4:30PM. See the last page of the newsletter for directions and Mapquest map URL.

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 meeting of the month preceding the month of publication (e.g., Meeting: Feb. 19th, March issue deadline is Wednesday, February 23rd). 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
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Submission formats:

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

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 2005

Mark the dates on your calendars, but remember...

All meeting sites are tentative. Please check the web site and newsletter for changes and updates.

February 19, 2005 — 2-4:30 PM at the North Park Lounge Deckhouse, 20810 Perry Hwy (US 19) in Cranberry

March, 2005 — TBA

April, 2005 — TBA

May, 2005 — TBA

June, 2005 — TBA

July, 2005 — TBA

August, 2005 — Friday, August 19 to Sunday, August 21
39th Annual Four Winds Rally

September, 2005 — TBA

October, 2005 — TBA

November, 2005 — TBA

December, 2005 — TBA

2005 SHACK SCHEDULE

Wed, Feb 2, 7 PM at Carl Hartz's, 69 Steen Hollow Rd., Oakdale, PA 15071, Ph.: 724-693-0219

Wed, Feb 16, 7 PM at Al Vangura's, 510 Roosevelt Circle, Perryopolis, PA 15437, Ph.: 724-736-2884

some of the very best restaurants and banquet halls that I have ever eaten in, regardless of the cost. I recognize that not all members are in the same income bracket, but we do all own expensive motorcycles as a hobby and we all find a way to be able to afford their maintenance, insurance, and repairs, because it is important to us.

So I ask the question again, "Why are some members not attending one of the most important club events of the year?" The same question can also be asked of our regular meetings and other club activities including our largest event and moneymaker of the year, The Rally.

I do not pretend to know all of the answers, but what I do know is that if as a unified club we are not able to reverse this trend,

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:

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

Sat, Feb 12 — West at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Sun, Feb 20 — South at Bernie's Restaurant, Rt 51, 10:00 AM

Sat, Feb 26 — East at Dick's Diner, Rt 22, Murrysville, 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.

what will our future be? One of the most heartwarming moments that I have witnessed in our club over the past couple of years was when Fred Maskrey's son Brian rode to our rally two years ago right after getting his motorcycle license just as Becky Linneman did last August. Another was watching Trick Barrett following in his parent's footsteps and becoming involved in the club by writing articles for our newsletter. We expect him to be riding to a club meeting very soon as well. To me those are defining moments where we can see glimpses of our future. A future filled with proud club members riding and participating alongside the next generation of Four

Winds Members. I would love to see that future happen, and look forward to the day when perhaps my own daughter takes an interest in riding. But, and this is a big BUT, it won't happen if we don't reverse this trend.

Now I don't know about you, but I am not a quitter and I will not give up easily. I have made a commitment to our club to be your President. I do not take that responsibility lightly and will act in the best interests of our club. Elsewhere in this issue, long time club supporter and current board member, Holly Marchek, has put together a questionnaire to help identify what form our banquet should take next year, and I urge everyone to take a few minutes to participate in it (see page 8). What Holly and the board hope to accomplish is a banquet, though perhaps not the "ideal" for everyone, that will at least be acceptable to the vast majority of our membership. Hopefully that will help to prevent a repeat of this year's fiscal fiasco. I will predict however, that everyone who made the decision to attend this year's banquet will go home feeling that it was a smashing success!

As I see it, the marginal attendance by our membership at club events is the most pressing issue at hand. It is a battle cry that I have heard over and over during my 6 years as a member including two on the board. If our club is to prosper and remain fiscally sound, we need your help! We need for every member to attend at least a couple of monthly meetings. We need for you to attend a couple of Breakfast Rides. We need for you to bring a new member or two into the club. We need for you to make those newer members feel welcome. We need for you to volunteer and to help out at one of our club events. The Board and a handful of other dedicated members can not be expected to do it all, year in and year out. This is your club after all and what we really need is for more of our members to get involved. We are not looking for perfect attendance by anyone as that is quite unrealistic. But it is realistic to expect regular participation by a majority of our membership. Our fine future depends upon it!

I do apologize for what some members might consider to be a somewhat negative column, but I think this is a real issue that shouldn't be ignored. I have witnessed too many meetings where only 20 or so members have shown up. I have watched the same unselfish members giving up their free time to work on club projects. How long can we expect this trend to continue before those members get frustrated and stop donating their valuable time?

I look forward to leading our club throughout 2005. I promise that I will listen to all suggestions and criticisms, as long as they are made in a thoughtful manner. However if one of your ideas is adopted, please offer to help with the development and implementation of your great idea. Only by working together will we be able to secure our great club's future.

On one final note, please don't forget to Ride Safe throughout the year!

RICK



FOUR WINDS RALLY 2005 WANTED - RALLY T-SHIRT AND LAPEL PIN DESIGN PROPOSALS

Tom Primke, Rally Chairman

Winter has finally arrived and it seems we will have to take a break from riding for a while. The cooler weather is a perfect time to sit down, get creative and develop a flashy proposal for our 2005 Four Winds Rally T-shirt and lapel pin design. Imagine, your artwork could be printed on more than 100 T-shirts and 300 lapel pins!!

Before you get started, here are some simple things for your consideration:

1. Keep it simple.
2. Limit the number of colors to 4 - preferably less, incl. black and white
3. Avoid the use of photos
4. If you are planning to incorporate trademarked or otherwise protected design elements in your design, such as the BMW roundel, Motoman, etc., please be advised that for legal reasons they cannot be used unless they are significantly altered.

I learned rule number 4 the hard way when I wrote to BMW, asking for permission to use the Motoman logo for our 2004 T-shirt design. BMW kindly advised me that they would never ever - I repeat never - give us permission to use the logo and that the unauthorized use of any BMW trademarked design elements is absolutely VERBOTEN. They threatened that violations of BMW trademark rights are punishable with jail time in a German Concentration Camp and to make matters even worse, they will never sell you another motorcycle again.

So, if you have an idea, however sketchy it may be, either e-mail it to tomprimke@juno.com or mail it to

Tom Primke
512 White Birch Court
Pittsburgh, PA 15238

All proposals will be presented and put up for vote at the April meeting.

I am always looking forward to your ideas and suggestions about what can be done differently at the Rally or what events and features you would like to add. Last year several club members came forward with excellent ideas. Unfortunately some were presented so late that we did not have enough time to implement them. Remember, the 39th Four Winds Rally is less than 9 months away (August 19 + 20) and it is never too early to get involved with the Rally planning.

TOM

WEST BREAKFAST RIDE

DEC. 11, 04

Walter Halaja

0715 hours. The alarm goes off! Ahh, hit the snooze bar... just 5 more minutes. I like to take my time, and I should have plenty of time to meet Ralph at the Eat'n park at 0900. Down the stairs to make coffee; I like to have coffee with Mathilde before I leave; we have been doing that a lot lately and she doesn't mind being up early. Well,... It's 0815, and I gotta go! I need fuel, too, and it takes time to pile the clothes on 'cause it's in the low 30's out! So, off I go,... time is running out. Got my fuel at the Amoco station by the Thornburg bridge. By now it's 0850! Man, I should just make it by 9! OK. Up Rte. 60... What's this? ...a man standing in the road with a Stop sign. Oh no! Had to stop, so I pulled up to the road guard and chatted with him while I waited. He thought it a little cold to be riding, but I assured him it was just fine. Hey! It's 0955 and I gotta get! Finally he gives me the OK; I pass the (clock-temp) sign by Beaver Grade Rd.: 0900 & 31 degrees! Dang! I'm late now. Finally, I pull into Eat'n park at 0905 hrs. Ralph is waiting, and I just had to hit that snooze bar for 5 more minutes. I asked Ralph how long he was waiting and he said about 15 minutes: not good! But we had a great breakfast and talked about every one who wasn't there! See--maybe you should have been there! (Just kidding!) But remember the saying, "If you don't want to be talked about, be there!"

Since it was a little chilly and Ralph came down from Bakerstown, I thought it wouldn't be a bad idea if we did some back roads to Pittsburgh BMW 'cause Lee was having some good stuff marked down due to his remodeling to make room to get all his Ducks in a row... I mean Ducatis. Well, off we went at about 1017 hrs from the Eat 'n Park--a long breakfast it was. We took the same back roads to Lee's that I did with Ted & Conrad on another Breakfast Ride. That time, Ted test rode a red K bike from Pittsburgh BMW and bought it on the spot! Does it get any better than that "Modre"? So if you want to know the way just ask Ralph, Ted, or Conrad, or, better yet, just show up for a breakfast ride, and we just might go that way! Well, Ralph and I pulled in to Lee's about 1116 hrs having logged only 30 miles so far. Ralph and I looked around for quite some time and Ralph had a free correction made on his bike, (ask him about it, its a very good story!) and he got away with having spent under \$20 bucks: he bought a fleece type helmet liner (Roadgear) like mine that was on sale. They come in handy when it's cold.

When Ralph decided to make his way home I decided to escort him to Bakerstown because my son also lives there about 1 mile from his place, so off we went: first North on 19 to the CVS right then onto Brown Rd. to Pearce Mill Rd. to the red belt to Bakerstown. Ralph and I parted company in Bakers town, him hanging a right at the stop sign to home and me a left to my son's. I spent a few minutes with my granddaughter as she was the only one home and finally arrived back home at 1425 hrs. using most of the same roads I came up on to make a total of 75.5 miles for this Informal Breakfast

ride. I suppose Ralph had about the same number of miles counting his ride down to the Eat 'n Park. Not bad for a December Breakfast ride! It was a great day, a great ride, and I had great company!

Oh, and Hey, Holly!... We only ate once!

And folks, be advised: there are some who actually want to make these breakfast rides more formal, what do you think about that??? Do you really think that's necessary???

WALT



NEW YEAR'S DAY RIDE THE FLORIDA VERSION

By Tom Barnhart

(Editor's note for us Northern 4-Winds types: Tom's the superlative 4-Winds Reporter on the Florida Scene here. Drooling over the weather, temperatures, and ride as noted in his article is definitely permitted!)

One of the traditional rides of the Tri-County BMW Riders club of South Florida is the ride to the historic Clewiston Inn located at the southern tip of Lake Okeechobee. The club members usually meet near West Palm Beach and ride to the Inn. Our group of three R1150R riders, nicknamed the "Mild Bunch," planned to join the group at the Inn following our own route.

Our customary meeting point is near exit 105 of I-95, a short jaunt for each of the three of us. We met at 6:30 AM under clear skies and 68 balmy degrees and headed west along the Okeechobee waterway for about 25 miles to the non-existent town of Port Mayaca. We then headed south on route 441 along the east coastline of Lake Okeechobee, with the lakeside Hoover Dike on one side and the never ending fields of sugar cane on the other. The only bits of traffic were the sugar wagons--twin 40 foot trailers filled with cane towed by tractors traveling at warp speed to the sugar mills. As we approached the small towns of Canal Point, Pahokee, and Belle Glade we saw the remains of the massive destruction caused by the hurricanes: Houses without roofs, majestic old oaks felled, and hundreds of mobile homes totally wrecked. Trash mounds line the road for the entire length of these small towns. At Belle Glade we headed west on route 80 along the south end of the big lake to the city of Clewiston.

Arriving at the Inn we met up with about 20 other members of the Tri County club, kicked tires, exchanged lies, and discussed the

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.

upcoming Winter Rally in northern Florida. Motorcycles of all types were lined up outside the Inn: at least 40 members of the Christian Motorcycle Association, a small contingent of the Honda Riders Club, and an assortment of other bikes and riders--A new year's ride to Clewiston Inn is obviously not just a BMW club tradition. After a sumptuous buffet breakfast we said our goodbyes and continued the Mild Bunch adventure.

Riding west on route 80 to routes 27 and 78 we headed north following the west shore of Lake Okeechobee. Here we are out of the sugar cane fields and into the vast cattle ranches and citrus groves. Arriving at the north end of the lake in the town of Okeechobee we did a gas, drink, and necessary stop. From there we followed the east side of the lake completing our circle tour back to our starting point at Port Mayaca and headed home, parting company at our original meeting point at I-95. What a great way to start the new year: clear skies, pleasant temperatures, good company, and 275 miles of open country, small towns, and great rural Florida roads!

TOM



TIM & DIANE'S 2004 RUMBLING BRIDGES TOUR

Tim & Dianne Pears

COLUMBIA COUNTY:

1. Krickbaum
2. Johnson
3. Wanich
4. Shoemaker's
5. Sam Eckman
6. Jud Christian
7. Creasyville
8. Kramer
9. Patterson
10. East Paden
11. West Paden

LANCASTER COUNTY:

12. Butcher's Mill

CHESTER COUNTY:

13. Linton Stevens
14. Rudolph & Arthur

FOR SALE

If you sell an item listed here, please notify the newsletter editor so it can be removed from next month's list.

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.

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

Brand New HJC Sy-Max Flip-Up Full Face Helmet. Size: XXL (fits 24 1/8" - 24 7/8" head size), Color: Black. In original box with all the literature, Helmet sack, etc. Worn once. Paid \$224 for it. Asking \$150 O.B.O. E-mail meyer@zoominternet.net or phone: 724-443-4937. Nice lid, but I'm getting too much of a collection of 'em and my son's in Chicago and doesn't ride around here any more.

1983 Alaska Blue R100RS with only 31,000 original miles and a fresh tune up. Asking \$4750. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

1973 R75/5 in blue. Asking \$2750. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

2002 K1200RS in Pacific Blue with silver pinstripes. The bike has 8,000 miles and comes complete with system bags, luggage rack, quick-detach passenger backrest (about 5 seconds off and on -- this accessory makes a HUGE difference for passenger comfort) and brand new tires for \$10,500. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

1998 "Centauro Sport" Moto Guzzi: a very rare beast - one of only 51 "Centauro Sport" models imported in green (with distinctive factory white stripe package). The bike has all of the desirable upgrades (Creedon chip, crossover pipe, etc.). The engine is the high performance 1,000cc 4-valve Daytona motor (not your run-of-the-"mill" 2-valve Moto Guzzi). I'd want at least \$7,500 for the Guzzi. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

2000 Yamaha RT100 trail bike - virtually new. The bike has very few hours on it. In fact, the original tires still have the nubs on them. My son grew up too fast. It starts first kick and runs very well (the bike, not the kid). I'd take \$750 for it (it was around \$2,200 new). Comes complete with the manual, tool kit and title. The bike is... you guessed it: blue. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

15. Glen Hope

LANCASTER COUNTY:

- 16. Eichelberger's Mill
- 17. Erb's Mill
- 18. Keller's Mill
- 19. Willow Hill

PERRY COUNTY:

- 20. Waggoner's Mill
- 21. Adair's (Cisna Mill)
- 22. New Germantown

HUNTINGDON COUNTY:

- 23. St. Mary's (Shade Gap)

LANCASTER COUNTY:

- 24. Hunsecker's Mill
- 25. Pinetown
- 26. Wenger's (Rose Hill)
- 27. Bitzer's (Eberly's) Mill
- 28. Weaver's Mill
- 29. Pool Forge
- 30. Eishleman's Mill

- 31. Herr's Mill
- 32. Forry's Mill
- 33. Siegrist's Mill
- 34. Shenck's Mill
- 35. Risser's Mill
- 36. Kaufman's Distillery
- 37. Shearer's Mill

BEDFORD COUNTY:

- 38. Jackson's Mill
- 39. Felton's Mill
- 40. Hewitt
- 41. Palo Alto

SOMERSET COUNTY:

- 42. Packsaddle
- 43. Burkholder

LAWRENCE COUNTY:

- 44. McConnell's Mills
- 45. Banks

TIM & DIANE



GLÜCK IM UNGLÜCK

Jürgen Brune

That's German for being lucky despite a mishap. I'll get to that.

Walter Halaja, Ralph Meyer, Bill Evans and I met for the January 8 West Breakfast Ride at Eat-N-Park. The weather was cloudy and Bill and I started from home in Upper St. Clair in light drizzle but a look at the weather map had convinced myself that the future lay in the west (at least, concerning better weather that day).



Bill and I had met in Upper St. Clair and took the slab (I79) to get to the West meeting point. I used hand and feet to point out potholes to Bill behind me but soon realized that I would have had to keep both feet off the pegs had I wanted to point at all of them. Ralph reported that I79 south from Wexford was equally badly potted out.

(Every year Penn DOT brags about being voted the state with the most improved roads - that's easy when you have the worst roads

to start with. Once you're in last place, there is no more falling behind in the ranking...)

BTW, I decided to leave the new KRS steed in the garage since I had just polished it (call it a weasel move...) so all four of us rode on oilheads (two RTs and 2 Rs).

We had a nice breakfast: To you revolutionaries wanting to change the ride format: Don't take away the breakfast: Personal opinion shared by this group. Breakfast is to get to know one another, to share ride stories, to catch up on things we missed, discuss ride options and ideas and to give stragglers an opportunity to join the ride despite being a half hour late. Those who want to start the ride without breakfast - work it out beforehand, leave a message on the web bulletin board or show up 30 minutes later.

The weather decided the major direction for us, West. Walt suggested the Oglebay loop and all of us agreed - none of us except Walt had done it before.

As we left, Walt pointed out the silver lining at the horizon but that disappeared - yet, it was dry except for still wet roads.

Walt led us onto the Old Steubenville Pike parallel to Rt. 22, then south on Sr. 978 and southwest on Sr. 979. Just before the Washington County line we turned left (SE) onto Catfish Hill Road or Sr. 4013 into McDonald where we picked up SR980: beautiful riding, nice sweeping turns, and good roads except for occasional potholes and gravel in the turns.

Sr. 980 hits Sr. 50 in Venice. We swung west on 50 past Avella into West Virginia, then continued on Sr. 844 for about a mile to WV Rt. 88 south to Wheeling.

WV 88 is definitely worth riding - great curves, ups and downs, nice riding altogether. By now the weather started to improve - the sky brightened and the occasional hole appeared in the clouds. We rode past the lights and the Oglebay golf course and stopped at a gas station to take a break, warm up and have a hot drink. We old men needed a pit stop anyway....

I led the second half of the trip, east along US40 to Claysville,

Continued on page 9



**Four Winds Job Award
BMR Program Chairperson**

Respectively Submitted By: Kevin Hart

The 2005 Board of Directors would like to announce that Diane Pears has been selected for the position of **BMR (BMW Member Recognition) Chairperson**.

After an extensive and exhaustive interview process Diane was selected from a diverse list of candidates. Diane has been with the club for several years and is looking forward to maintaining the program started by Don Poremski. Diane brings an energetic attitude and appreciation for how important this program is to our organization. Please join the 2005 Board in congratulating Diane.

PLEASE forward all 2005 Ride, Project, Events, and Volunteer information to Diane for review and consideration for BMR Points.

dtpears@earthlink.net

The following table shows this year's 2005 point award system that Diane will implement immediately. Look forward to hearing from her shortly.

BMR Point-Earning Methods 2005

Meeting Attendance	1 Point
Ride to Meeting Bonus	1 Point
Four Winds Rally Chairman	25 Points
Rally Chore Leader	5 Points
Rally Chore Volunteer	2 Points
Banner Shot (members at any rally with 4W banner)	3 Points*
Monthly Meeting Organizer	5 Points
Monthly Meeting Activity (50/50 or Door Prize)	2 Points
Club Officer	10 Points
Newsletter Editor	25 Points
Webmaster	25 Points
Ride Leader	3 Points
Ride Attendee	1 Point
Ride Bonus (when 3 or more bikes)	2 Points
Ride Bonus (when 5 or more bikes)	3 Points*
Ride Bonus (when 10 or more bikes)	5 Points*
Breakfast Attendee	1 Point
Committee Head	5 Points
Committee Participant	2 Points
Newsletter Submittal	3 Points
Monthly Meeting at Residence	15 Points
New Member Bonus	5 Points
New Member Sponsor	5 Points
BMR Target Photo	3 Points
Board Awards for Service	Variable / Board

*** New for the 2005 Riding Year!!**

Awards:

Top BMR point earner - \$200

First Runner Up – Trophy

Second Runner Up – Trophy

DOER Prize - \$100 Gift Certificate at BMW Dealer (eligibility = At least 10 BMR points and attendance at annual banquet).



"An Equal Opportunity Employer"

**4 WINDS BMW RIDERS
2005 BANQUET PLANNING SURVEY**

PLEASE CIRCLE FOR EACH OF THE CATEGORIES, THE ANSWER TO “I WOULD *PREFER* TO ATTEND THE 4 WINDS BANQUET IF ...”

I would *prefer* to attend the 4 Winds Banquet if the LOCATION was (choose 1)

- Within 5 miles of downtown Pittsburgh
- Within 10 miles of downtown Pittsburgh
- Within 25 miles of downtown Pittsburgh
- Within 50 miles of downtown Pittsburgh

I would *prefer* to attend the 4 Winds Banquet if the PRICING OF MEALS was (choose 1)

- Under \$10 per person
- Under \$20 per person
- Under \$30 per person
- Under \$40 per person

I would *prefer* to attend the 4 Winds Banquet if the MEAL TYPE was (choose all that apply)

- Hors d’oevres only
- Buffet
- Sit down dinner

I would *prefer* to attend the 4 Winds Banquet if there is a CASH BAR AVAILABLE (choose 1)

- Important
- Not important

I would *prefer* to attend the 4 Winds Banquet if OVERNIGHT ACCOMMODATIONS ARE AVAILABLE (choose 1)

- Important
- Not important

I would *prefer* to attend the 4 Winds Banquet if PARKING FOR MOTORCYCLES (off street) IS AVAILABLE (Choose 1)

- Important
- Not important

I would *prefer* to attend the 4 Winds Banquet if the STYLE OF THE BANQUET IS (choose 1)

- Informal or casual (jeans, riding attire or Dockers ok)
- Dressy

PLEASE RETURN THIS SURVEY TO:

Holly Marchek
165 Grouse Drive
Elizabeth, PA 15037

Continued from page 6

then north on Rt. 231 back to Avella.

40 was uneventful, straightforward with little traffic. Walt, Ralph, and I were familiar with 231 since we had done it several times together. There are two zigzags in the road where 231 crosses 331 and 844 - not well marked but the GPS reassured me.

231 was tricky in places - most turns had gravel in them and even though the roads had dried up by then, 231 is quite curvy and required our full attention.

We stopped briefly at the 844 intersection to discuss the ride home - we all would run Rt. 50 east back to Bridgeville. Bill and I would peel off for Upper St. Clair and Walter and Ralph would take I79 north back.

Just past the intersection with Rt. 50 Bill and I noticed that we had lost the RTs behind us. We turned around and found them in a sharp "S" curve about 0.3 miles south of the intersection.

Ralph had been riding last in the group in the right track of the lane and had gone off the roadway to the right side while in the lefthander, then got back onto the road surface but was aimed across the road thus crossing the oncoming lane and winding up in the downhill ditch on the opposite side of the road.

Bill and I found Ralph sitting up on the left bank of the road, Walt already attending to him and surveying the damage to rider and bike. Luckily a Verizon road crew pulled up right after the accident and the driver called 911 immediately. He then proceeded to provide traffic security (blinking lights, orange cones and all: accident rule #1 - secure the site to slow down traffic and avoid further accidents.) Walt and a friendly neighbor continued to attend to Ralph and within a few minutes, several local firefighters, rescue, and EMT folks showed up.

Ralph was OK except for pain in his left ankle that later proved to be a broken fibula (the skinny bone behind his shin bone). Of course, he was in a bit of a shock, mostly worried about the shiny black RT that was lying on its right jug, mirror pods scattered about, everything looking quite beat up.

As the paramedics were attending to Ralph, the three of us planned the next steps. We made an attempt to get the bike upright and out of the ditch. The first step was easy - soon she was sitting upright in the ditch, no centerstand required... For the heavy lifting that followed, we needed help from the FD. They refused, though, saying they had to wait for the State Police before they could salvage the bike.

Meanwhile, the ambulance came to take care of Ralph and ferry him to the Washington Hospital ER for further examination of injuries.

After the ambulance had left, the State Police came - of course our lawyer friend, Bill, knew the officer right away. The officer filled out the paperwork and let us drag the bike out - it took about 6 or 8 guys to do it. We rolled it into the friendly neighbor's yard

across the road while he told us about all the accidents he had seen in that "S" in front of his house. Last year, it was a woman rider with a new license on her first ride out. She suffered skin abrasions and wrecked her new bike....

I examined the bike for damage but all we could find was minor, cosmetic scratches on fairing, belly pan and hard cases. I pulled the right plug because the bike had been on its side - Walt cranked it over but no oil proved to be in the cylinder. In fact, it ran pretty well on one side only. The suspension looked straight and tires and wheels looked fine even though the front fork had been compressed to where the fender touched the fairing under the headlight.

I deemed the bike rideable and took it up and down Rt. 231 for a short test. Brakes worked well, no wobbles, no worries. Just the missing mirrors gave me an eerie feeling - not being able to see behind me was too scary. Both mirror pods had popped off their mounts and we had not been able to attach them back on the fairing. I remembered my duct tape (is it duck tape??) and we taped the pods back on. The RT was fully rideable, turn signals and all. The right hard case had broken off its rail so that had us puzzled for a while since I had run out of tape. I would get a few extra straps when we came back to pick up Ralph's ride.

This was the plan: Walt would follow the ambulance to Washington to check on Ralph and, at the same time, get his son Wayne to drive down to pick up Ralph from the ER.

Bill and I would ride to Bill's house, get Bill's bimmer, return to the site, pick up the RT and run it to Lee's shop in Wexford. No problem here - she ran just fine, purring along on 79. I found out what a comfortable bike the RT really is. The friendly neighbor had suggested to take the bags off and put them into Bill's trunk (wonder why we did not come up with this idea??).

By 5:30 we had dropped the bike off at Lee's (Lee, you need a mail slot where we can drop off keys instead of jamming them under your shop door.) On the way back we called and found out that Wayne had already picked Ralph up and they were on the way home to Bakerstown. Later that evening I got hold of Lee who would go back to his shop to put the RT under the roof.

Ralph, best wishes to you - get well soon, have Rosemary take good care of you, and we hope to see both of you at the banquet. You indeed had Glück im Unglück! (Presently hobbling editor's note: You hit the nail on the head there, Jürgen! But my best Glück im Unglück was riding with you, Walt, and Bill... Danke schön, Alles!)

JÜRGEN



As I say, Not Did!

Ralph Meyer

Parents often tell kids, “Do as I say, not as I do...” Or, if they’re being ‘historical:’ “...Not as I did!” Not that that has much effect, as kids often generally figure the best way to become an adult is to mimic Dad and Mom, rather than listen to them. And one of my friends and fellow 4-Windsers, Walt Halaja, has underscored this by the comment that, often, “The best teacher is experience, but it can be darned expensive!” Well, Walt sure is right.

The verbal advice: “Don’t come even normally hot into a corner you can’t see around, ‘cause you don’t know what it’s like and what’s there that can rise up and bite you!” is advice I’d heard and thought I’d always taken, but that’s exactly the advice I, unfortunately for my ankle and bike, didn’t follow closely enough on the West Breakfast Ride January 8th and learned the value of the expensive way.

We’d had a lovely ride so far that day—Jürgen Brune had kindly volunteered to write it up—his report’s in this issue. We’d been down 88, and over 40E in West Virginia and were now tooling along back North up that lovely Rte 231 and were almost to Rte 50 when we went around a somewhat blind left hand turn. I was playing tail-end-Charlie behind Jürgen, Bill, and Walt, when we came into one of those lovely curves that 231 is so nicely benefitted with. I was sticking as usual in a staggered formation to my outside lane (maybe my first mistake coming into a corner hidden by trees in a woods on the left), and, instead of slowing down even more as I should have, given the outcome, slowed normally before the lean-in, to discover with a sinking feeling as I went around the curve that it seemed to be a decreasing radius one and that I was headed more and more toward the edge of the blacktop.

And then it happened... cinders... I couldn’t lean in further as I figured I’d low-side the bike and slide whonosehowandwhere, when in but a split second more, my wheels dropped into a 1 foot or so deep ditch that ran along the right side of the corner that was just inches off the blacktop headed for a driveway pipe perhaps 10 to 15 feet away from where the bike went off the macadam. I hit the pipe with the result of being bounced up off the seat and pegs, but held on to the ‘bars with a death grip, and came down at an angle that then headed me at a slant across the road directly toward a downhill, 3+ foot deep, rock-studded drainage ditch on the left side of which was a nice, solid, 3 foot diameter tree, and on the right side of which was a guard rail I didn’t want to hit head on no way, no how. Straight into that ditch I went, winding up with my left foot against a rock under the bike and seeming at a crazy angle when I shoved the bike a bit to the right, pulled the foot out, and began trying to gather broken pieces of the bike. A Verizon truck stopped shortly after the crash. While one of its fellows quickly put out flares and flagged down traffic so as to avoid further mishap, the other called 911. While awaiting the 911 folks, some of whom showed up a few minutes later, Walt, Jürgen, and Bill kept insisting I sit back down and not worry about a thing every time I tried to get up to see about the bike and to gather up broken bits. I shortly wound up in an ambulance (no doubt to Walt, Jürgen, and Bill’s relief as they wouldn’t have to keep telling me to “Siddown!”) to the Washington Hospital with some other very nice people: the driver being the wife of a Harley rider, the EMT being delightfully good-humored, and a couple of the folks at the hospital being riders too—one owning a Suzi GSXR 1000, that, he said, will *only* do 186 mph before the cut out shuts off the fuel injection. After the ambulance pulled away, Jürgen, Walt, and Bill remained at the crash site to see about getting the bike back up on the road from where it now resided with its wheels in that V-shaped ditch a good 3-5 feet below the level of the road. A bunch of other people, EMTs, Firemen, and so forth had shown up as well, and, somehow, Jürgen,

Walt, and Bill, I suppose recruiting some of those who stopped, managed to get the bike back up onto the road and gathered up the various bits and pieces that fell or got banged off of it.

Anyway, on the stayin’ safe side, I learned, by expensive experience (you are right-on on that, Walt!) NOT to enter an unknown curve at a speed faster than one at which you can handle *anything* that pops up, out, or under you! That I have now had burned into my wee pur memory bank—by bitter experience—so I do! As David Hough says, “There’s always a first time... and... it’s when you’re most feeling smug and confident that something can jump up and bite you.”

But there’s something else I learned... or, maybe, I should say, had really again brought home to me. And that is that Western Pennsylvania People generally, Motorcyclists more especially, and most specifically, 4 Winds Riders, are hands down among the greatest and nicest folks to be found anywhere on the face of this old planet! Walt, after seeing to the bike with Jürgen and Bill, then rode to the hospital to check on me, called his son Wayne, and asked, because Wayne lives but about a mile from me in Bakerstown, that he come down from work to pick me up and take me home once the hospital kicked me loose and told me to get outta there. And so Wayne did. Meanwhile, Jürgen and Bill took their bikes home, got Bill’s car, and rode back down to the scene of the accident. Jürgen told me later that they’d pulled the spark plug on the bike and turned it over to make sure no oil had filled the cylinder while it was laying on its side in that ditch, then stated it up, tried it out, and after his and Bill’s return to the crash site, rode it all the way to Wexford to Lee Marks’s BMW Motorcycles of Pittsburgh before he and Bill returned home, calling Lee to let him know the bike was now there outside his shop. At that, Lee, Jürgen told me later, came over and put it safely indoors.

After the Emergency Room folks had put a splint on my ankle, while we were sitting in the ER Foyer at the hospital waiting for Wayne to arrive, Walt told me he’d seen in his mirrors some of the bouncing contortions the RT and I went through before we slammed to a halt in the deep ditch on the other side of the road. Commenting on that jouncing, he said, “Man, guardian angels were really riding with you on that one!” ...Looking at everything that happened then and after, I’ve got to say, “Yessiree! And the names of some of ‘em are Walt, Jürgen, Bill, and Wayne!”

Never before thought I knew any, but I do now!

RALPH



The Almond train station

ALMOND, NC SEPTEMBER 2004

Kevin & Shirley Hart

Talk is cheap, action takes interest, and planning is a pain. But the outcome of such was fantastic! It seemed like September would

never get here. The list of involved misfits in this adventure: Ed, Mark & Terri, Jim & Nicky, Tim & Diane, Rick & Cheri, and Kevin & Shirley along with guests Ron Kimble (Friend of T&D from Florida), and Paul Reihing (Brother of Terri, from Georgia) had been planning an extensive riding week in North Carolina for almost a year. Maps on kitchen tables, dinner at various restaurants throughout Pittsburgh for discussion on vacation schedules, emails with lodging info, phone conversations, more email with maps and places of interest. Riders with new apparel, motorcycles with new rubber, UniGos packed and repacked. We set out for a week that would hit over 2,100 miles and over 40 hours of riding recorded on my GPS. Our destination was the Smoky Mountains of North Carolina.

Although other riding events would take place before September, we would somehow always return to discussing the trip that we had planned, and how all of us were looking forward to it. The assignments were handed out early. Diane would search for lodging in areas where we could hit the usual high profile riding including Deals Gap, the Blue Ridge Parkway, and the Cherohala Skyway. We would rely on various previous scouting trips from the others like Ed, Jim, and Tim for places of interest: the Cherokee Reservation and Casino, and Pigeon Forge, Asheville. This area of the Smokies offers so much you need a National Geographic special to cover it all. We only hit a 10th of it, maybe less, and the roads... well, that is to say, they are the best!

Our lodging of choice was the Whistle Stop Lodge. Set back 4 miles off of Route 28 South from Bryson City, NC, it is a rustic cabin with all the amenities. The cabin has a full kitchen, two refrigerators, a dishwasher, and a huge dining area. We relaxed in a cathedral ceiling great room with satellite TV, DVD, VCR, and Stereo. There were three full baths with instant hot water as well as a laundry room. There was plenty of room with five private bedrooms equipped with queen size beds as well as several futons. Ed commandeered the loft level for single sleepers, with four queen size beds in a common area. Outside were a hot tub, canoes, and a large gas grill. We had plenty of covered parking for the bikes under the wrap around deck. A fantastic view of the woodlands, a lake and an antique railroad spur all were a short hike down the hill. Yes, it was rough,



Whistle Stop Lodge

but somehow we survived.

Possibly the only drawback to this location was the 2 mile stone road leading into the woods and the cabin. Our first arrival coming into Almond was at late afternoon after leaving Beckley, WV earlier that morning. Beckley was our layover and meeting place for the folks who could not get off of work early or decided to make a late

start the day before. It made for a halfway point and allowed us to remain off the interstate for the ride down. We traveled several routes on the way down, but a highlight was a lunch stop at the general store in Shady Valley, TN. This is a beautiful area with great riding all around. Tired riders and nightfall falling made the stone road very intimidating, especially pulling a UniGo trailer. All riders made it safely up to the parking area of the cabin after taking turns one at a time leaving the paved road of Eagles Nest. Our closest neighbors were 1 mile away from our doorstep. Quickly we unloaded the bikes and chose bedrooms; then several of us remounted for the trip back into Bryson City for food provisions, toiletries, and, most of all, adult beverages. Oh,... don't forget the Special K for Ed!

Rain on the way back to the cabin that night with fully laden motorcycles reminded several of us of the ride a year earlier in Cass, WV when Dana Asherman led us over the mountain for supplies. Dana, we could have used your prowess for leading on this leg! With rain falling and darkness upon us, the riders spread out thin along the 2-mile gravel stretch. Jim lost sight of the rider ahead of him and made a wrong turn down a very steep hill to the wrong cabin. Mark and Paul following did the same and all three riders laughed when they realized the mistake. Later they pulled into the cabin's parking area and all the women ran outside to help with unloading and covering the bikes.

We awoke the next morning to Rick and Cheri making breakfast omelets to order. Place your order and presto it was on your plate in no time. With bright sunshine and temps in the 70s the day was going to be great for riding. We got maps out on the table and had discussions on where to go and what to see. You would think we had it all figured out, but that's not the case with a group as diverse as this one. Most of us agreed to ride the Blue Ridge and we soon



Cranberry, Blue Ridge Parkway

headed back out the stone road to the main highway. It felt great to be riding and the bike handling was improved with the UniGo left back at the cabin.

The day ended with an Italian Dinner at a Restaurant in Bryson City. Everyone was too tired to cook after riding in the fresh air all day. We arrived home in the dark to the dismay of Nicky who was not looking forward to riding the stone road in the dark. She did fine, and all week no one had a problem riding the stones, but parking on them would prove to be another concern.

Shirl had decided that three days of riding was her limit, and asked me to take her to the Casinos in the Cherokee Reservation the next day. We set out early with Nicky and Terri deciding to spend the day there also. The gift shops were a short distance away and



T&D pushing the LT through a sweeper on the Parkway



A very well photographed sign



Mark (MacGyver), Cherohala Skyway



Ed and the Benny Hill Salute

they could spend the whole day there while the remaining group



R&C, License Plate ANYRD (?Any Road?) on the Skyway

hit Deals Gap and the Cherohala Skyway. Riding solo I followed the troops over to Deals with T&D leading us out on Route 28 and 129. The scenery and roads - what can you say - incredible!

Somewhere on the Cherohala I stopped to take photos of riders going by me and soon found myself completely alone. As I put away my camera and thumbed the starter I had no idea it would take me 30 minutes to catch up to them over toward Tellico Plains. I had 30 minutes to myself on the Skyway. No other riders or cages going west or coming towards me. Zooming along between 60 and 80 mph with nothing but fantastic views and open sweepers. Every time I would crest a hill I would expect to see Ed in front of me, but to my amazement I never caught up to him until the end. We gassed up for the return run and left R&C relaxing at the gas station and sharing a cappuccino. Jim had already started his return earlier back to the casino to pick up Nicky for a quiet evening at the cabin. Mark also turned around to head back to Terri at the casino. T&D, Ed, and I started to ride back in the late afternoon, with the plan being that we would eat at the casino.

Riding back on the Cherohala offered a completely different perspective of this beautiful highway. Riders spaced out with 100 yards between them gives you an idea of how far ahead you can see through the mountain ridge. At times you lose sight of the lead riders and then, cresting an outward section, you see them only momentarily before they disappear behind the next one. The view and weather was perfect and it matched the riding.

We arrived back at the casino to find Shirl and Terri a little lighter in the pocket book. They proudly displayed a photo of themselves with Walking Bear outside a tepee on the streets of Cherokee. During this trip we would celebrate three birthdays, Nicky's, Mark's, and Tim's. After blowing out candles later that evening, some retired to the great room for the movie Shrek and others played an unusual made up game of Crazy 8's and Rummy.

Our next day's adventure would take us into Georgia to a little town called Helen.

To be continued...



WAYNE KELLY MEMORIAL GOAL REACHED

Hello Everyone:

Please be advised that I have received an e-mail from our treasurer, Holly Marcheck, informing me that we now have \$510 in the treasury earmarked in Memory of Wayne Kelly so that a plaque in his honor can be placed in the founders hall of the AMA Motorcycle Museum in Pickerington, Ohio! That's it! We did this together!

Now Wayne will forever be remembered in the AMA Museum as the life long motorcyclist he was, and so will this club!

I would just like to thank all our members who went beyond the call of duty and gave from their personal monies to get this fund under way.

I also want to thank President Lance and all our 2004 board members: without their support this wouldn't have been possible!

WALT HALAJA

MC HAND SIGNALS

Here are some standard MSF motorcycle hand signals often used on group rides... in case you ever wondered at what those strange contortions by your ride leader meant!

Often during the meeting, **hand signals** are reviewed so that you can communicate with the other riders during the ride. Hand signals are a useful tool to keep the group aware and cohesive on the roadway. Your group is free to determine its own set of signals, but here's a review of some commonly used ones:

Hand Signals

Stop - arm extended straight down, palm facing back



Slow Down - arm extended straight out, palm facing down



Speed Up - arm extended straight out, palm facing up



Follow Me - arm extended straight up from shoulder, palm forward



You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front



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.

DIRECTIONS TO MEETING:

Saturday, February 19th, 2005 from 2-4:30 PM, meeting at the North Park Lounge Deckhouse, North Park Lounge Deckhouse, 20810 Rte 19, Cranberry Twp. Telephone: (724) 772-2233.

From the South: Take I-79 North to the Cranberry-Mars/PA 228 Exit (Exit 78) to the right and keep left when on the ramp to PA 228W. Turn Left at the exit light onto 228W, then at the US 19 & 228 stoplight, turn right onto US 19 (Perry Hwy) and continue North on US 19 past Rowan Rd to the North Park Lounge Deckhouse on the right. The Lounge is about 2.24 miles North of the 228--US 19 intersection, and about .9 mile North of the Ogleview/Rowan Rd--US 19 intersection.

From the East: Take the Parkway (I-376) West. Take exit 2B to the right onto the Boulevard of the Allies. Keep right onto the I-579N ramp. Take I-579N and keep left onto I-279N ramp. Drive North on I-279N and continue North onto I-79N. Take exit 78 to the right off of I-79N then keep left when on the ramp to PA 228W. Turn left at the exit light onto Hwy 228W. At the US 19 & 228 stoplight, turn right onto US 19 (Perry Hwy) and continue North on US 19 past Rowan Rd to the North Park Lounge Deckhouse on the right. The Lounge is about 2.24 miles North of the 228--US 19 intersection, and about .9 mile North of the Ogleview/Rowan Rd--US 19 intersection.

The Mapquest URL to the Lounge is: <http://www.mapquest.com/maps/map.adp?searchtype=address&country=US&addtohistory=&searchtab=home&address=20810+Route+19&city=Cranberry+Twp&state=PA&zipcode=16066>