

JULY



2005

MOA # 6

www.4windsbmw.org

RA # 76

THE PRESIDENTIAL VIEW

By Rick Gzesh

A wise man once said, "If you do not learn from your mistakes, you will be doomed to repeat them." So what did I learn from my recent Adventure Rider Rally experience? I learned that you don't bring a knife to a gun fight! Or more specifically a street biased dual purpose bike to explore rugged terrain when a more dirt oriented machine with knobbies would have been more appropriate. Especially for someone such as myself who has limited off-road skills and experience. End result, a broken hand and 4-6 weeks of prime riding season that I am forced to sit out. You can read about my follies riding along with Dan, Mitch and my buddy Norm in Mitch's ride report of what really was a fun filled weekend (see p. 15). I mention this, because it was a reminder to me that life in general and riding in particular is a life long learning experience. I am eager to get back into the saddle, and was actually able to ride the rest of that weekend after my mud incident with out any real discomfort, right up to the point where my hand was put in a rigid cast after I had arrived back home and visited the local ER. Oh well, maybe I will get some things done around my house now that I have this extra free time on my hands, or rather hand.

Continuing on this learning theme, what did I learn from my experience at the Sport Bike Track Time weekend at BeaveRun over Memorial Day Weekend? For starters, a lot!! I learned to shift smoother and brake harder. I learned how to pick the proper line through a corner. I then learned how to down shift and brake simultaneously in preparation for throwing my bike into a corner faster than I thought possible. I also learned to shift my weight to the inside by sliding my butt over to help with cornering. I learned that a modern bike with sticky tires will corner just fine in the rain. And I learned that there are plenty of riders who are WAY better than I am.



INSIDE THIS ISSUE:

The Presidential View	1
Board Of Directors 2005	1
July Meeting Info	1
Publication Info	2
Meeting Schedule 2005	2
Ongoing Events	2
June Meeting Minutes	3
2005 Georgia Mountain Rally ..	4
For Sale	4
CELEBRATION RA	5
Rocket City Rally	6
Harley-Beemer difference	6
4-Winds '05 Mileage Contest...	7
North Breakfast Ride	9
Lincoln Hwy. Museum Ride	10
AMA News	12
Mark yer calendars!	12
WV Jailbreak -	14
The Road Less Traveled	15
Welcome, New Members!	16
Map to Tony Capriotti's	16
Rally! - July Update	17
How do I join	18
Directions to the Meeting:	18

BOARD OF DIRECTORS 2005

President – Rick Gzesh
412-731-4020
giftdp@aol.com

Vice President – Scott Bassin
724-538-4612
sbassin@city-net.com

Treasurer – Margaret Weaver
724-942-1357
gsweave@netscape.com

Corres. Sec'y – Holly Marcheck
marchhe@comcast.net

Rec. Sec'y – Nancy Barrett
724-941-1543
seanbarr@adelphia.net

Director – Dan Weaver
724-942-1357
gsweave@netscape.com

Director – Kevin Hart
kevin.hart@msanet.com

JULY MEETING INFO

The meeting of the Four Winds BMW Riders will be held 2-5PM, Sat., July 16, at Tony Capriotti's house-1857 Outlook Drive, Verona, PA 15147. This is a picnic meeting. Tony has a pool, so bring your swimsuit. Hamburgers & Hot dogs will be furnished. Members, please bring appetizers, side dishes, and desserts according to your last name: A-H: appetizer; I-P: side dish; Q-Z: Dessert.

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., July Meeting: July 16; **Aug. issue deadline: Wed., July 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 if you can.

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.

July 16, 2005 — 2-5PM at Tony Capriotti's House

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

Additionally I learned that my bike won't start when you pull the 1, 4 & 6 fuses to turn your lights out (as recommended by the staff), when you were suppose to pull 1, 4 & 9! That six sure looked like a nine from the opposite side of the bike. I also learned that if you leave your glasses on the registration table, someone is bound to knock them to the ground and that someone else will step on them rendering them useless. Fortunately I had learned that lesson before and had a spare pair with me. A mistake that I was not doomed to repeat.

From a club view point, what have we learned recently? We have learned that we have some great members. Members who will go above and beyond the call of duty to help another member in need. Even if that means driving 400+ miles to pick up a fallen club member and his bike in Virginia. Or our members who continuously volunteer their services to the club even if it would appear that they are the only ones to do so. Those members continue helping because they know that our club is worth sacrificing some personal time for.

This brings me to the main point of this month's column, what have we learned from our Rally past? We have learned that we have the longest continuously held annual rally in the USA and that attendees have told us that we have one of the friendliest and nicest rallies out there. And of course we have learned that in order to have a successful rally it takes many members to donate their valuable time for the planning and implementation of our rally. Sadly, as of this writing, our rally might be in jeopardy as very few members have heeded our pleas to volunteer to work at our rally. We need someone to head up registra-

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

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

Sun, July 17 — South at the Roadside Restaurant, Rt 51, 10:00 AM

Sat, July 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 if you can so the board doesn't get cluttered.

tion, and to schedule other members through out Friday evening and Saturday morning to greet our rally guests. How do you think those 300 rally packets get assembled? I don't know either, but I do know it is not the Keebler Elves. We need someone to volunteer to head up a garbage detail. Yes, we know it is a stinky job, but it must be done! We also need someone to head up t-shirt sales. The list goes on and on. Plenty of job vacancies, but not enough applicants. Currently we are not at the point of having to learn from our past rally manpower mistakes yet. Why? Because in the past, workers

magically appeared to make sure everything was taken care of. But why do we need to wait till the last minute to volunteer? Haven't you noticed Tom's hair getting grayer and thinner by the minute? Stress will do that to you. So I am calling on our membership to volunteer now. You know you are going to attend, so why not contact our Rally Chairman, Tom Primke, tomprimke@juno.com, 412-828-3413 and tell him that you would like to help. Let's make sure that this rally issue doesn't become a mistake that we will need to learn from. Your rally experience will be richer for you having helped out!

And one more thing before I forget. There is something else I learned from my Adventure Rider weekend. I learned that I need an honest to goodness dirt bike!

Ride Safe!

RICK

Special June Meeting Notes:

At our meeting on June 18th, Margaret Weaver has volunteered to organize registration and Shirley Hart volunteered to run the T-Shirt sales at our rally. Thank you Margaret and Shirley for agreeing to head up these important rally jobs. Both will need members to volunteer their time to work 1-2 hour shifts throughout the rally weekend. Other posts are still available. It is not too late to volunteer your time to help at our rally.

Concerning the MOA National Rally Charity, Safe Harbor, we collected \$67.00 and will pass the hat around one more time at our July 16th meeting, details elsewhere in this issue. Thanks to all who have graciously donated to this worthwhile charity.



**JUNE MEETING MINUTES
3:10 PM 6/18/2005
QUAKER STAKE AND LUBE, SHARON PA.**

Old Business

MOA National July 21-24: Please remember to register Four Winds BMW Riders and Volunteer to help.

MOA Safe Harbor: A Wing Bucket was passed along for those interested in donating to this MOA sponsored charity. This replaces the 50/50 for the meeting.

2006 Banquet: The Georgetown Center on Route 51 South from the Liberty Tunnel has been selected. It will be a buffet and less formal, with an appetizer and cash bar. The room has a 50 person minimum, and can hold 190. A DJ for dance and/or background music still to be worked out. Cost will be \$17.50. 17% tax and an 18% gratuity. A Spring Hill Suites is close by for those interested in spending the night in the area. Thanks to Holly and the Banquet Committee for their hard work.

New Business

There was no new Business to Report

2006... 40th-Rally:

President Rick stated that the Committee had a nice surprise to be announced shortly.

2005 Rally:

2005 Redbank Project: Tom Primke reported that the Purchase of Materials for (6) Picnic Benches is proceeding. \$400 dollars will be spent for the project with \$300 being donated from the Four Winds. Material will be purchased from a local Lumber Yard. August 6 & 7 is the proposed project work date. Check the website for details. Volunteers welcomed.

Friday Evening Meal: Tom continues to work details with the park on the food stand. More selections, stay open late for late arrivals. Possibly a church group with a hoagie sale. Many ideas discussed.

Tech Sessions:

- Dennis Mickanin - Valve Adjustments
- Craig Immel - EVO Brake System
- James Stitt - Electrical Buss System
- Sean Barrett - First Aid

Registration: Margaret Weaver is organizing registration. Volunteers Needed. Paul White has obtained Pa Maps for the packets.

T-Shirt Sales: Shirley Hart is organizing sales. Volunteers Needed. Tom showed the gold colors available for the shirt design previously agreed on along with a finished rally pin. Vegas Gold was selected for the shirt. They were both very well received.

Second T-Shirt: Tom reported that the design that Becky Linneman did was so well received that he did not want to waste it and has decided to place orders for The Four Winds Members ONLY. This Rally shirt will not be sold to the public during the 2005 Rally. Tom is paying for the tool charge himself. If you are interested in this 2nd T-Shirt Design that will also appear on the 2005 Rally Program contact Tom Primke.

Rick thanked the 23 members who attended. 20 members rode to the meeting. Thanks to the Quaker Steak staff for their hospitality. Meeting adjourned at 4:15 PM.

RESPECTFULLY SUBMITTED FOR NANCY BARRETT, BY KEVIN HART.



**Photos by
Diane Pears
Thanks, Diane!**



2005 GEORGIA MOUNTAIN RALLY

By Tom Barnhart

OK, although I enjoy riding all "winter" long on our great rural flat Florida roads, I needed to get into some mountains. What better way to start the spring season than to head to the Georgia Mountain Rally? I have been rained on, endured snow flurries, sleeted upon, frozen to the bone, and flooded enough times at this rally to rethink the camping thing. As the body ages, the mind begins to resist the urge to prove that you still can do it, and accepts the fact that it is not a sign of weakness to be comfortable. This was my year to give in, so I made my motel reservations in Hiawassee and registered for the rally. Let it rain!

The second concession to my ego was to take time to smell the roses and not try to make the 800 mile run in one day. My first day's destination was Tifton, Georgia--a totally boring run of 450 miles up the Turnpike and Interstate 75. At least I made good time since the GPS showed a driving average of 69.2 MPH. Now the worst was behind me--arrived at the motel, freshened up, rested, had a great dinner, and a good night's sleep.

After a quick breakfast, I was on my way. I chose to take rural routing through some flat Georgia farming country, and, after a few hours, into the pleasant rolling hills. North of Athens, the hills get steeper and the road has more curves. The best part of this run was the lack of traffic. Most of the larger towns have by-pass routes, so there are very few lights and only minimal lower speed zones. The last 100 or so miles of Route 441 are true mountain roads; unfortu-

nately, most of this section is under construction, and the last 35 miles of back road from Clayton to Hiawassee was a construction nightmare--steel plates on the road, numerous single lane stretches with flagmen, and thick yellow mud everywhere.

I arrived at my motel, the Fieldstone Inn--a first class mountain resort--early in the afternoon: about 350 miles of relatively easy riding with an average speed of 57 MPH.

Got settled into the room and headed out to the Bald Mountain Campground, the rally site. For those that have not attended this rally, it is located in a beautiful mountain valley totally surrounded by high wooded mountains: just my idea of what a remote mountain camp site should be. The camping area is grassy and shaded and there is a great dining hall/pavilion with plenty of tables and chairs. This is a very popular rally, with well over 700 in attendance and at least a dozen vendors.

I spent the afternoon perusing the vendors' displays and meeting a lot of old friends from all over eastern US; several old pals from my Pittsburgh days, a number of familiar faces from the Florida rallies, and a lot of folks that I have met over the years at the Bike Week gatherings at Bulow and Holiday Park. The Friday evening fare was Walt's Famous Chili. After a sufficient quantity of this wicked brew and some liquid refreshment it was time for the evening entertainment. A great bluegrass band played many old mountain standards. After all the fun my system could handle, it was time to head to the motel for a well needed rest. Sometime after midnight I was awak-

Continued on page 6

FOR SALE

Please note: If you sell your item, please notify the newsletter editor so it can be removed from this list.

Two F-650s: one a '97, black, 10,600 miles. excellent condition with some extras, asking \$3400; the other a '98, black, 16,000 miles, with a mint setup for touring, heated grips, BMW bags all around \$3800 or best offer on one or the pair. Would keep riding one or sell both and get an 1150R. Doug Bruno, Ph.: 724-375-4426 or douglas.bruno@pearson.com

Aeroflow windscreen to fit 97 R850R: Good condition, used to go to Seattle and back. Prefer look of stock screen, but the aeroflow really gives great weather protection. Cost new: high \$300's; sale for \$175.00. If you need a picture let me know. Dan Weaver, 724-942-1357 or gsweave@netscape.com

1997 Amarena Red R1100RT: With 38,500 miles. Selling only because of a return to school. Exc. condition. Accessories include: corbin saddle with backrest, Aeroflow windshield, stock seat and shield, BMW topcase, headlight protector, cylinder guard, sport rack on back for luggage, bar risers, BMW gel battery, and throttlemeister. Tires in excellent condition. Asking \$6,799.00 obo. Feel free to contact Jason at ja_gregg@yahoo.com

Vent Tech leather jacket: with cladding and removable full insulated lining. Like new, size 40. Vented, and excellent for all weather conditions, and great riding protection. New over \$200, will take \$85! Contact Conrad Rossetti, clg184@comcast.net, 724-942-2387



Info on the Morgantown Motorcycle Mountainfest: check out www.wmountainfest.com. Sonny Robison sent in the heads-up on this one!

CELEBRATION RA
OCTOBER 6-9, 2005
THE CELEBRATION/CALSONIC ARENA
SHELBYVILLE, TN
GPS: N35' 29.403" W86' 26.780"

Greetings all! I bet you thought I'd forgotten all about you, but never fear, it's time to get this thing started!

We've chosen a great site for the BMW Riders Association's 33rd International Rally. This site is not your traditional fairground, in fact if you've ever ridden through horse country, you will recognize the white fencing and meandering landscape.

The Site:

Time to take a little tour of the grounds. You will need to download a map of the facility from: www.calsonicarena.com/images/calsonicgroundsmap.jpg

The Calsonic Arena/Trade Fair Building is Rally Central. When you enter the building at ground level you are actually on the upper level of the arena. The arena slopes down into an area built for horse shows with stadium seating. I've given the upper level the nickname of the "mezzanine". The mezzanine will host the vendors all around the perimeter of the arena. Spots are already marked with electric available in each site. In addition, the back of the arena (where horses are prepped for entry into the arena), can hold additional vendors. The cool thing about this area is that two overhead doors allow trailers to be backed into this area. For those vendors that have trailers they work out of, they can be backed right into this area. So in effect, all of the vendors can be centrally located and under roof! The mezzanine also has a concession area with food and beverages as you wander around the vendors.

The Calsonic Arena also houses two conference rooms, which will be used for seminars. The larger seminars will be held in the Blue Ribbon Circle Club. This facility can house our seminars that draw greater attendance, along being able to utilize a full kitchen.

The Champions Arena is an open-sided, roofed arena, which may be used for the Bier Garden. We are still having a lively discussion about where to put the Bier Garden, but our BG Chair, Al Hennigan is scoping out the possibilities.

Camping:

The site marked "Camp Grounds" will house the RV camping towards Madison Street, with the Quiet Tent Camping are in the area of the pavilion. This area has its own toilet and shower facility with tall trees that provide some shade. RV camping has full hookups with 30 and 50-amp service.

The area marked "Barbecue Cook-Out" will house the less than quiet tent camping with areas reserved for the Air Heads, Chain Gang and other groups to put up their palatial palaces! This area also has trees to provide some shade.

The folks at The Celebration will also ensure that the horse stalls are clean out in the event that someone wants to pull their "horse and gear" into one of the stalls. There are also additional toilet and shower facilities in this area. All in all, we have plenty of room to roam around.

The fairgrounds sets on the edge of Shelbyville so you can turn right onto Hawthorne Street from the camping areas and you are out of the city into the countryside for some great riding.

Accommodations:

For those of you who want to camp indoors, Shelbyville has both hotels and Bed and Breakfasts. Two hotels are on Madison Street, which runs in front of the rally site. Folks in Shelbyville are getting ready and hotels and B & B's have already contacted me to ensure they are listed! You can access the accommodation list on the BMW RA website: www.bmra.org/rally/ or through the Shelbyville Chamber of Commerce website: www.shelbyvilletn.com

Volunteers:

As you know, rallies don't run themselves and can only be successful with the involvement of many dedicated people. Our hosting club is The BMW Club of Nashville and Polly Wright and Mike Gillespie have been working on this rally for months. If you are interested in helping out both before and during the rally, e-mail me at: rallyinfo@bmwra.org

Ride, Ride, Ride:

Time to send me your favorite rides in the area: on-road and off-road (or a combination, thereof). Share some great roads with your fellow rally goers. We want to highlight some of these rides in future eNewsletters and OTL. Send them to the rallyinfo e-mail address.

Tidbits & Teasers:

We will again be conducting the ERC (Experienced Riders Course) and DBS (Dirt Bike School). I've been talking with someone who is willing to conduct a Trials Class. Anyone interested?

We are working with the folks at Jack Daniels to have a luncheon on Friday of the rally at the distillery. Anyone interested?

Traditional country, bluegrass and blues were definitely the winners in our music survey, so I'm sure we will get your head nodding and toes tapping!

Riding season is upon us, I even camped with snow flying last weekend(ahh..spring time in Ohio) so get out your maps and start to plan your route to Shelbyville, TN!

DEBBI HARBOUR, RALLY LIAISON

BMW RIDERS ASSOCIATION

Continued from page 4

ened by lightning flashes and the sounds of thunder and torrential rain. This major downpour lasted all night with no sign of letting up. So what else is new for the rainiest town in Georgia?

At the Inn's complimentary breakfast I met four other bikers from north Florida. We enjoyed our breakfast in the lobby, looking out over the lake and watching the rain pelt down. We all agreed that we had made a wise decision to not camp out. By 10 the rain had stopped and we headed over to the rally site. It remained cool and drizzly all day, and by late afternoon the clouds had descended down the mountains adding to the feeling of isolation. Soon it was time for the "Cook Your Own Steak" dinner with some tasty side dishes. Prime aged beef over an open charcoal pit. What a way to wrap up a rally. Afterward, there was the obligatory awards ceremony, the awarding of door prizes, and some more entertainment. With no problem packing a bulky prize this year, I went back to the motel for a good rest before heading for home on Sunday.

Sunday morning I got up early to find the temperature had dropped into the 30s. No problem: I remembered to pack the heated vest and liner and warmer clothes. During breakfast I got some good route suggestions from the north Florida gang. Checked the maps and plotted my route on the GPS: East to Blairsville, Georgia, then south primarily on Route 129 for the entire trip through Georgia. The first 100 miles or so of Route 129 is one of the most awesome mountain roads I have been on in years. The famous "Dragon" pales in comparison to this section of road. What a trip: countless hairpin curves with wide, well banked pavement and, best of all, no potholes or trash on the road. Coming out of the mountains, I followed 129 south almost to the Florida border--again, all rural roads with no traffic and no construction. --Rejoined I-75 and headed south to a motel near Lake City Florida. A good dinner, and it was TV and bed time.

I was up early, grabbed the complimentary "continental" breakfast and hit the road. My first stop was the Okahumpka service plaza on the turnpike. A quick stop for fuel, a cold drink, a comfort stop, then back on the road. My next stop was when I rolled the bike into my garage at home. What a great trip. Time to think about doing it again next year. In the meantime, there will be lots of local Florida riding and then my two-month summer mountain escape to a condo in the Blue Ridge Mountains near Blowing Rock, North Carolina.



TOM



ROCKET CITY RALLY

By Jim Linneman, Southern Correspondent

I had the opportunity to attend the Alabama Beemers Rocket City Rally at Ditto's Landing on the Tennessee River near Huntsville, AL over Memorial Day Weekend. This rally is known throughout the South as the "Mo' Chicken Rally" due to the food served all week-end long. This rally has to be the rally with the best value in the South. For the rally fee of \$35.00 you receive three nights camping, pancake and fruit breakfasts for three mornings, two lunches and three dinners. On Thursday night, we had a pulled pork smoked barbeque dinner with all the fixings. Starting Friday at noon the members serve smoked chicken and four side dishes continuously until Sunday morning. Beyond eating like you are on a cruise ship, the rally has a lot to offer. The rally site provides plenty of shady camping, many electric hookups, and clean restroom facilities. Northern Central Alabama is where the foothills of the Cumberland Mountains begin. We had plenty of twisty roads to ride on Friday and Saturday in Southern Tennessee and Northern Alabama. The NASA Space Center is located approximately 12 miles north of the rally if a rainy day happens. The Barber Motorcycle Museum in Birmingham is a day ride. Bogart's BMW was there with 6 demo bikes. I got to try a new R1200RT on a forty-five minute ride--very sweet!

Over 600 people attended the rally this year with riders coming from as far as Washington State and Arizona. Five riders represented Pennsylvania from the Harrisburg Area. The oldest rider was an 83-year-old retired football coach from Shippensburg. This is a "regional" rally similar to the Finger Lakes Rally in New York State.

The high point of the awards ceremony was the raffle of a '05 R1150R motorcycle. The club sells tickets all year long and the winner this year was a gentleman from Birmingham. I was thinking it would be a great down payment on a new GS if I won!

If you can fit it into your riding schedule, I recommend that you join me next year and eat "mo' chicken." I proudly have the small rubber chicken given each participant attached to the back of my bike flapping in the wind as I ride.

JIM



ANOTHER DIFFERENCE BETWEEN...

HARLEYS AND BEEMERS:

Noted by John Lutz:

I heard they did a study and found that if you opened a saddle bag on the average Harley the 3 items you are most likely to find are

1. Turtle Wax
2. Tie-downs and
3. A Tow strap.

Same study found that if you open the saddle bag on the average BMW or Goldwing you are most likely to find:

1. A roll of toilet paper
2. A Rand McNally US Atlas and
3. A roll of quarters.

JOHN

(Ol' Down Home Editor's note: "Now that there shure sez somethin,' don't it?")

4-WINDS '05 MILEAGE CONTEST



Four Winds BMW Riders

2005 Mileage Contest

Submitted By: Kevin Hart

So you're the club's resident Iron Butt Rider? **Prove It!**
Any member can apply for the contest. If you don't think of yourself as a high mileage rider enter anyway. You may be surprised at the mileage you do record for a year if your not one to keep track of it. Highest Member Mileage submitted for the year will be awarded with a 25 dollar gift card from --



Think of it as a way to get yourself out of trouble with your Significant Other (SO) for all the home projects that suffered while you were riding. Fill out the Mileage Contest Form and return it to Kevin Hart.

Note: This is not an Iron Butt sanctioned event. It is for "FUN" amongst our members. Mileage submitted must be an honest record of the odometer readings for the Motorcycles you currently own, operate and submit for the beginning and end of the 2005 year.

OK so we started a little late -- use your discretion.

As President Rick stated for this year "Get Back into Riding".

Four Winds Mileage Contest



Starting Mileage Form – Year _____

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone Number: (_____) _____

Mail Form to:
Mileage Contest
c/o Kevin Hart
404 Morris Street
Pittsburgh, Pa 15218

	Make / Model / Year	Starting Mileage
Bike 1		
Bike 2		
Bike 3		

Cut Here



Ending Mileage Form – Year _____

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone Number: (_____) _____

Mail Form to:
Mileage Contest
c/o Kevin Hart
404 Morris Street
Pittsburgh, Pa 15218

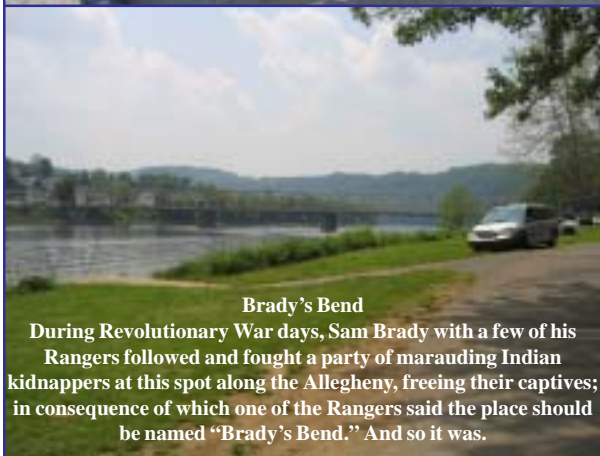
	Make / Model / Year	Ending Mileage
Bike 1		
Bike 2		
Bike 3		



At King's Breakfast--Left to Right:
Frank, Sonny, Tom, Ron, Jürgen, John, John, Fred, Lance, Ralph



At Brady's Bend--Sonny's behind the camera!



Brady's Bend

During Revolutionary War days, Sam Brady with a few of his Rangers followed and fought a party of marauding Indian kidnapers at this spot along the Allegheny, freeing their captives; in consequence of which one of the Rangers said the place should be named "Brady's Bend." And so it was.



**NORTH BREAKFAST RIDE
6/5/2005**

Pictures & Map by Sonny Robison

Riders after breakfast: Sonny (leader), Frank, John, Jürgen, Ron, and Ralph. Jürgen and Ron had to peel off for home before Brady's Bend.

We left Kings around 11:30. Sonny said he got home a little after 5. See the map at the right for the track ("Bread Crumb Trail").

LINCOLN HWY. MUSEUM RIDE OF 5/26/05

Ralph Meyer

While thinking about an overnight ride to Bedford County to find some covered bridges that Sonny Robison began thinking of last fall after we hit the Somerset ones, he ran across some information about the developing 'Lincoln



Highway Museum'—a series of large murals depicting the Lincoln Highway (U.S. Rte 30) in its 1930s heyday that an artist was painting on buildings along the highway, along with placing



murally painted old style gasoline pumps therealong as well. The bridge ride was back-burnered as the Museum Ride planning heated up... only to be regularly doused by Pittsburgh weather's wet blanket all this spring 'till last Thursday, May 26th. Things were looking good weatherwise for that day, and, at the

Moraine Park Meeting, Sonny and I agreed to keep in touch as the ride might be on if the weather kept looking good later in the week. (It was supposed to get lousy again the first of the week... and, of course, it did.) Anyway, it turned out that Thursday looked like it'd be grand: sunny weather, nice temps, and just a fine day for riding. Sonny e-mailed me Wednesday that he figured on going if I was game. I told him that was a big "you-betcha,"

then remembered we now had a new retiree in our midst, as Walt Halaja had just hung up his fine Pittsburgh fire



captain's helmet a few weeks before, and didn't say he was tied up with anything that week. So we let him know the when and where we were taking off from to go to the 6 murals that had been done so far. We didn't have to worry about finding them, because Sonny had already previously done 2 forays in the cage with Peg to locate 'em, and had 'em all marked in his GPS V.

So, the three of us having met at the former East Breakfast Ride King's on 286 at 9 that morning, we headed south for the first mural, in Irwin via Sonny's usual curly back roads. From thence, after getting some shots of the mural, we headed East, catching all of them that had been done so far—there are six—along Rte 30, the last one being the one in

McConnellsburg.

While on the



way, having graphed the mu-

after photo- ral in Stoyestown,



we stopped and photographed their American Legion War Memorial tank and 'copter, and the Trostletown Covered bridge in the Lion's and American Legion park just outside of Stoyestown. We had the added fun of being able to photograph a herd of bison in the distance, as well as some former bison (bleached weathered skulls with horns from animals that had given up the ghost to feed hungry Pennsylvanians—they sell buffalo meat at the 'Corral' shop), while photographing the largest mural of the lot: the one painted on 3 sides of the barn at the Buffalo Corral, which is located some 15 or so miles East of Stoyestown.

After eating lunch in Bedford at the Landmark Restaurant, a



good eatery Sonny knew of right on 30 in town, we got the murals East of Bedford, retracing our roll along 30 after the final one at McConnellsburg. Since Old Bedford Village and the Claycomb Covered Bridge was just a hop-skip-and-jump North up 220 off 30, we stopped and photoed that bridge too, before heading back and eventually to home via 30, some back roads (Sonny knew, of course) north, and 22, splitting up for our homes at the junction of 22 & 286. Having left home around 8:15AM, I arrived back after the ride bang on 8:15PM. A great way to spend a lovely 12 hours. The company and bikes were grand, and the mural artist, downright astounding! We understand he's still in the process of painting more as one heads East from McConnellsburg. They too will be something to see, I'll betcha!

Ride Stats from the GPS are:

- Mvg Avg.: 38.6mph
- Max Speed: 73.8mph
- Distance: 295.9
- Mvg time: 7:39:55



RALPH





AMA News

AMA EFFORTS OVERTURN CHICAGO BIKE BAN

PICKERINGTON, Ohio — The American Motorcyclist Association (AMA) has announced that the City of Chicago has significantly changed its recently announced ban on motorcycles in parades, in response to AMA inquiries.

The ban came to light when Chicago Mayor Richard Daley’s Office of Special Events sent a letter to various parade organizers, stating, in part: “effective immediately, the City Parade Regulations have been amended to include a ban on machinery potentially dangerous to spectators and staff working parades.” That machinery included “motorcycles, (pocket) mini motorcycles, mini motor bikes, motor scooters and three- and four-wheel all-terrain vehicles.”

The news outraged motorcyclists planning to ride in Chicago parades this summer. They contacted the AMA, which, in turn, contacted Chicago city officials.

At first, Chicago city officials refused to return the AMA’s repeated calls about the bike ban. A day later, however, Cindy Gatzliolis, spokeswoman for the Mayor’s Office of Special Events, called to say that the city had modified the ban.

Gatzliolis said the now-rescinded ban had been a response to a motorcyclist who nearly struck a parade spectator. City officials felt that rather than waiting for someone to get hurt, they should address the safety issue, she said.

The City of Chicago soon will send a new letter to parade organizers, once again allowing motorcycles in parades. Under the new regulations Gatzliolis outlined, each parade will be permitted up to two groups of no more than 50 motorcycles each.

“When we first heard of these rules, we couldn’t believe the city would make such a sweeping and discriminatory move,” said Sean Maher, AMA Director of State Affairs. “We’re glad to see Chicago back away from the idea of a total ban on motorcycles so quickly. We’ll continue to monitor the situation.”

AMA-BACKED BILL TO END BIKER HEALTHCARE BIAS INTRODUCED IN HOUSE

PICKERINGTON, Ohio — The American Motorcyclist Association (AMA) has announced that a bipartisan bill to end health-care discrimination against motorcyclists and ATVerS has been introduced in the U.S. House.

U.S. Reps. Michael Burgess (R-Texas) and Ted Strickland (D-Colo.) on June 8 introduced H.R. 2793 — “The HIPAA Recreational Injury Technical Correction Act” — would bar health-care discrimination against those who take part in legal transportation and recreational activities such as motorcycling, ATV riding, snowmobiling, or horseback riding.

U.S. Sens. Susan Collins (R-Maine) and Russ Feingold (D-Wis.) introduced similar legislation in the Senate: S. 577, “The HIPAA Recreational Injury Technical Correction Act.”

The measures are in response to action taken by federal bureaucrats that legalized health-insurance discrimination against riders and others.

“It’s shameful to allow health insurers to discriminate against

individuals who take part in perfectly legal hobbies and activities” Strickland said. “According to this rule, a person injured while drinking and driving would be covered by their health insurance, but an individual who falls from a motorcycle may not. It just makes no sense.”

Burgess added: “The development of this bill could not have been possible without bipartisan congressional support and the hard work of the American Motorcyclist Association. I look forward to working alongside the AMA to get this legislation passed into law.”

On August 21, 1996, President Clinton signed into law the Health Insurance Portability and Accountability Act (HIPAA) to prohibit employers from denying health care coverage based on a worker’s pre-existing medical conditions or participation in legal activities, such as motorcycling.

But later federal bureaucrats reversed the law, writing rules to allow health-insurance discrimination against motorcyclists and others who engage in legal activities like ATV riding, or horseback riding.

The AMA was outraged when federal bureaucrats went against the will of Congress and immediately lobbied Congress to right this wrong. Others involved in the effort include the BlueRibbon Coalition, Motorcycle Riders Foundation, ABATE of Wisconsin, ABATE of Ohio, the American Council of Snowmobile Associations, and the American Horse Council.

“This loophole written by federal bureaucrats must be changed,” said Ed Moreland, AMA vice president for government relations. “We need all AMA and ATVA members and all motorcyclists to contact the members of their congressional delegations to support legislation to fix this.”

Enthusiasts can send letters of support to members of Congress through the AMA Rapid Response Center at www.AMADirectlink.com <<http://www.AMADirectlink.com>> .

Founded in 1924, the AMA is a non-profit organization with more than 260,000 members. The Association’s purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members. For more information, visit the AMA website at www.AMADirectlink.com, or call 1-800-AMA-JOIN. For the latest news releases, visit the AMA News Room at <http://home.ama-cycle.org/newsroom>.



MARK YER CALENDARS!



Experts encourage motorcyclists to use helmets

By SCOTT TONEY, Staff writer
stoney@observer-reporter.com

The medical director of Washington Hospital's emergency department agrees with emergency room physicians who gathered in Harrisburg recently to encourage motorcyclists to wear helmets this summer.

"Just as we urge that children wear helmets to prevent injury while riding bicycles, it is even more important that motorcyclists wear helmets, considering the greater trauma that can occur at the high speeds which they ride," Dr. David Fuchs said.

The Pennsylvania Chapter of the American College of Emergency Physicians collected data on injuries received by bikers in 135 accidents from Memorial Day to Labor Day 2004. They compared the degree of injuries in helmeted vs. unhelmeted drivers.

"My experience says we have not seen an increase in head trauma cases or facial fractures since the helmet law repeal in 2003, but over the years we've seen many motorcycle accidents where helmets saved lives," Fuchs said. "I was quite surprised the helmet law was repealed and think it was a mistake."

Trauma centers reported that 49 percent of cyclists without helmets suffered traumatic brain injury, compared to a 16 percent rate in helmet wearers.

"No matter where you're going this summer, safety should be your first priority if you're riding a motorcycle," said Dr. Douglas McGee, president of PaACEP and an Albert Einstein Medical Center emer-



BOB O'NEAL / COURTESY-REPORTER

Emergency room physicians urge motorcyclists to wear helmets because head injuries are a leading cause of death in motorcycle accidents.

gency physician. "As emergency physicians, we see the tragic consequences of motorists who do not wear helmets."

Head injuries are a leading cause of death in motorcycle accidents, and bikers not wearing helmets are more likely to die from a head injury in a crash.

"I hear over and over from riders, 'It's my choice if I don't want to wear a helmet,'" McGee said. "My response is, 'Yes, but your choice is a dangerous one; look at every state's experience after motorcycle laws were repealed.' The evidence is clear: more dead at the scene, more overall deaths, longer hospital stays and more health-care dollars consumed."

Bethel Park biker Chuck Lutz agrees with this sentiment.

"If you've got a \$10 head, then you get a \$10 helmet, and the more you respect your head, the better the helmet is you're going to wear," Lutz

said. "I think helmets are important and I wear one to keep myself safe, not only for me but also so that I can be here to support my daughter."

Though he believes in helmets, Lutz opposes helmet laws.

"They've got enough laws on the books nobody enforces, and helmet laws take away civil liberties," he said. "It should be your choice to make up your mind what you want to do."

Smaller community hospitals reported similar but less dramatic results than the 135 reviewed accident cases, and McGee said no bikers who wore helmets had facial fractures.

"Most physicians don't need statistics to prove the benefits of helmet use," said McGee. "We are trying to convince motorcycle riders that wearing a helmet radically improves their chances of surviving a crash."

The state Department of

Transportation recently released some statistics, though, that motorcycle lobby groups suggest prove that the helmet law repeal did not increase motorcycle deaths on state highways. The statistics show motorcycle crash fatalities in Pennsylvania decreasing from 171 in 2003, when the old helmet law was in place, to 157 in 2004, after the law was repealed.

While Pennsylvania repealed its helmet law in 2003, bikers who have not completed a motorcycle training course, those under 21 and riders who have not been licensed to operate a motorcycle for more than two years still are required to wear helmets.

The Alliance of Bikers Aimed Toward Education suggests the state's death count drop comes from higher enrollment in motorcycle training courses, and people should continue to rely on education rather than legislation to bring about safety.

The above excellent helmet safety article was sent in by Conrad Rossetti. The article written by Scott Toney, Staff Writer, appeared in *The Observer-Reporter* on Thursday June 9th, 2005. Conrad sez he likes the truth of that line "If you've got a \$10 head, then you get a \$10 helmet and the more you respect your head, the better the helmet you're going to wear!" [Editor's note: What a great line! Wonder what that makes of the heads of those who don't wear any? Or worse, try to overturn laws that require 'em? Empty??? Or Cruisin' for a possibly terrible and perhaps deadly bruising?]

WV JAILBREAK - SENECA WV, JUNE 9-12

Dan & Margaret Weaver

Dan arrived home Thursday night from his Staunton VA trip and I twisted his arm to take me to the WV Jailbreak Rally the Chain Gang hosted in Seneca WV. We left late Thursday am and rode my favorite route down. The weather was perfect, we only got caught in one major thunderstorm on the way down which only lasted about fifteen minutes which was enough to soak us to the bone. Of course, the massive cloudburst would happen on a small tight windy section of route 72. We ended up pulling off and standing on a farmer's porch when the lightning got too close for comfort.

Got a room (did you think I was going to camp??!) above the country store on the corner of routes 33 & 28 in Seneca Rocks. I highly suggest you spend the extra \$10/night for the new rooms above the store as opposed to the "older" rooms 1/4 mile down the road next to the river! Let's just say, I would have camped. Great view of Seneca Rock from the porch! Nice roomy porch with swing & benches to relax.

Peeked over the balcony & noticed a group checking out our GS's. They were actually looking to see who the bikes belonged to as it was some of the Chain Gang members wanting to invite us to the rally. We just dropped in from PA unannounced & they were excited to have us join in the festivities.



Off to the festivities...rally site was 1/4 mile away at Yokum's campground. Great campsite right next to the north branch of the Potomac River. GET THIS! \$15 per person for both nights included



a catered dinner (Dan said best barbeque since he's been in Dallas), beer, soft drinks, live bluegrass & soft rock music, a laser light show, huge bonfire, rally prizes and guided tour both days. Super group of people! Made lots of new friends. I think the best rally prize was a can of chain lube that was won by Dave who just happened to be riding an 1150GS! Additional activities included a 3am & 4am

full blown Dukes of Hazzard thriller with a new model Mustang. We had front row seats from the hotel porch. Dan was really betting this "hoopie" was going to wipe out, but maybe another time.



We did our own touring on Saturday morning. Headed up to Spruce Knob which is the highest elevation in WV. The road was very good, packed hard.

There was a brief rain which kept the dust down all day which worked out well. Also checked out Spruce Knob Lake & the campground there. Very



nice camping area! I would consider camping here. Lots of good fishing and also



swimming holes along the way. Came across an area where we got off the bike and walked through a nice grove of Rhododendron. There was a carved out cave in the creek bank which was really cool. It reminded me of The Cave Tour of '04.

It was a great weekend with the Chain Gang. Fun group! Will definitely do it again.

DAN AND MARGARET



FINDING THE ROAD LESS TRAVELED

by Mitch Kehn

The first sentence of M. Scott Peck's *The Road Less Traveled* is, "Life is difficult." Rick Gzesh, Dan Weaver, and I rode to the BMWGSBYOB III sponsored by Adventure Rider (advrider.com), where we navigated roads less traveled, rarely traveled, long forgotten roads, neglected roads with foot peg deep ruts filled with muddy water, interrupted by streams and menacing rock formations, and a few roads that shouldn't qualify as roads at all, at least *not* in a first world country. The experience was both difficult and the most fun I can remember having in a long time. I'm hooked on GS-ing.

Dan and I arrived at Boyer Station Campground, just south of Bartow, WV, late on Friday night with just a few minutes of daylight left to set up camp. We paid our camping fees of \$4 a night and joined Rick and the other revelers at the pavilion. The first thing I noticed was that most of the folks there had nametags displaying their advrider.com Internet handles only. Some of those especially known for their frequent, sometimes raunchy posts enjoyed minor celebrity status. Amongst the hooting and hollering, I found myself seated across from a quiet man with a faint smile whose printed nametag read "Vincent_4466" with "Norm" scribbled in handwriting.

I had come to learn that Norm is a native of Western PA, and a former 4-Winds member. He has traveled to many distant corners of the world, but he is an expert regarding the unpaved roads of Pocahontas County, WV <http://www.pocahontas.org/motorcycletou/>. Norm agreed to be our ride leader on Saturday. That's when the adventure began.

Norm rode a KTM Adventure 640, which is a very capable dirt bike with lights, as opposed to our GS bikes, which are touring bikes with some off-road modifications. Norm was patient enough to hold back as we lumbered behind him on our rubber cows (Gummikuhs). It was obvious he could crack the throttle and take off like a scared cat if he wanted to.

I took to off-road riding pretty quickly on my R100GS. Apparently, I hadn't completely forgotten the skills I had acquired more than 30 years ago as a teenager riding single track trails on my Honda SL100. After a few nervous miles fishtailing thorough gravel and mud, I found my groove and managed to stay very close behind the lighter, more agile KTM 640.

I was amazed to learn that all of these so-called roads were county roads that actually appear on some highly detailed local maps. Some of the roads had funny names like Turkey Bone Road, or Hacker Valley Road, but some of the roads were not marked at all and were nothing more than Jeep passable dirt trails. On some especially technical sections, it was not unusual to bounce over large rocky sections, fishtail through mud and cross over a creek bed all in the space of a few hundred feet.

Everything about this kind of riding is counterintuitive. You are told to keep your arms loose on the bars, but when you are crossing a wide creek bed and your front tire is skittering on algae covered stones and you feel like you are riding on a road paved with fish, you instinctively tense up and have to constantly remind yourself to stay loose. The old advice, "look up, stay up, look down, go down," doesn't quite work in the off-road world. I found that glancing down just long enough to see the hazards coming beneath me and forcing myself to look up again worked for me. You have to train yourself to be alert, yet relaxed, to think without thinking too much and to react without overreacting. I called it "finding my groove." On one occasion, my gaze lingered downward too long, I lost my groove and I slid off the trail. Suddenly, my bike was resting on its side with the

right cylinder nestled in the mud and leaves with Bings leaking gas from the float bowls. Rick ran over to help. Together we righted 465lbs of Germany's finest and we were back on our way.

Dan Weaver and Big Yellow went down twice; once where his bike was completely on its side resting squarely on its Jesse pannier with the rear wheel about a foot off the ground. Norm, Dan, and Rick struggled together to lift the 550lb yellow monster upright, a task made more challenging by poor footing in knee-deep mud.

Ranger Rick had difficulty finding his groove on the technical sections. His R80 G/S took a dirt nap 4 times during the course of the day. Rick insisted on a more specific method of tally where a *get-off* is defined as the rider being physically separated from the machine and/or one or more tires are in the air. A *drop* has happened when the rider is still straddling a bike that is lying on its side. By this method, Ranger Rick had two get-offs, two drops, and a broken wrist. Dan Weaver had two get offs and complained of sore wrists while I had a full drop, followed by a ½ get-off and a bruised ego. Our ride leader Norm had no drops, get-offs or injuries.

Rick solicited feedback from some bystanders to help fine-tune his scoring method. "If the bike is laying on its side, but you are still straddling it, does that count as going down? Or do you have to be thrown completely off the bike, because I was only thrown completely off the bike twice." He awaited our decisions as he nursed his broken wrist with a bag of ice.

It was unanimously agreed that speed and ensuing drama aside, if you have to lift the bike to get it upright, it is down, plain and simple. We're not scoring an ice skating event here. Keep it simple; down is down.

Saturday evening after dinner, a few hundred male egos suffering from adrenaline withdrawal began sharing their tales of triumph and tragedy. There was a man (I'll call him Jack,) who lost his wife in a tragic car accident several years ago and decided to go on a long ride to clear his head. It's been four years now and Jack is still riding from town to town and can't find his way home.

There was Kevin who crashed his Suzuki GS850 on the first day of the rally. He had recently bought himself a nice, older Suzuki, and, in spite of his wife's adamant objection, he decided to attend the BMWGSBYOB III event (with the wrong kind of GS). With boundless enthusiasm, few skills and no experience, Kevin tried to hang with the big dogs and the unfortunate result was predictable. Hapless Kevin lost control of his bike on a turn, taking a slide and, fortunately, suffering only some minor abrasion injuries. Nonetheless, there was an outpouring of sympathy for him, as we imagined him hobbling home on his broken motorcycle, his dreams of world travel abruptly dashed, only to have to admit to his longsuffering wife that she was right all along.

Enjoying his own 15 minutes of minor celebrity status for chucking everything to hit the road was Vance, the former pharmaceutical salesman. Vance was being pitched with countless unsolicited offers of hospitality from near strangers who had nice homes with hot meals, cold beer, and overstuffed sofas to sleep on. Why would someone offer to open his home to a complete stranger?

Consider that traveling the world is overwhelmingly the #1 fantasy of the adult American male (women, insert your wisecrack here). Naturally, there are many obstacles that stop us from making the first mile of the journey. Most ominously, there is the lack of money, an unsupportive spouse, or other insurmountable family obligations. Even if none of these major hurdles exist, there is loneliness, homesickness, tedium and general fear of the unknown that keeps the rest of us at home.

The vast majority of us are unable or unwilling to make the steep sacrifices that the long-term adventure rider must make, so when we

chance to encounter a true world traveler, it only seems natural to offer to share our homes and the contents of our refrigerators with someone we can live vicariously through, if only for a few hours. Of course the successful adventure traveler has a budget and is fiercely independent and does not live by the kindness of strangers.

Upon arriving home from the BMWGSBYOB III, my wife greeted me with a long, warm embrace. I regaled her with recent stories from the road while I soaked the pain out of my muscles in a tub of hot water, anticipating a restful night in a nice warm bed. I thought how the warmth, comfort, and contentment of my happy home seems so much better after the rigors of a rally weekend... which forces me to ponder the limits of my own adventurous spirit.

MITCH



WELCOME, NEW MEMBERS!

In April, we/the club have acquired a number of fine new members. I'm sure not everyone has gotten to meet them, so if you're at a meeting, ride, or rally, and you see someone you've never met before, be sure to introduce yourself and say hello... and, of course, comment on their fine bike(s)! We've listed them in no particular order.

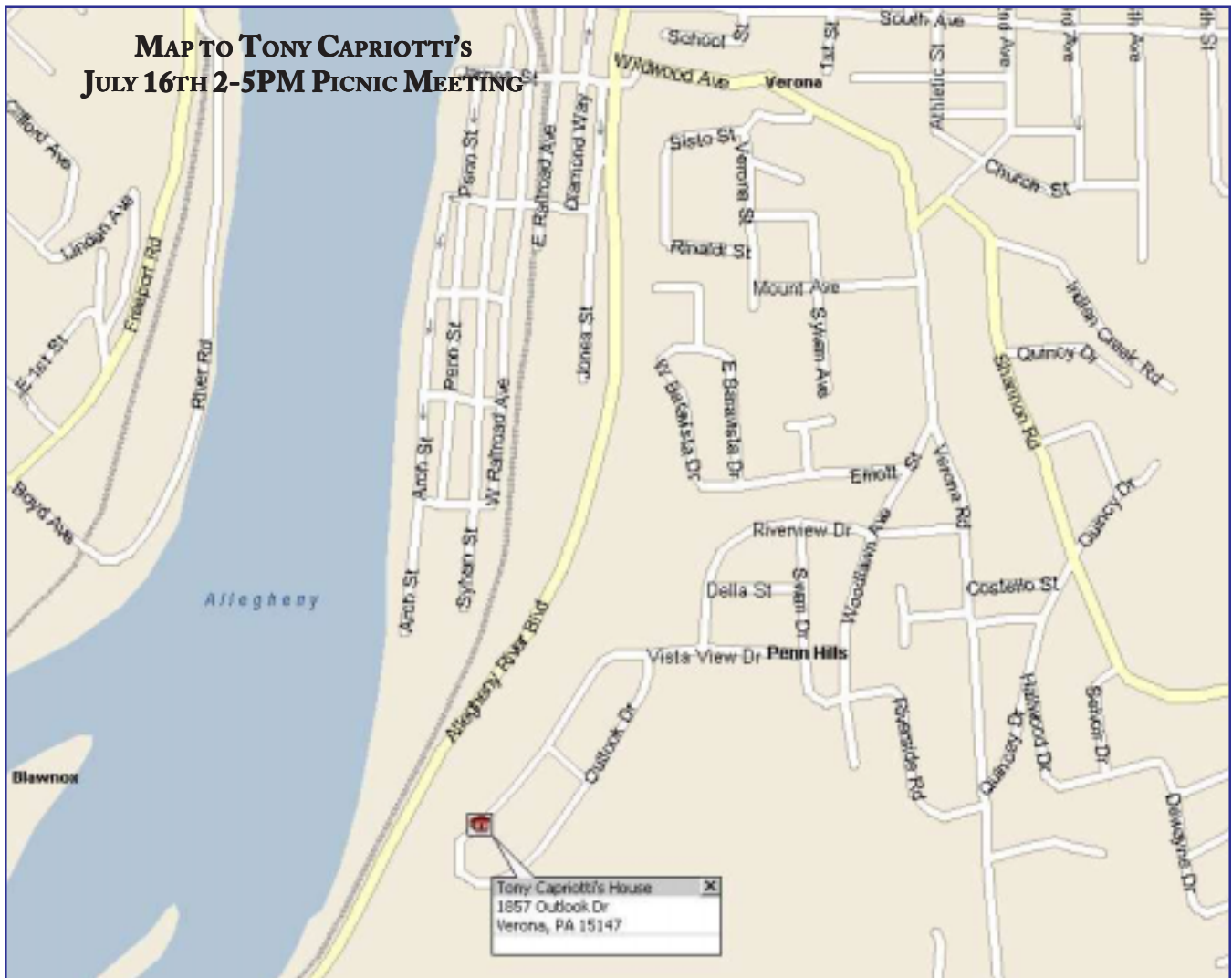
- Kurt Regush
- Bill English
- Jeff Harlich
- Paul McCarthy
- Paul White
- Our own Ms. Beckey Linneman

Annnnd... May also brought the Four Winds far more than spring showers by another huge increase in fine folks joining us as new members at the May meeting at Moraine State Park. There were quite a few great vintage bikes, too.

- Jay Singh
- Tom Paustenbaugh
- Tim O'Leary
- Brian & Lynda Bailey
- Bill Helbling
- David McLaughlin
- Richard McNeel
- Robert & Nancy Simpson

We welcome each and every one of you to this wonderful club and all its functions, and hope to see you there, around town, and on the open road!

THE BOARD & THE 'WHOLE CREW'!



FOUR WINDS RALLY – JULY UPDATE

Tom Primke, Rally Chair

With the rally now just being two months away, your Four Winds rally organizer is becoming busier everyday. A lot of tasks have already been accomplished and the rally program is slowly taking shape. So far the following events have made the short list:

- Rides:
- Ice Cream Ride with Ranger Rick.
 - GS Adventure Ride with Ranger Rick.
 - Jürgen's self guided "Local Trivia Ride" (recycled from last year).
 - Scenic Touring Ride with Ed Syphan.
- Tech Sessions:
- Oilhead Valve Clearance Adjustment demonstrated by Dennis Mickanin.
 - The EVO Brake System explained by Craig Immel from Heritage BMW.
 - An introduction to CAN bus technology rally by James Stitt from BMW of Pgh.
 - Painting and paint-prep primer with professional painter Mitch Kehn.
- Field Events:
- Field events with Don Poremski (weather permitting – there won't be "field events in the mud" or "indoor field events").
- Other:
- First Aid / First at the Scene refresher with Doc. Sean Barrett.
 - Tire plugging playground: Test your tire plugging skills and equipment.
 - Saturday night live folk music: "Edman Walking" Ed Amann performing at the campfire.
 - Friday night biker movies (parental guidance highly advised).

Some of the events are still being discussed or require approval – so be prepared to see changes. A preliminary version of the program will be presented at the July meeting.

The planning of the Redbank Park picnic bench project is nearing completion. The "construction" date for the Redbank Park picnic bench project has been tentatively scheduled for August 6th and 7th. We committed to build a minimum of six 6-foot benches, or as many as we can finish in one weekend. The Four Winds BMW Riders will purchase the hardware while the Redbank Park commission will buy the lumber. The balance of the picnic bench project money that we don't spend on hardware will be donated to the Park.

After a total of six different quotes were solicited from various screen printers in the Pittsburgh area I finally decided to award the Rally T-shirt order to Dorene from Embroidery ETC. Dorene submitted the most competitive bid. None of the screen printers would guarantee that the metallic shadings of the proposed design could be accurately reproduced. All of them recommended against using metallic ink. Metallic ink contains real metal flakes and requires hand washing in cold water. Even with these precautions it is unlikely that it survives more than 15 wash cycles.

I am happy to report that Margaret Weaver has offered to organize the rally registration efforts. I will help Margaret with gathering the registration material. We already got a head start thanks to Paul White who took care of the PA state maps. Thank you Paul! Another club member who has committed to take over a co-chair function is Shirley Hart. As last year, Shirley will manage T-shirt sales. Margaret, Shirley and I are looking for volunteers who are willing to help with registration, T-shirt sales, security and clean & tidy. Please contact Margaret at gsweave@netscape.com, or me at tomprimke@juno.com.

It is not often that we get any feedback from the addressees of the approx. 400 rally postcards that we send out in May (except for approx. 5% of "RTS" marked postcards). This year Judy Kocab was so kind to inform me of the death of her brother-in-law Albert James Kocab from Ashland, Ohio. Albert was a frequent guest at our rally. He died on February 25th from lung cancer. For those of you who knew Albert, I will share Judy's letter with you at the next meeting.

TOM



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:

July 18, 2005 meeting from 2:00 PM to 5:00 PM at Tony Capriotti's house, 1857 Outlook Drive, Verona, PA 15147. Phone: 412-798-8571. This will be a picnic meeting. The club will furnish hamburgers and hot dogs. Members are asked to bring appetizers, side dishes, and desserts according to the first initial of their last name as follows: A-H: Appetizer; I-P: Side Dish; Q-Z: Dessert. Tony has a pool, so bring your swimsuit!

From the North: Take the Allegheny River Blvd South and turn Left onto Wildwood Ave. Continue straight from Wildwood onto Verona Rd. At the 'Y' take the right fork onto Elliott Street, thence straight ahead onto Woodlawn Ave. Turn Right on Riverview Drive and make another Right onto Vista View Drive and thence straight onto Outlook Drive to Tony's at 1857.

From the South: Take the Allegheny River Blvd North and turn Right onto Wildwood Ave. Continue straight from Wildwood onto Verona Rd. At the 'Y' take the right fork onto Elliott Street, thence straight ahead onto Woodlawn Ave. Turn Right on Riverview Drive and make another Right onto Vista View Drive and thence straight onto Outlook Drive to Tony's at 1857.

See the Map to Tony's on p. 16.