

SEPT.



2005

MOA # 6

www.4windsbmw.org

RA # 76

THE PRESIDENTIAL VIEW

By Rick Gzesh

Our rally has come and gone. All that remains are memories of a fun filled and mostly dry weekend. Over 250 riders, passengers and friends stopped by over the course of the weekend. To them, I say, "Thank You" for taking the time to ride up to New Bethlehem to party with us. Without your attendance, we would have no reason to have a rally. A hearty "Thank You!" also needs to go out to Rally Chairman Tom Primke and to the club members who volunteered to help him out, conduct a seminar, or lead a ride to ensure that our rally guests were comfortable and enjoying themselves. You know who you are, give yourself a pat on the back for a job well done. Next year we will reach a milestone with our rally: it will be the 40th consecutive, the longest rally streak in the USA. It is not too early to let it be known that you would like to volunteer and help to make that event extra special. You will be glad that you did!

I do have a question however, to our members who did not attend. Why did you pass on the most important club event of the year? Now if you had conflicts with family or business we certainly understand. But we have over 100 paid members in our club, and with no official numbers to back me up, I estimate that we only had 35 or so members in attendance. What can the reasoning be for such a poor showing? The rally weekend is filled with motorcycles, friendship, laughter, and good times. Everyone who attended had a blast. How do I know? Because quite a few rally guests made it a point to tell me so. Many of those riders traveled to the Redbank Community Park, home of our rally in New Bethlehem from points much further away than Pittsburgh. Perhaps next year you will reconsider and put us on your schedule, but please, only if you love motorcycles, friendship, laughter, and good times, otherwise you might get bored.



BOARD OF DIRECTORS 2005

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SEPTEMBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., Sept. 17, 2005 at Leo Stanton's, 3015 Walton Rd in Finleyville, PA from 2–5PM. Hamburgers and hot dogs will be provided. Members are asked to bring appetizers, side dishes, and desserts according to your last name: A-H: side dish; I-P: dessert; Q-Z: appetizer.

PUBLICATION INFO

The Four Winds BMW Riders Newsletter is published for members' use. Articles' and pictures' copyrights are held by their authors. Author's permission should be obtained before any form of republication.

Editor: Ralph Meyer

Deadline: Articles submitted must be received by the editor no later than the Wednesday after the club meeting of the month preceding the month of publication (e.g., Sept. Meeting: Sept. 17; **Oct. issue deadline: Wed., Sept. 21st**). 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

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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.

September 17, 2005 — 2-5 PM
At Leo Stanton's, 3015 Walton Rd., Finleyville, PA, 15332-1572, Ph. 412-384-8229

October, 2005 — TBA

November, 2005 — TBA

December, 2005 — TBA

January, 2006 — Club Banquet, 6-11 PM

This month's meeting is at long time member Leo Stanton's house. The September meeting at Leo's has become a much anticipated event, and not just for the good natured antics of the Stanton Brothers X3. This meeting marks the time of the year when the current Executive Board solicits nominations for next year's Board. We already have a couple of current board members who have agreed to come back next year as well as interest from some other members, but and this is a BIG BUT, it is vital to the long term survival of our club to constantly bring new blood to the board. That is the only way we can keep our club fresh with new ideas and to implement improvements that you, our membership, wants. I encourage all members to consider assuming a leadership position; our club's survival depends on it.

The last topic I would like to touch on is the recent shenanigans that have been taking place on our website message board. I recently made a post detailing what I believe to be proper website protocol and those shenanigans appear to have stopped, but sadly so has most of the postings and announcements concerning our club that the message board and website were created for. I urge everyone to please continue to use the message board to announce upcoming events and rides, to solicit advice on motorcycle repair and maintenance or to chit chat about our love of motorcycles. What I was calling a halt to was the mischievous hijacking of posts that would derail the purpose of the thread topic. To me, that is just plain rude!

Now, I do recognize that many folk enjoy a lively message thread, but as I was taught when I was just a little boy, there is a time

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, Sept 4 — North at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

Sat, Sept 10 — West at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Sun, Sept 18 — South at the Roadside Restaurant, Rt 51, 10:00 AM

Sat, Sept 24 — East at Dick's, Rt 22, Monroeville, 9:00 AM

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

Though 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.

and a place for everything. A message thread concerning our rally, club events or issues is neither the time nor the place. But perhaps we can keep those folks happy too. I am going to propose that we add a new section to our website message board, a section titled "Anything Goes" where that type of playful writing is more appropriate and even encouraged. I plan on covering this topic at Leo's, so if you would like to comment on this, please stop out to offer your \$0.02 worth. If you are not able to attend, but would like to offer the club your opinion on this sensitive topic, you may email me at giftdp@aol.com. I promise that I will listen to and consider

your position, but only if it is given in a respectful manner. I also plan on covering this with a new topic on the message board, to make sure that all members have a chance to voice their opinions. However the same rules apply, please be considerate and respectful. Thank you!

See everyone at Leo's!

RICK



LIMA NAT'L RALLY ATTENDEES

Diane Pears

A great many of the Four Winds contingent were seen out and about on the town recently in Beemerville, USA. - aka - The July MOA National Rally in Lima, OH.

Al Vangura , Ed Tatters , Don Poremski, Lance Hough , Fred Maskrey, Brian Maskrey , Bob Stuckert , John Allen , Dennis Mickanin, Robert Simpson , Nancy Simpson , Don Good , Bill Helbling , Tim Pears, Diane Pears, Kevin Hart, Paul White, Kay Smith, Dan Weaver, Margaret Weaver, Holly Marcheck, Bill Gillie, Laverne Darabant, Brian Livermore, Rick Gzesh, Mark Zang, Jurgen Brune, Ron Kranz, Leo Stanton, Paul Stanton, Dana Asherman, Gary Smith, Jason Kaplitz, Mitch Kehan, Sean Barrett, Conrad Rossetti, Tony Capriotti, Brian Bailey, Lynda Bailey, Joe Phelan, Don Faichney (not current member), Cheri Wiseman (non-member), Max Stanton (non-member), Total: 43, Total Members: 40

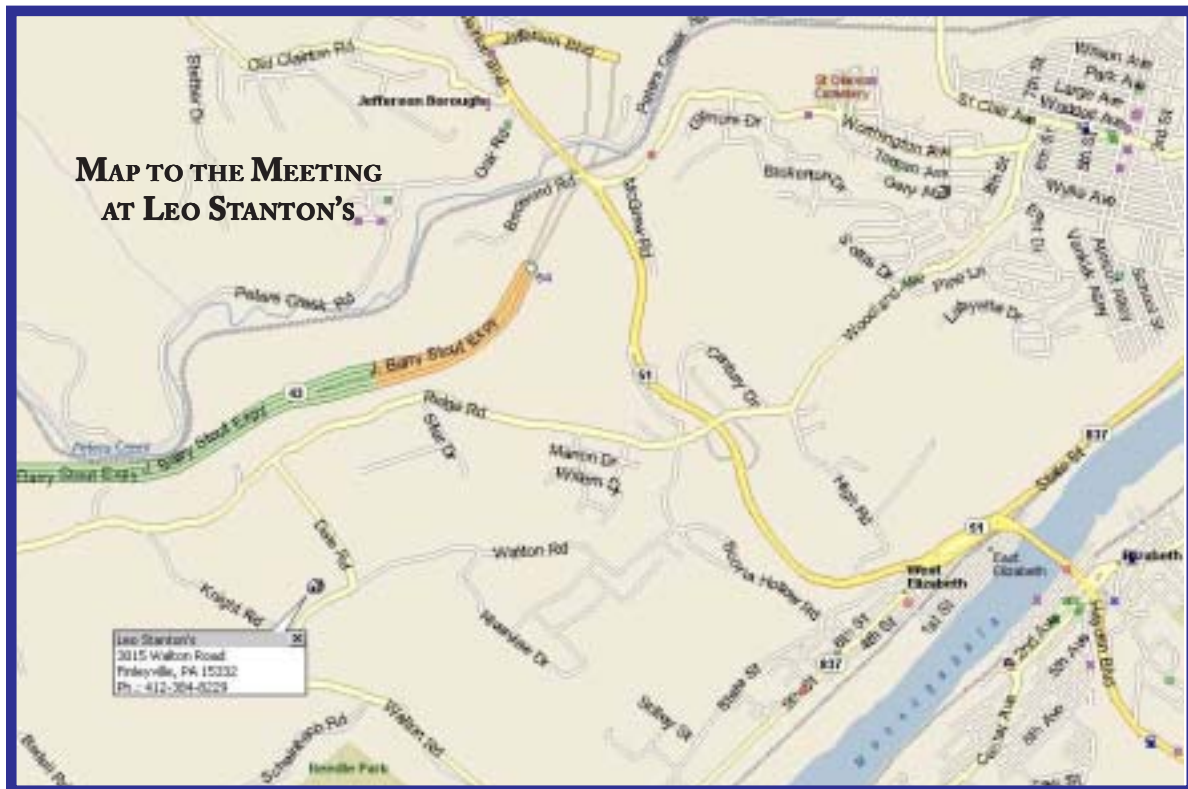
DIANE

HOLLY MARCHECK, CORRESPONDING SECRETARY
(2005)

THANK YOU, SPONSORS!

A great big "Thank You!" to the 17 wonderful, generous vendors who sponsored our 39th 4 Winds Rally, August 19-21, 2005. Beside the beautiful weather and the 248 attendees, they really made our rally special. We hope that they and others will support our rally next year...August 2006 will be our 40th!... the longest running BMW rally in North America!!!

- Advanced Carbon Composites**
- Bench Mark Works**
- BMW Motorcycles of Pittsburgh**
- Griot's Garage**
- Helen Twowheels**
- Heritage BMW**
- RiderWearhouse**
- Sargent Cycle Products, N.A.**
- Whitehorse Press**
- Dennis Kirk**
- Hack'd Magazine**
- Motion Pro, Inc.**
- Spiegler Brake Systems**
- Works Performance Products**
- Gillum House Bed & Breakfast**
- Beemberboneyard.com**
- Zippo**





HOT BRIDGE DAY

Ralph Meyer

What do you get when you mix a loonnng day in and out of the saddle with superslabs, gravel roads, summer swelter, Amish buggies, vineyards, gigantic fields, houses without electric lines to them, laughing ladies in long aqua dresses with long white aprons and bonnets, much breezelessness, lots of stupidly helmetless rackety Hardly riders betimes, and much setting up and taking down of camera and tripod, all enjoyed via the traveling propensities of a BMW R1200RT?

You got it! A summer covered bridge hunt in a couple of North-eastern Ohio counties.

It all started when I discovered a webloc somewhere in the innerds of the Ohio Dept. of Transportation site that gave county-by-county descriptions of the covered bridge locations to be found in that generally flat straight-roaded highly farmed state, and figured it might be a good idea to try to stuff the CB information bits into my Garmin Mapsource program in hopes of being able later to download the info into the ever-useful Garmin GPSmap276C. That took a bit of doing as the 'maps' provided of bridge locations at the OH DOT (Dummies of Transportation?) site left a lot to be desired (like readable route and road names and total accuracy [some locations' data were just pete-repeats of material I'd just found for another bridge located, according to the map, in a different place entirely]), so the locations I managed to get in were not to be absolutely trusted. As it turns out, however, they weren't too bad in most instances for this ride. In any event, they got downloaded to the GPS unit.

Having filled my Camelbak hydrator chock full of ice and what space was left with water, and having soaked my water vest (it was supposed to be hot) I did the usual ATGATT (All the Gear All the time--Thanks, Kev! Great and useful Acroscopic!) bit, stuck the DeLorme Gazetteer in the bike, took a couple of overnight ditties in case I wanted to hang out where I was in a motel for some more bridges next day, printed out a bridge list of all the bridges in the area in the order I figured on trying to find 'em, and was off, having told the GPS to take me first to the Newton Falls bridge by the fastest way (although I'm an aficionado of back roads, the day was to be

Continued on page 12

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, cgl84@comcast.net, 724-942-2387

Firstgear Gloves XL, black gauntlet leather with yellow/black carbon fiber knuckle protectors - Retail \$99, paid \$59 and will sell for best offer. Contact Lance Hough genaro48@comcast.net

Shoei RF800 Helmet, Seldom used full face helmet in excellent condition. Size: medium. White with red and black graphics. Helmet is unmarked and very clean inside and out. Clear shield has some minor scuff marks from normal use. Includes original Shoei cloth bag. \$75. Contact John Allen ricoshay@comcast.net

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.

The Internet BMW Riders Site, <http://www.ibmwr.org> . Contains all kinds of information, ideas, and conversation about issues of interest to BMW riders of all sorts. Try it, you'll like it!

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 area 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

Four Winds BMW Riders Job Opportunities

2006 Board of Directors

Organization: Four Winds BMW Riders	Relevant Board Experience: Previous Board Position or No Experience Welcome!
Location: Pittsburgh, Pa	Career Level: Comradery
Status: Current Member / Associate Member	Education Level: Motorcycle Enthusiast
Job Category: Officers and Director at Large	

Job Description

Four Winds BMW Riders, the leading organization in motorcycle enthusiasm and longest continuous BMW Rally based in Pittsburgh, Pa is seeking highly motivated individuals for the 2006 Board of Directors. Officer and Director at Large positions are only eligible from current member and associate member status. Nominations now being accepted.

Description of Duties and Responsibilities: (*General Descriptions, Reference Four Winds BMW Riders By-Laws for detailed Board Position Information.*)

President: The President shall be the chief executive officer of the organization.

Vice President. The Vice-President shall, in the absence of the President, perform all duties and exercise the powers of the President.

Treasurer. The Treasurer shall have custody of the organization funds.

Recording Secretary: The Recording Secretary shall take and keep the minutes of all meetings of the Board of Directors, business meetings conducted by the entire membership

Corresponding Secretary. The Corresponding Secretary shall be responsible for maintaining for reference all documents, and records.

Director at Large (2): The Directors shall welcome new members, promote club functions, and organize rides.

Contact Information

2005 Vice President Scott Bassin
Email: sbassin@city-net.com
Address: 605 Challedon Ct.
Cranberry Twp. PA
16066
724-538-4612



Contact Scott for any additional info or interest in being a Board of Directors Member!!

"An Equal Opportunity Employer"



A MERRY MIDSUMMER MEANDER

Ralph Meyer

Well. There it was. Dick's: a fine restaurant gracing the North Side of the West Lanes of Route 22 and becoming travelers with such comestibles as eggs (any which way including up), sausage, toast, pancakes, even hamburgers and onions if you've a mind to go that (shudder!) route in the morning. And, beautifying a nice parking spot there were the ever-new R1200 of Col. Curvi-never-linear himself, Sonny (Herman) Robison, and the well mileage R1150RT of that other fine retired gentleman late of the Pittsburgh Fire Company, Captain (Let's put some miles on and go to Grantsville! (hadda say that, Walt! ;^)) Walter Halaja. Our newest 4-Windser, the eminent Jay Singh, and his go-anywhere do-anything R650GS, who had said he would be coming was, at the moment, not yet in evidence, but arrived somewhat after the three of us headed into said eatery, Jay having been gobbled up a bit by Rte 286's environs before finding Dick's (I've been there, been done by it, and got the T-shirt on that one myself! Yeesh!). However, combine these present and soon-to-arrive ingredients, stir in a bit of coffee, orange juice, tea, and water, along with the more solid giblets, and you have the fine makings of good conversation with an excellent day's ride in the offing. Which is exactly what happened.

The breakfast discussion (when it got to that point) as to where to go, which was the best way up, down, or around to get there (if anywhere) finally devolved into the agreed upon conclusion by at least 3 of us to firmly stuff the responsibility for that squarely onto broad shoulders the 4th: Sonny's... or should we say, cerebellum, as that man has GOT to have a map etched from long years' experience inside his handsome pate of every one of Western Pennsylvania's lesser known, untrafficed, and unlinear 2 lane roads. Good shoulders to stick the responsibility of Ride Leader on, you betcha!

After some conversation at the bikes, and the requisite picture was taken, during which conversation the three of us managed to avoid any indications of where to go (I think Walt STILL wanted to go to Grantsville, but it was too far as Sonny had to be back for a wedding in the family at 4:30PM), leaving that to Sonny, we set off around 10:36:08. It was a fine ride. We headed Southeast passing Northeast of Greensburgh, through Hannastown, location of the first Magistrate's office West of the Alleghenys, and continuing past the end of Arnold Palmer Airport where a fine air show is often held. We passed by Kooser State Park, then the campground where the

Laurel Highlands BMW club has their yearly campout at the same time as the Johnstown Hardly Ablesons are making their Thunder in the Valley (no earplugs are needed at the Beemer Campout!), passing Laurel Hill State park, Covered Bridge Road back which the rather unique Barronvale Covered Bridge is to be found, then Scottyland, and King's Covered bridge. Last year there was a telephone number on one of the steel I-beams supporting King's bridge asking for calls and donations to save the poor old thing, and, as we passed, I noticed a pile driver parked in front of the bridge, presaging, I hope, the beginning of some efforts at restoration. It is a lovely bridge..., or was in its day. After that, motoring past Laurel Ridge State Park, we enjoyed the vast vistas of beautiful summer Pennsylvania countryside afforded by the ridge topping roads in that area, sailing past Fallingwater, Frank Lloyd Wrights famous naturalistically beautiful country home built for the Kauffmans in the 30s, finally arriving and stopping at Ohiopyle State Park around 1:00PM,

whence we hit the nicely provided park's used coffee, tea, and milk shoppe (Men's Room), and ogled the historical markers, signs, and interesting fauna (bathing suited canoe, rafter, and swimming beauties) around the place. Motorcycles were out in force, with numbers parked in the packed parking lots. Our Beemers, of course, attracted admirers, including a couple of Harley riders who themselves sported two very beautiful shiny spic and span Road Kings who wanted to know about our R and F bikes. Had a nice conversation as well with another Beemerrider touring the Highlands on his R1150R. Having hung around, ogled, and enjoyed the shade (the temps were climbing toward or into the 80s by then) for a half hour or so, we remounted out steeds and headed uphill alongside Cucumber Falls, passing another of Wright's marvelous works of architectural art, "Kentuck Knob," built after Fallingwater for some dairy-owner friends of the Kaufmanns who fell in love with FLW's work on Fallingwater and wanted him to design them something that would nestle nicely on the hilltop property they owned overlooking a lovely valley. Kentuck Knob was the result. Smaller than Fallingwater, but magnificent in its own right though entirely different. It's now owned by an English Lord who bought the place and the farm in the valley below, and who presently only vacations at the 'Knob' a couple of weeks a year, preferring to live in the farm below and let the Knob continue to pay for itself through delightful paid tours and a knick-knack shop (as does the Conservancy and Fallingwater) the rest of the year 'round. Both are well worth the price of the tours—which generally require reservations by phone to be made before arriving.

After Ohiopyle we were on our way home, but not without continued historical connections for the ride, as we passed Jumonville, where George Washington, sent by Governor Dinwiddie of Virginia to tell the French to hie their butts out of English territory, after being told by the commander of Fort Duquesne to go fly a kite, ambushed ground-sluiced the French Ensign Jumonville and his band of Soldiers and Indians, thus lighting the match that fired off the French and Indian War, the cost of which caused the English Parliament to try to recoup their losses by trying to tax the colonials without their own 'by your leave,' which, in turn, touched off the Revolutionary War. So here we are now singing "Our Country 'Tis of Thee" instead of "God save our Gracious Queen"! We got history galore around these parts, so we do!

After Jumonville, we swung around East of Uniontown and headed North, stopping at a Sheetz to let the bikes guzzle Dino Juice, to provide a pit stop (indoor one-holer) and water or Propel to slake

the thirst of the riders. This spot sports the home near there of an early 1770s commander of the, by then, Fort Pitt (the English, after a false try or two, having kicked the French out of Fort Duquesne and renamed the place for their own Prime Minister, Wm. Pitt). Thence, we were off North again by the usual un-linear back roads avoiding both towns, traffic, and slabs of one genus or the other like the plague, eventually arriving back on US22 in Monroeville, with Sonny making it home at 3:50. He said later he was all dressed for the wedding and out the door by 4:10 and to the church by 4:25 for the service at 4:30. When that feller moves, he do move!

We all split up at Monroeville, Walt continuing to head West on 22 at that point and Jay and I up 286 for our respective homes in Pittsburgh, Fox Chapel, and Bakerstown. As forays go, me fair lads and lassies, twas a foine stampede, so she war!

Ride Stats:

Sonny's:

- Total miles 161
- Average speed 28.6
- moving time 4:13
- stopped 1:25

Mine:

- 207 miles home to home
- moving avg: 37.7mph
- total avg: 33.8mph
- max speed: 76mph
- moving time: 5:29:29
- Stopped time: 38:02
- Total time: 6:07:32 (not counting time at Dick's or Sheetz)

The Ride Route (Dicks to 22 again):

- Out of Dicks and East on Old Wm Penn Hwy
- Rt on School Rd, continue on School across 22 onto School Rd S
- Lt onto Denmark Manor Rd
- Continue across Claridge Export Rd onto Frye Rd
- Rt on Slack Rd
- Lt on Dutch Hollow Rd
- Lt on Ridge Rd
- Lt on Old Rte 66 over 66 Tpk
- Rt on Beaver Run Rd
- Rt on PA819
- Lt on, Forbes Rd
- Rt on Cameo Ln
- Rt on Luxor Rd
- Lt on Georges Station Rd
- Lt on Greensburg-Donohoe Station Rd
- Continue straight onto Leon St onto Donahoe Rd
- Rt on Buffenmyer Rd
- straight onto Beatty Flats Rd
- Rt on Unity Cemetery-Lloydsville Rd
- Rt onto County/Beatty Co/Sand Hill Rd
- Lt on Onega Rd
- Lt on Sessi Rd
- Rt on Haines Rd
- Rt on Airport/Earhart Rd
- Rt on PA 981
- Lt on PA 130
- Rt on PA 381
- Lt on PA 31
- Rt on Trent Rd
- Rt on Countyline Rd

- Lt on Barron Church Rd (CR3033)
- Rt on PA653
- Lt on PA381
- Rt on Kentuck Rd/Chalk Hill-Ohiopyle Rd
- Rt on US40
- Rt on Coolspring-Jumonville Rd
- Rt on Connellsville Rd onto US119N
- Lt on PA711
- Rt on PA201
- Rt on PA819
- Lt on Water St in Scottdale
- Rt on 981
- Lt on 4th at Alverton
- Lt on PA31
- Rt at Y onto Buttermore Ave
- Lt on Center Ave at New Stanton
- Lt on Arona Rd/Main St
- Rt on PA136 in Arona
- Lt on Possum Hollow
- Lt Y onto Edna through Fern
- Lt on W Main St in Adamsburg
- Rt on Brush Creek Rd
- Lt on Penn Manor Rd/Race/Brinker/Harrison
- Rt on PA993
- Lt on Sandy Hill Rd across 130 onto Pleasant Valley Rd
- straight onto Trafford Rd to Lt on US22 in Murrysville and home.

RALPH



RIDING THE BACKCOUNTRY AROUND BRISBANE

by Jürgen Brune

Australia is backwards, the other way 'round, so to speak. Coming from the Brisbane airport, I noticed immediately that they drive on the left side of the road (and call that, of course, the "royt" side). So, accordingly, when crossing the street, one must look right, then left. Fairly easy so far.

On the way to the hotel, there were the roundabouts. Instead of a four-way intersection, they have many of these circles where you drive clockwise. Inside the circle has the right-of-way, and before entering the circle, you wait.



Brisbane's River Walk

Naturally, left turns are tight while right turns are wide. U-turns are backwards also, clockwise, of course. And walking on the sidewalk, you avoid oncoming foot traffic on the left. I wondered why people seemed to get confused when I walked on the right side until I figured this one out.

Next, to the hotel and up the escalator: Again, confusion: Unlike in our shopping malls, you step on the one on the left to go in while, the right side comes towards you.

I arrived in Brisbane on the Australian east coast around noon. It's Winter there, in July, and trying to orient my map to find the direction the convention center, approximately 1/4 mile (no, that's 400 meters) south from my hotel, my instinct tells me to head towards the sun. Wrong again - at noon, the sun is in the north because we're on the southern hemisphere. Get it?

By the way, winter weather was beautiful, sunny, slight breeze and temperatures in the low to mid 70's, dropping to about 60 at night.

Seeing the many commuter bikes (yes, that's a brand-new R1150RS in the picture) it hit me: I had a free Sunday and decided to go for a ride. My hotel had a free internet PC, and on the first evening I googled "motorcycle rental Brisbane". Several sites popped up, among them www.ozmoto.com. Rates appeared to be fairly similar to those at other sites but this shop included insurance and unlimited miles with the rental (or "hire" as they call it down under.)

I filled out the web contact form, left my email address and had a reply from Alan Littlefield the next morning: Several BMW models (R1100RT, R1150GS or F650GS) along with a several Japanese bikes to choose from.

I emailed back that I was interested in the GS for a daily rate of Au\$240 (about US\$180 - multi-day rentals are considerably less



Bikes parked on the sidewalk at Brisbane Central Rail Station

expensive). It took a few days of phone tag and emails to get the reservation confirmed (with a 20% down payment on my VISA) but I got things squared away with Chris Reeves (Alan's sister and business partner). Rental included helmet; gloves and a protective Jacket are available for Au\$10. They do not rent MC pants or boots.

Ozmoto is located about 20 miles southeast of Brisbane, near the Pacific coast in a town called Capalaba. I took a train from Brisbane Central to Birkdale station, where Chris' husband Joe picked me up. (Again the old mistake of wanting to get into the right side of his car. How was I ever going to get used to this?)

Chris and Joe have a double garage stuffed full of bikes, all perfectly cleaned and polished and looking well maintained.

Paperwork was relatively easy compared to a car rental. The



In front of Ozmoto's garage in Capalaba

rider is fully liable for damage caused in a single vehicle accident. The coverage seemed reasonable, and I could bring the bike back until 6:30 pm or about two hours past sunset.

The bike included the standard hard cases so I could carry an extra sweater, a water bottle and my camera.

Chris went over the controls (standard BMW, nothing backwards so I was familiar with them immediately). She lent me a few pony-tail holders to strap my handheld Garmin ETrex to the handlebar, and off I went. After the initial 50 feet on the right side of the road concentration finally set in, and I did not have any problems any more. After a few turns I had managed driving on the left side and had a good idea where to look and become aware of traffic.

I set out on the main road west, traveling along the southern outskirts of Brisbane towards a hilly ridge on the horizon. I had no clue where I wanted to go, no map and a poor sense of direction due to the backwards course of the sun. My instincts were messed up but I trusted the GPS. With the Ozmoto location marked as a waypoint, I knew I could make it back - even though I had no Australian GPS background map. All the ETrex showed was the approximate coast line and a dot for Brisbane...

West of Ipswich, the road soon turned from 4-lane motorway to two lanes - the "twisty" sign made me feel a little better. I set out for the mountains in the background. Of course, there was the obligatory kangaroo warning for the next 7 km as well. During the entire trip, though, I did not see any kangaroos. Only wildlife I saw consisted of a few hawks and various kinds of egrets and opossums raiding trashcans in the city, and occasional roadkill.

The countryside was beautiful, sunny with few clouds but quite breezy. At times I had to lean the bike into the wind and wrestle the handlebars to keep it straight. Occasionally the wind blew open my visor so I had another distraction to cope with but this did not keep me from enjoying the ride.



Back roads get windy (and windy) towards the hills west of Brisbane



The obligatory Australian road hazard picture

The land was dry and arid-looking, with tumbleweeds, branches and other windswept debris littering the road.

My ride led me through farmland, pastures and barren fields.

After going west for about 80 km (50 mi) and several smaller villages, I took an interesting-looking road south that seemed to lead me into the hills.

After about 5 miles, the road changed from 2-lane into single lane, with wide berms on both sides. I kept passing farms on either side, and the wind kept blowing, at times slowing me down to 35 or 40 mph. Another 5 miles or so, and the road turned to dirt. Hard, dry, good riding but dirt. No street signs any more, but I kept getting closer to the mountains.

I rode many kilometers without seeing a car, house or anything living. The thought of having bike trouble never crossed my mind (I just trust BMW engineering :^) but what if I had a flat tire? I had forgotten to check for the tire repair tool kit. Even if my cell phone had worked, I would have been unable to describe my location to the emergency contact (of course, I could have given them a GPS position but that might have been useless). Just don't think of too many things that can go wrong.



The roads turn to dirt soon after you leave the metro areas



Dirt riding on and on. Pure GS fun

Beautiful country, and very enjoyable riding. The only thought that kept crossing my mind: What if I break down here or fall off - even if the cell phone works (did not even bother to check this) - how would I describe to any rescuer where exactly I was to be found? No worries, mate. There were occasional farmsteads so someone would eventually drive by and find me. I thought.

Then there was this gate: "Not a Through Road" said the sign,

forcing me to backtrack my last twenty miles. Oh well. Should have looked at a map or perhaps asked someone. I had seen about two cars along the way that I could have stopped.



And then, "No Through Road"

Then, again, getting lost was part of the excitement of my ride. So I turned around (clockwise U-turn although no one watched) and decided to explore a few side streets once I got back on asphalt pavement.

The first two attempts ended in early "not a through road" warnings. The third one looked reasonable but eventually led me back to the same two-lane that I had been on earlier.

I returned to the point where I had started the leg south. Going further west did not appeal to me so I headed north instead. My fuel gauge was down to three bars and I did not recall seeing a gas station in at least the last hour.

I looked around in the next village - no gas. There was a sign to what could have been a bigger place in 17 km so I decided to head that way. I must have missed a turn because my path turned to dirt again, and the ominous sign forced me to turn back again. Fortunately, this time I found the correct turn and a gas station where I took a water + candy bar break and filled up (about 240 km on the odometer with two bars to go). Chris had reminded me to run on premium - it would get me better mileage. Not sure if this is true but I followed her instructions anyway.



Again a dead end - this time with an earlier warning



A dam for recreation and irrigation purposes

The northern leg led me to a long loop back towards the east. It was about 2 pm and I had another 55 miles to go according to my GPS.

I headed back towards Ipswich but tried to find an alternate route, without much success. Again, a good map would have been helpful.

I ended up back on the four lane but continued past Capalaba into Cleveland, a pretty village on the Pacific coast.



Cuddly roadside distractions



Lighthouse on the Pacific coast



Afternoon sun across the bay south of Brisbane

After a 250-mile ride in about 8 hours, I returned the bike just before sunset. Australia is a truly great place to ride - even though I saw only a tiny fraction of what this country and continent have to offer. If I get another opportunity, I'd like to go back and plan a week or two of riding. Ozmoto has offices in Sydney and Cairns and also offers one-way rides which increases the possibilities. Adding GPS to their bikes was the only suggestion for improvements I have. Next time I'll bring my own with the proper maps pre-loaded - or perhaps Ozmoto will have invested in a few units for their rentals?

Because I plan to be back!

JÜRGEN



Continued from page 4

hot, the number of bridges a fair amount, and the time I'd be done probably around midnight if I took the 2 laners to get there), so slab, here I came.

I left home about 9:15 Sunday morning. The first bridge was the Newton Falls one in Turnbull county. The GPS said "PA to OH turnpikes, 80W and get off a few miles from Newton Falls. "Well, OK," I thought, "This'll be a good time to give the RTs cruise control a good wringing out." (Excuses, excuses, huh?) Anyway, thanks to the slab, I a) got to Newton Falls at 10:30 instead of noon, and b) found that BMW had, as mostly usual, BMW-ed the cruise control: i.e., it worked like a charm! My right hand did not feel like a bird claw after a night of gripping a branch too tightly when I arrived at the town.

BUT, the bridge was not where the DOT 'map' and location description (verbal) that I had used to punch the bridge into the Mapsource/GPS seemed to say it should be. After a couple of fruitless up and down street searches with no bridge save the big concrete one on main street in evidence, I stopped at an open Golden Arches and got some fine directions from one of the High School cuties manning the, at that time unbusy, counter... and that without even buying an Egg McMuffin or anything else. She told me exactly

OUCH!

High speed and driveways, blind corners, crossroads, or woods with unseen fauna ready to jump out don't mix! **EVER!**



Always remember never to forget: "Cagers tend to be BLIND when it comes to seeing Bikes! NEVER trust one to see you coming. ALWAYS ride as though s/he won't and will pull directly into your path. Keep the brakes covered, and ride in such a way as to make yourself as obvious as you can at all times to anyone and anything that might even faintly obstruct your path... expect them to, and be ready for it! The above is *not* a good way to park your bike! Ed.

PICTURES SENT IN BY JÜRGEN BRUNE



where to find it, but also added that I probably couldn't get close to it because it was being refurbished and the street it was on was blocked from both ends. After the fruitless putzification and stop at McDonalds for information, I got to the bridge at 10:55, according to my MS Streets and Trips schedule (Mapsource doesn't tell you Time of Arrivals, Ss&Ts does), a good 40 minutes behind schedule.

I think that bridge will be happier once it gets some clothes on, as at present it is a skeleton of its old self with only the structural

bare bones showing—and those behind a 7 foot chain link fence to keep people out. Anyway, it was camera and tripod setup/takedown time to get the requisite picture for our fine BMR PunktMeisteress, and then some whizzleing around trying to find different locations to get more of the bridge photos. Newton falls is an interesting town: riding in I saw more differently shaped modernistic churches than I've ever seen anywhere else—a kind of religious 'lets upstage the Joneses' building frenzy must have happened there somewhat recently. I was on the bike and headed for the Warner Hollow bridge at 10 after 11. And got there at 11:54. Schedule said I was supposed to be there at 11:17. I was only 37 minutes late. Made up 3 minutes. Yee-hah! If I kept that up it would only take me 10 bridges to make up lost time. Ah well.

Anyway, on the way north to that one, I passed an Amish buggy clip clopping along at a nice pace along the side of the road—which had a paved berm nicely wide enough for the buggies to roll along without impeding dino-juice powered vehicles, and also nice as well for keeping the solid exhaust from the Amishmen's hay-powered 'engines' off to the side of the road. There was plenty of that in evidence. It was, after all, Sunday, so lots of buggies probably had passed along there on their way to whichever farm the services, singin,' and churchy gabbling was being held at, though I didn't see any farms with tons of unhitched buggies in the farmyard as I used to around Venus and Tionesta of a Sunday years ago. Passed some Amish ladies in white bonnets too, wearing teal colored long dresses with long white aprons who were having a rip-roaring time walking, talking, and laughing uproariously along the road (They couldn't have been rehashing the commentary of Larry the Cable Guy on the Comedy Channel since they don't have TV).

In any event, the day proved lots of fun, if rather heated fun as the temps kept climbing and climbing until at the last bridge, my water almost exhausted, I felt a good cold wet something poured in buckets over my head would be of immense benefit. After a few more bridges and being sorely tempted to try some wine tasting (there was a open vintner's along the route among acres and acres of wine grapes offering tastings in AC-ed comfort for those stopping in)—but a definite no-no while riding, I hit a Subway in Jefferson around 3 for a sandwich and large Pepsi (diet style, of course). By then, I had only 3 bridges that I'd planned to try to find to go. As I got them, the day kept feeling hotter and hotter, like I was being regaled with radiation from toaster oven elements (thank goodness for shade and an occasional slight breeze while taking photos off the bike).

Ohio bridges are interesting. Several had little coupolas atop their entrances as decoration. All had windows. Several were of town truss construction, but there were some with Burr arches thrown in. Several also sported a side walkway much like the Claycomb CB at Bedford Village in Bedford, PA. Some had been bypassed, but unlike bypassed and blocked PA bridges, were set up to still carry traffic but with clear indications that the traffic was to be light vehicles only. And not a few were to be found on the usual squirrely, highly dusty (or muddy no doubt in wet weather), gravel roads. Fortunately one pickup I had to follow for some miles was a good 1/2 mile in front of me so that his 'rooster tail' that obscured him until he stopped had finally almost dissipated by the time I got to the spot where he had been a minute or two before. Had I been following him any closer I think I would have stopped and let him get where he was going before proceeding in his wake. Followed one fellow on a garden tractor pulling his 6 or 7 year old son behind him in the kids toy wagon fastened with clothesline to the tractor's hitch. Interesting. I went gingerly by when I finally got the chance—though following was good gravelly practice for a sloowwwwwww riding race in which the winner is a fine example of the old 'last shall be first'

reversal of fortune concept so fondly expressed in certain ancient mythologies, but sadly too little evidenced by some who all too often are the noisiest claimants of undying allegiance to the same. However, I joined those folks as I had no desire to play last fiddle on gravel with the RT to a garden tractor's first gear for any longer than necessary. Foosh!

I finally got to the last bridge on the Mapsource 'daisy-chain' of ones I'd laid out to be sought, the South Denmark CB, around 4, and was ready to roll again around 4:20. I had thought of perhaps hanging out overnight at a motel (the Mapsource and Streets and Trips programs said there was one in Jefferson, but in traveling to the Subway there and back, I saw none), but decided at that point I was only a couple of hours from home and some nicely controllable AC, so told the GPS to take me to that cooling location. And it did: superslab again south of Youngstown and into PA to 19 and 228 and home at which I arrived around 6:30. Yeah, I had that cooling vest, but had neglected to put it on, so it was as full of water (now hot!) when I got back as it had been when I left. The more fool me. Next time I won't forget I have the thing. It was a hot time in old Ohoho that day! But the bike ran like a top, I found the bridges I wanted to find, the gravel roads the RT handled like a GS (wellllll... almost!) and the dust and bugs weren't too bad at all—I only had to clean my face shield of splat a couple of times. I think I'll do her again after I get fully cooled down and forget in the AC how hot old Mr. Sol can get of an Ohio Summer afternoon!

Ride Stats:

Mvg Avg: 43.5mph
 Total Avg: 33.9mph
 Max Speed: 93.1mph
 Start time: 9:10 AM
 End time: 6:33 PM
 Total mileage: 276.3

The Ride with Bridges:

Name	Date, Time, County marked
Latitude Longitude	Altitude Ar Lv
Home	31-JUL-05 09:30 Allegheny 1080 ft 09:30
Newton Falls CB	31-JUL-05 10:53 Trumbull Co.
N41.18810 W80.97074	929 ft 10:55 11:07
Warner Hollow CB	31-JUL-05 11:52 Ashtabula Co
N41.53299 W80.96463	989 ft 11:54 12:07
Riverdale Rd CB	31-JUL-05 12:35 Ashtabula Co
N41.67335 W80.87138	812 ft 12:35 12:49
Harpersfield CB	31-JUL-05 13:11 Ashtabula Co
N41.75679 W80.94374	768 ft 13:12 13:23
Mechanicsville CB	31-JUL-05 13:37 Ashtabula Co
N41.75491 W80.89742	764 ft 13:35 13:53
Doyle Rd CB	31-JUL-05 14:06 Ashtabula Co
N41.76201 W80.78985	840 ft 14:06 14:28
Jefferson Subway	31-JUL-05 14:39 Ashtabula Co
N41.74160 W80.76942	829 ft 14:37 15:02
Giddings Rd CB	31-JUL-05 15:20 Ashtabula Co
N41.76477 W80.73256	895 ft 15:18 15:30
Netcher Rd CB	31-JUL-05 15:41 Ashtabula Co
N41.73733 W80.73128	904 ft 15:40 15:52
S. Denmark CB	31-JUL-05 16:06 Ashtabula Co
N41.71740 W80.69057	933 ft 16:06 16:17
Home	31-JUL-05 09:30 Allegheny 1080 ft 18:33

RALPH



THE NORTH B-RIDE 08-07-05

Sonny Robison

After enjoying breakfast with John Barr, Frank Beatrous, Ralph Meyer, and Ron Kranz, the group began splitting up to return to their real life pursuits. John and I chose to take a short ride on our own, since neither of us had been able to ride as we had in the past.

This being somewhat out of our normal riding territory, I suggested a ride to the Brady's Bend area, a trip I was able to make a few weeks earlier, with the B-ride group at that time. John agreed, so off we went. This ride covers some nice twisties with generally good surfaces and little traffic.

Leaving Kings, we followed the Orange Belt (rt.910) east to Babcock Blvd., where we turned north till we joined with the Warrendale/Bakerstown Rd. going east on the Red Belt highway.

Not much traffic was on the road, so we maintained a nice crisp pace all the way to the Saxonburg Blvd. where we again turned north to that town. To me this is a town that truly emphasizes its early history with the yearly festival and displays. After passing Saxonburg, we followed SR.2010 to Butler, and, as we rode along this stretch of highway, I couldn't help noticing how green were the hay fields and the corn crops. No dry yellows or stunted growth. They must have been getting some water up this way. Wonder if they have some good connections upstairs?

Reaching Butler and staying back from the main drag, we turned onto South Monroe St. and went right on past Rt.68 North, which was the road I wanted and was looking for. I just continued on, following Monroe till it turned right onto East Brady St. This led us to the Butler Hospital. Now that was not where we were headed, so I leaned left onto 4th St. and that merged into Belmont Rd. We were kinda touring the "Higher Class" neighborhoods at this point: big houses, with impressive yards and gardens—looked like a nice area in which to hang out.

Well after that little side trip, we entered Main Street (Rt.8) just in time to swing into the ramp to Rt.422 East, which took us back to Rt.68, the one we should have been on. So the ride continued through sweeping turns and open country through Chicora and then to Brady and Brady's Bend Park.

Here we took a pit stop and admired the boat launches and some unusual vehicles on the ground, such as a three wheeler made with a motorcycle front end attached to the rear half of an automobile, back

seat and all. Also got word that the State Police were on site to check on alcohol being consumed in the park—can't do that! However, you can get in your boat and drink all you want. Go figure.

Back on the road, we headed across the bridge to East Brady and north toward Rimersburg, the only section on which we encountered traffic. Six SUVs with boat trailers were heading in the same direction and close hauling, so little room was left in between. We did manage to get past two units at a time, twice, before getting to Rimersburg. Here we headed east down Rt.861. The blacktop crew had been out and some new stuff was along the right lane—which made for a smooth ride for some miles then back to normal. However, we had no traffic all the way to New Bethlehem.

Since this town is the Rally Site, I thought, "How about showing John another nice ride toward home"—well—sort of... I turned into Rt. 839 toward Dayton. This is a nice hilly and twisty passage through some wooded farm country. A few miles down the road we were topping a hilly section when from the opposite direction came a small parade of dirt bikes and ATVs all covered with mud and dirt, some with front wheels in the air as they wheeled up the hill past us. Glad they stayed on their side of the road!

After that, the road was again ours and provided a pleasant cool passage through the shade trees. A short stop for gas, then we turned west on Rt.85, past Rural Valley, then South on the Margaret Rd. (Sr.2005), crossed over Rt.422 and into some valley areas, with a few fishing camps, along with some horse back riding etc. A narrower road, but almost traffic free, it winds it's way to Brick Church, where we turned left onto Garrets Run Rd. (SR.2025) and passed



through Cochran Mills (birth home of Nellie Bly). Going up the "Seven Sisters Hill" named (according to Mr. Barr) for the short turns left and right as you go up the hill. We passed through Spring Church and on to Rt.56, then came Apollo.

Now, almost home, we got on the slab style highway, and rode down Rt. 380, then 286 to Monroeville. John went on down the Parkway East and I to home.

Nice ride on a good summer day. A little of all kinds of highway to enjoy—Good company—

Doesn't get any better than this.

The GPS says the total day's ride for me was 185 miles. I went to Kings via the Parkway East and the Parkway North etc. That mileage was 35, leaving 150 for the after ride. Moving time was 4:24; stopped time: 2:51. This says to me we'd best spend less time eating and more time doing what these bike are made for and enjoying the ride. Average speed indicated was 25.5 mph.

That was my ride—How was yours that day? See ya! Bye!

SONNY





CONGRATULATIONS, RON!

Our own Ron Kranz attended the Blue Knight poker ride Sunday, August 14th. He said he rode the ride obeying the speed limits, with the ride officials marking the time when one departs and the time upon one's return. The person closest to the correct time for running the route wins. And Ron nailed it bang on! Now that takes some really precise riding! No wonder he looks happy as apple pie! But Ron, how'd you manage to get that home on the K-bike? 😊 Wow! (Ed.)



AMA VICTORY AMA APPLAUDS CONGRESS FOR FUNDING MOTORCYCLE STUDY

PICKERINGTON, Ohio — The American Motorcyclist Association (AMA) is applauding Congress for funding for the first nationwide motorcycle-crash study in almost 30 years.

U.S. House and Senate conferees agreed to a compromise version of the \$286.4 billion transportation bill, which was passed by both chambers late last week, reauthorizing transportation spending through September, 2009.

The bill, which President Bush is expected to sign this week, includes nearly \$3 million for a study of motorcycle crashes. It specifies that the research grants be provided to the Oklahoma Transportation Center, located at Oklahoma State University.

“After more than a decade of decline, motorcycling fatalities have increased in recent years, and those increases have prompted endless speculation about the reasons why,” said AMA President Robert Rasor. “We’re pleased that Congress agrees that we need answers, not theories. We’re anxious for the study to begin, to help us understand how to prevent crashes and save lives.”

“I’m happy we were able to include the provision providing grants to the Oklahoma Transportation Center for this important study,” said Sen. James Inhofe (R-Oklahoma), Chairman of the Senate Environment and Public Works Committee. “It’s an important step in helping to improve motorcycle safety.”

“I was pleased to work with the American Motorcyclist Association to update these statistics,” said Rep. Sam Graves (R-Missouri),

who introduced the motorcycle-study language into the bill. “It has been over 20 years since we last studied what causes motorcycle accidents and now is the time to take another look.”

The last comprehensive study on the subject, commonly called the “Hurt Report” after University of Southern California researcher Dr. Harry Hurt, was published in the 1970s.

The AMA notes that the bill also preserves motorcycles’ access to High-Occupancy Vehicle (HOV) lanes, and that it specifies that local governments will continue to be prohibited from excluding motorcycles from roads maintained with federal funds. In addition, the bill calls for motorcycles to be included in research on Intelligent Transportation systems, and makes available \$25 million to individual states for motorcycle-safety training and awareness programs.

Off-highway motorcyclists and ATV enthusiasts will benefit from the transportation bill as well, through \$370 million in gasoline taxes earmarked for the Recreational Trails Program.

The American Motorcyclist Association: rights. riding. racing. 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>.



WEST BREAKFAST RIDE 8-13-05

Walter Halaja

At first, I wasn’t going to do the breakfast or ride ‘cause Ralph and I did almost 400 miles on Aug. 10 and 11th. We picked up about 13 covered bridges in Bedford County! It was a very hot trip, and wore Ralph and I out. So, I just thought I would pass on Saturday’s B-Ride. Well, to my surprise at checking the message board Friday afternoon, Ted Sohier posted that he was going, and attached my name to the message as if he figured I’d be there for sure! So, on checking with my Roommate, Mathilde, she said I’d better go! Jay also posted. Hey, this was getting serious now. Can’t let those two struggle alone! Ted knows music much better than roads according to him.

Saturday morning I noticed Ralph had posted at 04:44 that he was coming, so that made at least 4 riders. Good!

On the way to Eat'n Park, I noticed the temperature at about 08:40 hrs at Dukes of Bubbles car wash was already 80°. It looks like it's going to be another hot one, and hey, I'm on time today!

Well, we had a long breakfast, and to my surprise I found out that neither Ted nor Jay had ever done the Oglebay Park WV loop. That's great, I thought, 'cause I love that loop and I never seem to tire of it, especially if I can lead someone who has never done it. Ralph just came for the breakfast and brought me a CD of the pictures he took of the Bedford bridges. He is good! Ralph also brought his camera and snapped a picture of us before we left. If I know Ralph, the picture will hit the press! [It did. See above. Ed.] Thanks Ralph.

Off we went at approximately 10:30 hrs. West on old Steubenville pike, to a left on Rte. 978 to the North Branch Rd, a right from there for about 4 miles, then a left up and over the hill to McDonalds. There we picked up Rte. 980 to Rte. 50 West to the end of it, doing a right on 844 to the WV line, about one mile, then a left or South on Rte. 88 next to the golf course. At this point, I tried to give up the lead, but they said "Lead! Walter!"

This is one of the best parts of the loop; the traffic was light, so we keep a fair pace and arrive at the Sheetz, at the corner of Rtes. 88 and 40 at 12:00 sharp: about 1 1/2 hrs and approximately 60 miles. Perfect! Gosh, we then took almost a 40 minute break! It was really cool inside Sheetz! NICE! We also got to talking to a fellow and his wife about bikes and music. Ted had a better handle on that than I. My, how time flies!

Ted and Jay still wanted me to lead, so off we went East on Rte. 40 to Claysville where we picked up Rte. 231 and headed North. Speaking of 231, I think the first time I hit this route was with Dave Baldwin. He told me one time that this was his favorite road. Speaking of Dave, we used to ride together often and he was a 4 Winds member. We have parted company for some time now and he has dropped out of the club. He is a fine rider and really can put together excellent trips! It would be nice to see him back in the club. I know there are one or more who know Dave well, and I wonder if they could convince him to return to the club! From 231 we Hit Rte. 50 again near Avella, and went East to Cross Creek State park for another pit stop at 13:38 hrs. with 100 miles or so logged. Ted wanted to stay on Rte. 50 to I-79, so Jay and I split with Ted at Rte. 980. Jay and I back-tracked to Beaver Grade Rd to where Jay wanted to split for more back roads and home. I arrived home at 15:07 hrs. with 139 miles logged. It was 96.4 degrees in the shade on my porch! Oh yes, it was hot, but it was worth it to ride with Ted and Jay. I counted it an honor. Some might say it was too hot to ride! I say it wasn't 'cause if you wait for the perfect day and weather to ride, you will never ride! The heat, cold, and rain are just part of the sport!

WALT



BMR POINTS UPDATE (BMW MEMBER RECOGNITION POINTS)

Diane Pears

I hope you all had a chance to glance at the current BMR Points chart at the rally. There are lots of easy ways to rack up the points and be recognized as an active, participating member. All ya' gotta do is be sure you send me an e-mail (dtpears@earthlink.net), real mail, voice mail, or written note at a meeting. Just because something is mentioned in the newsletter doesn't mean you'll get the points. I need Who, When, Where, What, (not Why) with *first and last* names, please! Snap those photos of everyone when you're at any rally-remember the "Banner Shot" doesn't have to include the banner due to its penchant for getting lost. There are more covered bridges in PA, OH, WV, VA, NY, and MD than even our retirees can find in the next five years! See Kevin Hart's excellent explanation in the May newsletter for a refresher course (also available on our website) on what gets you BMR points. Decals that you can stick on side/top cases, helmets, etc. [like the above] are awarded throughout the year, and prizes at the January banquet.

At this point, here's the famous "Top Ten" Points Earners List:

1. Ralph Meyer	123	
2. Kevin Hart	114	
3. Tom Primke	95	
4. Dan Weaver	94	
5. Rick Gzesh	77	
6. Scott Bassin	60	
&		tie
Walt Halaja	60	
7. Sonny Robison	57	
&		tie
Holly Marcheck	57	
8. Margaret Weaver	46	
&		tie
Tim Pears	46	
9. Diane Pears	45	
10. Ed Syphan	43	

DIANE



PITCH IN!

Walk, run, ride, hop, skip, jump, crawl, or go however you want to go to your nearest Board Member and let 'em know you'd like to... run? ...meander? for one of the fine offices of our club... OR... fill in the Job Request Form on P. 6 and mail it in to Scott ASAP and you might be on your way to the heady atmosphere of club officership! It's fun! 'Sides, you also earn BMR points for the job! Neat, huh?

OUR RALLY SPONSORS' LOGOS

Here are logos to keep an eye out for: they're marks of quality, not to mention wonderful generosity in sponsoring our 39th Rally this year. Y' need something for the bike? A place to stay on a journey? Tools? The latest in Cyclewear fashions? Check 'em out!



WHEN YOU WANT IT NOW



THE BEEMER BONEYARD

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, Sept. 17, 2005 meeting from 2:00 PM to 5 PM at Leo Stanton's, 3015 Walton Rd in Finleyville, PA, (Ph.. 412-384-8229). Hamburgers and hot dogs will be provided. Members are asked to bring appetizers, side dishes, and desserts according to your last name: A-H: side dish; I-P: dessert; Q-Z: appetizer.

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

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