

JANUARY



2006

MOA # 6

www.4windsbmw.org

RA # 76

PRESIDENT'S LETTER

Scott Bassin

Ring in a new year means ringing in a new Board of Directors of the Four Winds. I'm excited to become the club's president for 2006, and anxious to start working with our new Board. I realize that some of you know me better than others, so I'd like to give you a brief introduction – which I promise to do in next month's newsletter. In this month's column, we have some important business to discuss first.

The Four Winds fiscal year doesn't technically begin until February 1, but the planning for 2006 is already underway. The club's 40th Anniversary Rally in August makes this a special year for the club. It seems like August is a long time from now, but it will come far more quickly than we realize. We have time to make this special rally whatever we want it to be, but we have to start now. This is one of many reasons that we are conducting a member survey. The survey has already been launched on-line, and a hardcopy version is included with this newsletter for those of you who are not on-line. The survey will help us plan generally for 2006, but it will also specifically help us understand what type of rally you want our 40th to be. If you haven't completed your survey yet, please do so as soon as you can by either going to <http://209.200.102.62/>, or by filling out the hardcopy version and returning to me. The names of members who complete and return the survey by January 8 will be entered into a drawing for a Deltran Battery Tender Plus.

While we're on the subject of the Rally, I'm pleased to report that Kevin Hart has agreed to become this year's Rally Chair. Kevin has some big shoes to fill in succeeding Tom Primke, but he won't have to do it alone. This year, we are forming a "real" Rally Committee. Tom has agreed to serve on this committee as Rally Advisor, and Dan Weaver has agreed to work with Kevin as

NOTE! NOTE! NOTE!

There has been a change in the date when Banquet Reservations must be in Margaret Weaver's hands. Because Georgetowne Center needs to have the information and number attending our banquet, and the check for the same by the 13th of January, **Reservations must be IN MARGARET'S HANDS BY JANUARY 12TH** instead of the 14th as formerly stated in the December Newsletter! Get your reservations in, (Form's on p. 9) so they get to her in time, folks!

BOARD OF DIRECTORS 2006

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

Vice President – Ed Syphan
724-347-5590
esyphan@yahoo.com

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

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

Rec. Sec'y – Shirley Hart
412-242-4970
shirley.hart@msanet.com

Director – Jürgen Brune
412-418-4646
jurgen@brune.ws

Director – Leo Stanton
412-384-8229

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JANUARY BANQUET INFO

The annual Four Winds BMW Riders Banquet will be held on Sat., Jan. 21st, 2006 at the Dorchester Room of the Georgetowne Center, 526 E. Bruceton Rd. just west off Rte 51S from 6:30–11:00PM. Dress is come as you wish, the Meal will be a buffet. Cost is \$26/person. **Reservations must be in to Margaret Weaver by Jan. 12th.**

PUBLICATION INFO

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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., Aug. Meeting: Aug. 21; **Sept. issue deadline: Wed., Aug. 25th**). 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 2006

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

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

January 21, 2006 — Club Banquet, 6:30-11 PM, at The Georgetown Center, on E. Bruceton Rd. off Rte 51 S.

February, 2006 — TBA

March, 2006 — TBA

April, 2006 — TBA

May, 2006 — TBA

June, 2006 — TBA

July, 2006 — TBA

August, 2006 — **Friday, August 18 to Sunday, August 20 40th!! Annual Four Winds Rally!**

September, 2006 — TBA

October, 2006 — TBA

November, 2006 — TBA

December, 2006 — No Monthly Meeting

JANUARY 2006 SHACK

January 18, 7-10PM at Carl Hartz's, 69 Steen Hollow Road, Oakdale, PA 15071, Ph.: 724-693-0219.

Directions: From the Kirwin Heights exit of I-79 turn left onto Rt. 50 (Washington Pike). At next traffic signal, turn left onto Thoms Run Rd, (see Chartiers Valley High School on your left). Follow Thoms Run Rd to Steen Hollow Rd. Turn Left on Steen Hollow Rd to #69 on your left.

If you follow Thoms Run into Oakdale, U-turn, go up the hill and make the first right onto Steen Hollow.

Rally Co-Chair. Several other members have offered to help, both prominent club veterans as well as new members. The committee roster will be announced in the coming weeks as Kevin and team pull together the first committee meeting. In the meantime, if you're interested in participating, please let Kevin or me know.

Our annual Banquet is coming up on January 21. The Banquet is our chance to

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, Jan 1 — *North* at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

Sat, Jan 14 — *West* at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Sun, Jan 15 — *South* at the Roadside Restaurant, Rt 51, 10:00 AM

Sat, Jan 28 — *East* at Dick's, Rt 22 Westbound Lane, Monroeville, 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.

celebrate the friendships and adventures made possible through the Four Winds over the previous year, and to transition to a new year so we can do it all over again. Based on member feedback from prior years, the 2005 Board decided to try something new. The January Banquet will be a little less formal than in the past (come dressed as you wish), and the location has changed too. This year's banquet will be at the Georgetown Centre just off of Rt. 51. I'm looking forward to hearing our guest speaker, club member and USMC 1st Sgt George Blackham IV, who will have lots of stories and pictures about life in

the military and how motorcycles have fit in. I'd like to thank Holly Marcheck in advance for leading the selection of the Georgetown Centre and planning the menu for this year's event. If you haven't done so already, please send your Banquet registration and payment to Margaret Weaver. The deadline is January 12 (please see the announcement elsewhere in the newsletter for more information).

Finally, I'd like to echo Rick Gzesh's comments in last month's newsletter and thank my colleagues on the 2005 Board, including Rick, Margaret Weaver, Nancy Barrett, Holly Marcheck, Kevin Hart, and Dan Weaver. All-in-all, it was a good year. Rick encouraged the Board and the club to renew our focus as a riding club, and I hope to continue this focus in 2006. With Ed "Syphoon" Syphan, Shirley Hart, Leo Stanton, and Jurgen Brune joining returning Board members Margaret Weaver and Holly Marcheck, I don't think this will be a problem.

Next month, in addition to the introduction I promised at the beginning of this column, I'll review the results of the member survey and discuss our plans for 2006.

See you at the Banquet!

excursion to the first thirty guests, and expects the 2006 trip to fill quickly. For reservations or more information, call (800) AMA-JOIN, extension 1190.

TOM LINDSAY, AMA NEWS REP.



JOYRIDE TO FOXBURG 11/11/05

By Jürgen Brune

Veterans Day was beautiful: A light frost in the morning but blue skies and sunshine all along. I had the day off, and Ralph (with Rosemary planning to go shopping that day) had nothing better to do either - thus we decided to go riding.

SCOTT



AMA TRAVEL & TOURS ANNOUNCES 2006

DAYTONA BIKE WEEK EXCURSION

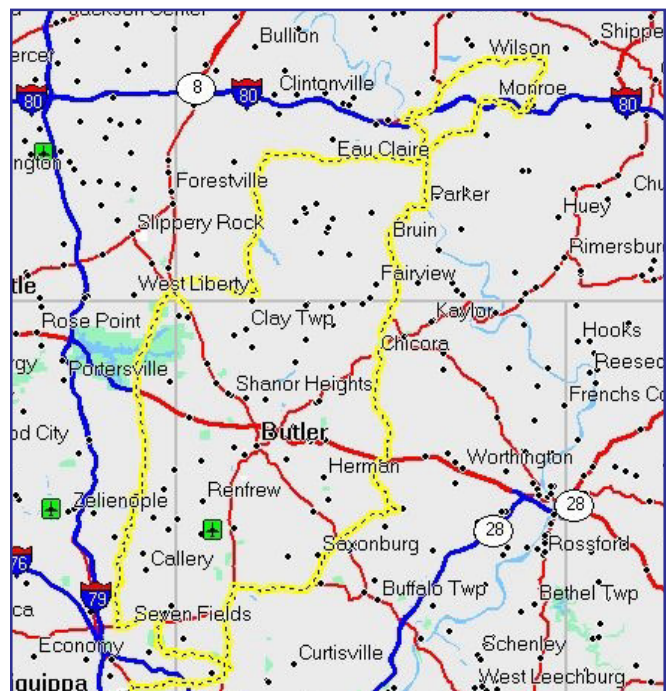
PICKERINGTON, Ohio — American Motorcyclist Association (AMA) Travel & Tours has announced its annual getaway package to Daytona Bike Week — the motorcycling world's most sought-after destination — March 7 - 11, 2006, in Daytona Beach, Florida.

The AMA Travel & Tours Daytona Bike Week excursion offers enthusiasts an insider's view of one of American motorcycling's biggest events. The package includes five nights of accommodations at a beach-front resort hotel in the Main Street district, plus passes to a selection of AMA Pro Racing events — from flat track to AMA Supercross and, of course, the legendary Daytona 200. In addition, AMA Travel & Tours guests will enjoy exclusive pit-and-paddock tours, technical discussions with AMA Pro Racing officials, and opportunities to meet top racers. All guests will be treated to a special Bike Week dinner buffet, and will receive commemorative items from the AMA.

Racing is just one reason for Daytona Bike Week's popularity. Many enthusiasts are drawn to Daytona Beach's extraordinary rolling street scene — and that's why AMA Travel & Tours' Daytona Bike Week guests will be based at a hotel just minutes from Main Street.

"AMA Travel & Tours Daytona Bike Week package takes all the stress out of enjoying Bike Week," said Frank Covucci, Director of AMA Travel & Tours. "Our guests appreciate knowing that they'll have quality accommodations in an ideal location — which is nearly impossible without making reservations months ahead of time — and not having to worry about keeping track of racing schedules or getting credentials."

AMA Travel & Tours limited last year's Daytona Bike Week



I met Ralph at his house for coffee at 9:00 am. On the ride to his house, I wore my Gerbings (jacket, pants and gloves) controlled with the heat-troller I had recently added. The gloves felt a bit stiff (the few times I used them since the spring have not broken them in yet) but having toasty (not sweaty) hands makes up for the discomfort.

Ralph initially suggested visiting four covered bridges in eastern Ohio but that would have been a full, eight-hour ride and I did not want to overstretch my liberty...

We decided to go towards Foxburg via some wonderful, small, twisty roads Ralph knows. He has fantastic local knowledge so it was only natural for him to lead the ride on his new RT. I had my R850R out - Ralph had indicated that we might hit a few dirt roads so I left the K12 in the barn.

Ralph demonstrated his local knowledge by picking the roads less traveled and leading along some great, curvy stretches.

We started out west along the Red Belt, past the Pines, a very nice dinner place, then cut north to Rt 228 west. One mile before crossing I79 we took Franklin Road north to Evans City, then contin-

ued north on Rt. 528 past Prospect, across Lake Arthur, crossing Rt. 8 near the Jennings Environmental Center. After 500ft north on Rt. 8 we took Halston road east to West Sunbury on Rt. 308.

Rt 308 took us north past the state game lands and Glade Dam to Murrinsville where we took Rt. 58 east past Eau Claire into Foxburg.

It was a bit too early for lunch so Ralph took me on a loop on Rt. 268 north along the Allegheny to Emlenton, then along Rt. 208 to Knox and back south via Rt. 338 past St. Petersburg into Foxburg. After passing the oldest golf course in the United States (1887, started with 5 holes), we stopped for lunch at the Foxburg Inn, a beautiful spot overlooking the river, bright sun in our faces.

The return ride followed Rt. 268 south along the river to Parker, then past Bruin, Petrolia to Chicora where we turned south on a small windy stretch called Clearfield Road. This led us to Marwood Road and eventually to Saxonburg. We continued south for another 2 miles to hook up with Rt. 268 west to Rt. 8 south, back to Ralph's place.

JÜRGEN



BMWMOA MEDIA EDITOR

The following letter was sent to me in December from the new BMWMOA Media Editor, asking for contributing articles and pictures for the MOA ON Magazine and for the MOA Website. If you fancy yourself a writer or photographer, here is your chance to get published!

RICK GZESH, 2005 PRESIDENT

Hello Everyone!

Vince Winkel here, the Media Editor for the BMW MOA. You can call me "the new guy".

I'm writing to all the clubs because I'm very interested in broadening the writing base for the BMW Owners News, and also for the website. The monthly magazine belongs to the members, the people and the chartered clubs who make the BMW experience so special. The magazine belongs to all of you. So, I'd really enjoy getting more of you involved. We're looking for interesting stories. Tales from the road. Personal experiences. Tips for working on a bike. And this goes for photos as well. Maybe someone isn't comfortable writing an article, but took 45 great photos on a recent trip. We can still feature some of them in the BMW Owners News, or on the website in a gallery. Or both. And down the road a bit, we'll be incorporating well-shot video on the Website from members who have an interest in handling a camera.

So, as a leader of a chartered club, if you could spread the word I would be much obliged! BMW MOA members can call me anytime to discuss an idea for a story, some photos, anything which can bring even more value to the magazine and website. All they need to do is dial - or email. Here are the numbers:

Vince at work: 636-394-7277

Vince's cell: 314-608-0406

Email: vince@bmwmoa.org

AIM instant messenger: vincewink

I look forward to meeting a lot of you, and discussing your ideas for the magazine. It belongs to all the BMW MOA members.

Thanks,
Vince Winkel
Media Editor
BMW MOA

—
636-394-7277
(fax) 636-391-1811
www.bmwmoa.org



AMA STAFF CHANGES

PICKERINGTON, Ohio — The American Motorcyclist Association (AMA) today announced staffing changes aimed at keeping the 260,000-member Association at the forefront of American and international motorcycling.

With his recent election to the position of vice president of the Fédération Internationale de Motocyclisme (FIM), AMA President Robert Rasor will begin transitioning to a more expanded role with the international organization. In that role, he will continue to represent the AMA and the interests of U.S. motorcyclists in the worldwide arena.

Rasor, who has served the AMA for 33 years, has spent much of his career working for motorcyclists' rights, leading the Association's government-relations efforts for 28 years and becoming president in 2000. His involvement with the FIM began in 1988, and he was a key player in guiding the international body to become a watchdog for motorcyclists' rights worldwide, eventually serving as president of the FIM's Commission for Mobility, Transport, Road Safety and Public Policy.

Rasor will continue to serve as president during the transition, while the AMA's Chief Financial Officer, Patricia DiPietro, will serve as executive vice president and chief financial officer. DiPietro, with 29 years' experience helping guide the financial and operational affairs of the AMA, will oversee the Association's day-to-day operations and work with the AMA Board of Directors on leadership plans.

"As the country's premier advocate for motorcyclists, the AMA's influence can only be increased with stronger, more direct ties to international motorcycling," DiPietro said. "At the same time, these staffing changes will allow us to remain focused on the rights, riding and racing interests of our members and motorcycling at large. I look forward to the challenges."

With the transition, John Hoover, a past AMA Board member who recently came out of retirement to serve as the AMA's chief operating officer, will move into a consulting role with the AMA on several projects.

TOM LINDSAY, AMA NEWS REP.



WEST BREAKFAST RIDE 11/12/2005

Ralph Meyer

I was planning on a putzy ride initially to explore roads I hadn't been on before if the weather held, because Walt earlier in the week said he'd come down with a miserable sore throat and probably wouldn't make the West Breakfast Ride this time. I saw Dave Thomas's invite about a ride on the same day as the WBR, but that sounded like going up into small game hunting country where the deer and the antelope (elk?) play... usually at a high rate of knots getting away from hunters. Not a good idea without Superman's Radar Sight so you can see 'em coming (too many run ins with near misses with the buggers when hanging out in the north country previously to want to chance that) so decided to pass on that one. Then Jay, on the site, wanted to find out if anyone was going to the West Breakfast Ride, so that went back up on the map of must-do things on Saturday instead of the putzy ride. Then Sean sorta threw his hat in the ring on the site, so I did too. And then Walt said he was feeling better, and the West Breakfast Ride was off and running for sure. Hot dog. Great Eat 'n Park Breakfast, Sunny Day, Cool and crisp, and a buncha good riders to chat with over the giblets before rolling. What could be better'n that?

Walt beat me to the Eat 'n Park, and was just jotting down information in his ride log when I pulled in. We got to jabbering, figuring Jay'd be along shortly, when a neat-lookin' feller rolled in on. Wasn't Jay on his F-bike... It was Dave McLaughlin on the GS. We three then stood around kicking tires a bit in the cold (temp hadn't gone up much above the initial 28° I had at home on leaving) waiting for Sean and Jay, but then decided they'd know we were here and find us inside where the warm hung out and you could smell the pancakes cookin,' so we headed on in. When we were seated we notified the waitress that maybe she probably should prepare not just for the three of us, but for 5 or 6, as Dave said he thought his friend, Bill Lisac, would also be joining us. Pretty soon Bill arrived on his Kawasaki Concourse. After a short time more, when we were just starting to peruse the menus, Sean arrived on the R-S bike. The last of the Mohicans-of-the-day, Jay, still hadn't shown up. We worried a bit that something might have happened to him once it got later than the time he usually arrives, only to find out subsequently that he'd changed his mind and headed off with Dave Thomas to where the Elk are said to hang out.

Anyway, we had a great breakfast and confab together as usual. Sean brought along that strange piece of steel that did in his tire when on his way back from the RA rally. Two inch long 1/8 in diameter something with a round head on top and rounded on the

bottom. Sean couldn't figure how it could have gotten vertical enough to punch through the tire, and none of the rest of us could either. But it did. Anyway, we allowed as how if anyone was going to get a flat, it couldn't be a better person than our own 4-Winds "Doctor How-to-fix-a-flat" himself, who has kindly offered a number of fine Rally tech sessions on just that subject so that anyone 'running into' that sort of thing would know what to do about it, and how to do it. The Doc knows what he's talking about 'cause he told us that after the plugs didn't work, a couple of Gorilla Snots finessed into the hole with lots of cement did, and held all the way home at highway speeds (after he worked into them checking the pressure every so often after the patch to be sure the Snots were holding). Sean said he's still running on them and they're doing fine, and that he didn't want to bother getting a new tire 'till next spring if he didn't have to... That way he'd be starting out the new riding season on full rubber. Good idea! He said the pressure's still right where it should be. If you've not been to one of Sean's Tech Sessions on tire repair on the road, write it in as a 'must attend' if he offers another one!

Nobody was quite sure where they wanted to go and no one had any bright ideas offhand, but everyone was sure they didn't really want to do a bun-burner, or even half or quarter of a bun-burner. We all just wanted something not-too-far but nice. I suggested the possibility of checking out the Woolslayer Covered Bridge up in Brush Creek Park as its the only bridge in Beaver County, and one that's rather unique among such bridges, as it is a steel truss bridge that was covered with a wooden deck, roof, and sides. Built, if my poor memory serves, in 1890 like that apparently, it was refurbished 15 or 20 years ago. We all initially thought that might be a nice ride, but when we headed out to the bikes, the fellows from the south of the city thought that might turn out to be a longer ride than they desired that day, so Sean, Dave, and Bill decided they'd figure out something in a more southerly direction while Walt and I did the northern bit to the Woolslayer. Walt wanted to stop at his son, Wayne's, in Bakerstown, so that plan worked out nicely.

After getting a picture of this fine crew of Breakfasters, Walt and I headed North, and Sean, Dave, and Bill, South. Because Walt knows all the good 2 laners around this side of Pittsburgh, he led off, saying he was going to give me a different twist on getting East of the Ohio than the way we usually went. And he did: some really nice technically curley streets that gave the bikes and their riders' handling characteristics and abilities a fine workout, winding up eventually on 51 and crossing the Sewickley Bridge onto the Orange Belt for some additional lovely riding, eventually overpassing I-79 to hit Pearce Mill Road North to the Pearce Mill Road Park, where we stopped for a bit and changed ride leaders.

I picked it up from there, heading West on the Red Belt to that neat totally unstraight or flat Franklin Road (Washington's 1853 Trail... I suspect George followed the footsteps of an Indian he'd sold a gallon of fire-water to the night before and who'd downed it all before breakfast the next day!) to Evans City, then 68 West to Zelig, twisting around some back streets to come out on, and cross, Rte 19 onto Rte 588 West. Neat: Without a whiff of a detour sign, we got some miles down 588 to discover signs saying "Road Closed Ahead,"... "3000 feet"..., "1000 feet"... and then a barricade with a bunch of little and bigger diggers blocking everything just the other side of the barricade. Rats! Well, with a trusty GPS telling me we were initially going the wrong way, we did an about face back to Zelig, went South to Beaver Road via some back streets and again headed West until the GPS (and my figuration that we were well past the block on 588) said it was time to turn North onto a side road through the countryside. From then on it was 'Trust the GPS' time. Sure enough, after a lovely ride past some neat farms and other coun-

tryside, we wound back up on 588 but a mile or so above the entrance to the Brush Creek County Park. Turning in there, we rode around, discovering that the park folks had put in a bunch of speed bumps since I'd been there last (a year or so ago). Fortunately, they had mercy on bicyclers and ladies pushing baby strollers, and left the last 2 feet on each side of the road free of the bump, though they'd also put 4" diameter steel posts on both sides of the road at each bump as well—probably to prevent smart-@** drivers from riding on the grass to avoid the bumps. In any event, however, our RTs rolled nicely through the bicycle/stroller slots with ary a bump or grind to disturb the suspensions or the riders' bums. As always, there were a number of people out walking or jogging the road, airing the kids, exercising their pooches, and just generally enjoying the crisp fall air as were we.

We stopped the bikes in the parking lot just before the bridge, got a photo of the bikes and us with the bridge in the background, and then strolled over to give it a gander and take a couple more photos of its interesting structure.

After that, and doing the usual used-coffee pit stop at one of the convenient used-coffee houses that dot the park, we headed out for Bakerstown. Since the usual way back to Zelig on 588 and thence to Evans City was blocked, I punched in 'Home, James!' on the GPS and decided to follow its lead. Neat-O, this time. It took us by a totally different route than I'd ever been before: down Brusck Creek Road and its other-named extensions alongside I-79 to Cranberry, and thence by Ogleview Rd across 19 onto Rowan-Peters Rd, to Miola Rd, 228, and Warrendale Rd. We took a shortcut through Treeddale—lovely humongous houses I'd hate to pay the gas bills for and thence onto the Red-Belt and home. Walt and I got to Bakerstown at 13:49 hrs (according to when the GPS said I shut the bike down), having left Eat 'n Park at 10:53: a nice 4 hour ride! I imagine the fellows who headed South for their ride had as much fun as we did. Hope your ride that day, if you were out, was as enjoyable, the meal and company as fine, and the camaraderie as excellent! It was a great day for a West Breakfast Ride!

WBR Riders:

- Sean Barrett
- Walt Halaja
- Bill Lisac
- Dave McLaughlin
- Ralph Meyer

North Ride Riders:

- Walt Halaja
- Ralph Meyer

South Ride Riders:

- Sean Barrett
- Bill Lisac
- Dave McLaughlin

WBR Stats (Ralph-North WBRide):

- Distance home to home: 114.2 mi
- Mvg Avg: 39.8
- Max Spd: 68.2 (on I-79 heading for the breakfast!)
- Mvg time: 3:07:43



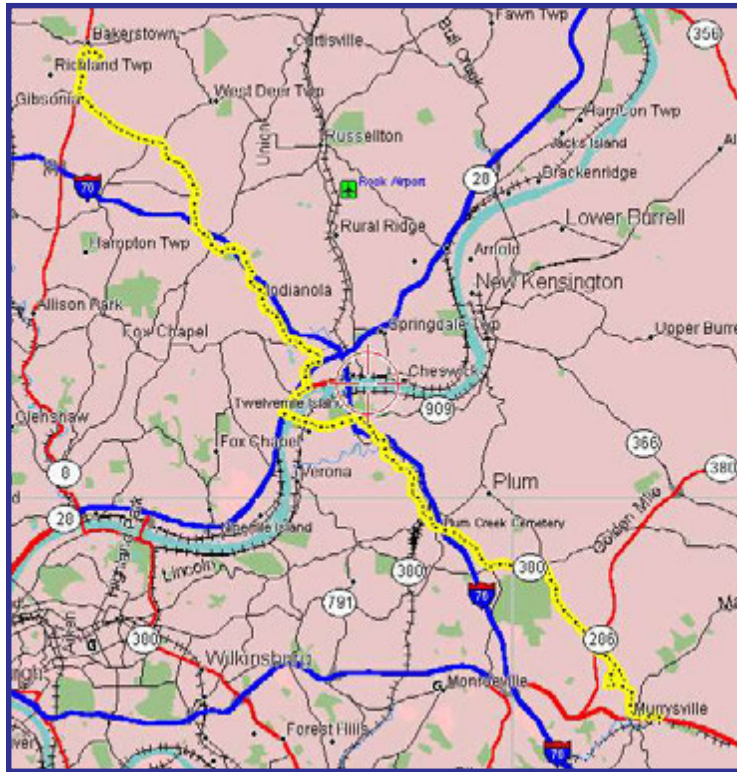
**IT'S OVER? REALLY?
THE EAST BREAKFAST RIDE
11/26/2005**

Thanksgiving Day had started off miserable on my wife's and my trip to Glen Rock. Snow, sleet mixed with rain, and slush on the turnpike. The weather report that morning too had said more of the same for Saturday and the East Breakfast ride. When I saw that I thought, "Dang! there goes a nice breakfast ride. Nuts!" But... Friday, on the way back from the Thanksgiving family get-together, we took Rte 30 to Breezewood from Gettysburg (we'd stayed overnight with our nephew and his wife at Hanover) the sky was blue, the roads, even the 2 laners, were clear, and the turnpike was fine. I thought, "Hey, if there's no crap coming in, the EeeBee Ride is On!" I don't believe any of that stuff I think I read somewhere about a "Riding Season." Heck, years ago in Grad School, when I had to ride to work on my little Beeser (BSA 250cc) I rode in ice and snow and slush and 10s and 20s temps in Columbus Ohio out Main street with a buncha cages sloppin' things up, when the inventors of Gerbings and Widders were nothing more than a gleam in their daddys' eyes. If you hadda go, ya rode in snow, and put on the sweat-ers, dontcha know? Ridin' Season? Ridin' Season? What Ridin' Season??? There ain't no such animule unless 'Ridin' Season' means all year. Of course, a motorcycle isn't my only means of transport now anymore, and, as an old futz, I just generally like to avoid ice 'n slush 'cause it ain't no fun nohow since the bike's a lot heavier, and I don't HAVE to go out if I don't want to. But I still find there's nothing like winter for a great ride if you're wearing the proper accoutrements to stay warm on the bike, no matter what the temp happens to fall to if the roads are clear. In fact, I'd rather ride when the temp's in the 20s or 30s than when it's just a few degrees south of 100 during the hellaciously hot months.

When you add to that, that our fine BMW bikes are made in the northern part of Germany, where the folks know what winter is like just as we do 'round here in West Penn's Woods, heck, I figure our lil' fellers are just itchin' to roll when the temp's like it is in the Heimat. So why not let 'em enjoy the nice cool like I do? Why not? So late Friday afternoon I e-mailed Walt, Sonny, and Jay to see if anyone was planning on the East Breakfast Ride Saturday. Jay said he had a houseful of Thanksgiving company and couldn't come; I didn't hear from Sonny, so I figured he was tied up; but Walt responded and put a note up on the web site that he was planning on coming. And Saturday morning, after we both did a quick check of the weather radar, we found out all the garbage was up north and,

RALPH

though the weather was now cloudy instead of clear down here, it didn't look as if it was dumping anything. So I popped an answer before 8 on the site and by e-mail to Walt that I'd see him shortly at Dick's... Suited up, I rolled the bike out in the nice crunchy snow outside the garage (it was 24° which made the snow nice instead of slippery), plugged in the Gerbings, turned on the heated grips and seat (Thanks Beemer Ingenieuren!) and off we went, gingerly... over the ice in the driveway watching out for black ice. Only patch there was a bit on the way down on Old Frankstown Road where a buncha water apparently had run down somebody's driveway and froze across the road. After a bit it became obvious that most of the white on the road was just used salt from Wednesday and Thursday's snowy set-to. With that, and due caution on the blind curves (I didn't forget my riding lessons from Grad School! One never does—and no motorcyclist worthy of the name isn't constantly aware of the nature of the road underfoot ahead of him or her winter or summer) I wicked up the speed to normal and rolled nicely along, cozy in my Gerbings, and enjoying the brisk air.



Upon arrival at Dick's, there was Walt and 'Traveler,' his silver R1150Rt. At least as I was paying attention to what I was doing as I pulled in on 'Magic', I thought it was Walt and 'Traveler.' We greeted each other, I put the bike on the center stand, pulled off the bucket and was in the process of unplugging everything, with Walt just generally chatting about the weather when I got a good look at 'Traveler'... "Oh my gawd!" I said as I really saw what was sitting there on its center stand, "That ain't the '03 silver R1150RT 'Traveler'! That's a brand spankin' new beautiful R1200RT Black and Silver 'Traveler' with clear turn signals and all the bells and whistles! Wow!" By then Walt had a grin on his face that started at one ear and stretched to the other. "I wasn't gonna say anything, 'cause I was wonderin' how long it'd take you to notice!" he said through the grin.

"I love that bike," he went on, "I just got it the day before Thanksgiving, and I've already got a scary story to tell you about it." After we got inside and had the breakfasts ordered, he continued. Seems he wasn't able to get up to Lee's until later on Thanksgiving Eve, and, by the time all the paperwork was done and the bike was ready to go, the snow and slush had started.

"Man," he said, "Getting that bike home late that afternoon and evening was the scariest ride I ever took. The snow was putting it down, and I was riding I-79 with new, unscuffed-in tires. The traffic was really bad, moving slow and making tracks in the snow which was getting deeper and deeper. It didn't look as though they'd salted or plowed anything until I got on the other side of Neville Island! I was getting worried too whether or not I'd make it up the hill to my house along with bit of a scary wheel slip that occurred in that stuff on 79."

"I also wanted to put the bike's warning flashers on so nobody'd run up my back as it was getting dark, and I couldn't find the flasher button anywhere... My '96 had it up on the dash, unlighted, and my '03 was like yours with the button on the left handgrip. But there's nothing like that on this bike. I'm trying to ride in that snow with the car wheel tracks and all that traffic and trying to find that thing and there just wasn't anything I could see that would turn on the flashers, so finally I thought, 'I wonder if hitting both turn signal flippers at the same time will work?' And it did. That was a relief! But I didn't get that figured it until I hit the Crafton exit—really too late to be helpful. Lee offered to go over the bike with me but he thought I was up on the RT cause that was my 4th one and I told him he didn't really need to bother. As it turned out, that 4 way flasher may have been the only change from the '05 to the '06."

"On top of all that, these semis would go by and splash stuff on the bike. When I got home, I found salt not only on the bottom of the bike but on the top as well. So next morning I washed it off with some cold water at an Engine House near home. That ride home from Lee's was the scariest ride I think I've ever taken. But I love that bike. Only thing I've found is that it doesn't seem to have the same amount of engine braking as the 1150. Probably sort of a flywheel effect of the counterbalancer."

"How many miles do you have on it?" I asked.

"About a hundred, counting the ride here today," Walt said. "And I really like that heated seat. I only had it on low, but it keeps a fella's bum nice and warm!"

"Doesn't it ever!" I said, "I turned mine and the handgrip heating on low too and had both of 'em on all the way down. What with the Gerbings plugged in, I was nice and comfortable. Only thing I noticed was that though I had the Gerbings turned all the way up my arms were still a little cool, but it wasn't bad at all. That stuff really makes for nice winter riding!"

Walt and I enjoyed a great breakfast and confab at Dick's, thinking at the beginning that maybe Sonny'd make it down in the car. We found out later he'd wanted to come, but that he wasn't feeling up-to-par that morning.

Walt said that after breakfast he wanted to run up to see his son, Wayne, who lives in Bakerstown too, and that, with the new tank bag he was going to have to figure a new mounting for his GPS which he didn't have with him on the new bike. Since it's a good hour's ride down to Dick's from my place, we decided to make a ride back to Bakerstown going by the back roads the ride for the day, and that we did. We hit my place a while later having wound from Dick's via neat curly back roads to Oakmont and the Hulton Bridge, across that, and up the generally snake-like 910 'till we reached 8 and Bakerstown (I always love going under the 910 bridges while driv-

Continued on page 8

Continued from page 7

ing on the turnpike... the one looks like it's taking off into the sky. Steepest bridge over an interstate I've ever seen. Neat-O and curly ride up that hill on a bike when on 910!)

After we got to my place, we had a fine time looking over the new bike, and the possible ways of mounting a GPS on it, then came in, had some tea, kicked some virtual tires a bit more chatting about this 'n that and RAM mounts for GPSs, and then Walt headed out on the new R1200RT for Wayne's. There were only two of us at this breakfast ride, but, as always, the food was good, the company was outstanding, and the ride was lovely. The temp had gotten downright hot by the time we hit Bakerstown. I think Walt said his bike computer read 32° and showed him a snowflake on the read-out screen just to warn to watch for black ice. He said that the owner's manual stated that the warning snowflake appears when the temp is 37.4° or lower, and the temp and snowflake continues to show on screen as a warning until you hit the computer button on the right handgrip to change the display to mpgs, miles to go, or what-have-you. Ain't Beemers Grrrrreat??? You betcha! Ridin' season? Yessirree. Winter's a fine ridin' season! It don't ever end! It just pauses once in awhile for crummy weather when ya don't have to go out in it.

Ride Stats & Route:

Route back (reverse for Ralph's route out):

From Dick's, took Old Wm. Penn Hwy West to Rt on Sardis Rd to Lt onto Franklinton Ct to immediate Rt onto Logan Ferry Rd straight onto Shangri-la Dr to Rt onto Mountain View Dr to Lt onto Old Frankstown Rd straight onto New Texas Rd across Rte286 to Lt onto Saltsburg Rd (Rte 380) at Boyce Park to Rt onto Unity Trestle Rd to Lt at Leechburg Rd onto Milltown Rd and straight onto Hulton Rd thence through Oakmont and across Hulton Bridge to Rt onto Freeport Rd and Lt onto Rte 910 across Saxonburg Blvd to Rt onto Wm Flynn Hwy (Rte 8) in Gibsonia to Rt onto Heckert Rd and Rt onto Meadow Lane to Ralph's place to look over Walt's new bike.

Walt's ride:

Distance: 90 miles,
After visiting Ralph and Wayne, arrived home 16:30 hrs

Ralph's ride:

Distance: Bakerstown to Dick's and back: 52.2 miles
Ride out: 8:09 - 8:56 AM
Ride back: 10:19 - 11:11 AM
Mvg avg: 34.4mph
Total avg: 31.0mph
Max spd: 55.7mph
Mvg time: 1:31:02

RALPH



SHADOW DANCING

Izzat Wright

Well, for those who doubted this reporter's rumored report in the last issue regarding interesting nighttime entertainment, as we went to press we received a confirmatory picture of the actual event (above). For those of doubtful mind, you can consult the onlooker whose silhouette you can see in this photo (if you can figure out who s/he is).

Izzat



REMEMBER! GET YOUR MILEAGE CONTEST information in to Kev Hart by Jan. 7, 2006!

The Contest Form, if you missed seeing it (you musta been blind at the time) was on P. 9 of the December Newsletter. If you haven't yet sent it in, grab it, print it, fill it out, stuff it in an envelope or stick it on a homing pigeon's leg and...

GET IT TO KEV BY THE 7TH!!

4 Winds BMW Riders' Banquet

Join in the fun! Don't sit home on a cold Saturday evening in January. Get up and get out with your friends and riding buddies. Bring a spouse, a date, a friend, maybe even a potential member...

When: Saturday, 21 January 2006

Where: The Georgetown Centre's Dorchester Room
526 East Bruceton Road
Pittsburgh, PA 15236-4577
412-655-4800
www.georgetowncentre.com

Time: 6:30 pm Cocktails (cash bar) and Hors d'Oeuvres
7:00 pm Dinner
8:00 pm Speaker/ Awards / Prizes
Followed by music and camaraderie until 11:00 pm

Enjoy a great dinner buffet of
Italian Wedding Soup
Marinated Cucumber & Tomato Salad
Green Bean & Gruyere Salad
Baked Stuffed Potato
Sautéed Zucchini Mixed Squash
Wild Rice Medley
Stuffed Chicken Breast Natalia
Sliced Top Sirloin of Beef
Tortellini with Sun-Dried Tomato/Basil Sauce
Beverage
Rolls & Butter
"Chef's Choice" Dessert

Cost per person: \$26, Reservations and payment required prior to **January 12, 2006**. Make payments to:
4 Winds BMW Riders

Mail payments with this form to:

Margaret Weaver
237 Brookwood Road
Venetia, PA 15367

Dress: Come as you wish

Parking: Plenty of off-street, free parking lot, great for bikes, cars, or snowmobiles!!!

We are putting together a fun evening including a slide show of your favorite motorcycling pictures from the 2005 riding season and dancing to your favorite tunes. To make this happen, please

- Bring photo albums
OR
- Send digital copies of your photos to Holly Marcheck (marchhe@comcast.net)
AND
- Bring your favorite CDs for easy listening during dinner or to dance the night away (please put your name on the CD case)

Name: _____

Attending: _____

Amount Enclosed: _____



PREVIEWS OF COMING ATTRACTIONS

Ralph Meyer

Information has been filtering for some months about a new bike, the first of its kind ever done by BMW, that might be viewed as an intermediate (some say 'beginners') bike to fill the space between the fuel sipping F650s and the present 1100cc+ boxers Beemeriders from time immemorial have loved and cherished. Having partnered with Rotax of Austria on their single (though they have built their own singles in the past), BMW is on the verge of introducing its very first vertical twin, an F800L (L being on or another letters denoting purpose or persuasion [Like 'S' for 'Sport' or 'RT' for 'Renn Tour'-roughly translatable as "Racey Tour"]). Rotax has again been nominated and elected as the engine company, and, as with the F650 models, this bike too will not sport the traditional BMW shaft drive, but the belt drive so many bike manufacturers, including the once-upon-a-time lone American Motor Company, have apparently fallen in love with. Such final drives, it would appear, have proven themselves not only efficient, but fairly bomb-proof, providing one keeps rocks and stones from flipping between the belt and their gear-ribbed drive pulleys, and generally avoids sand and other grit that can wreak wearful havoc with the tough chemical wizardry fashioned 'rubber' compounds of which they are comprised.

In any event, the F800Ls are due to appear sometime in the not-too-distant future, and at present we seem no longer to need to be regaled with 'graphic artists' suppositions' and surreptitious bike paparazzis' shots of disguised test bikes seen somewhere in Hispania at outlying petrol stations. There's even an BMW F800 Series Owners' Association started on the 'net from whence both the foregoing picture of the new bike, and the spec sheet on the following page have been cadged. The URL for this neat location is: <http://bmwf800.org/>. Those of our number who are versant in instant transformation of Metric System fidoodles into good ol' English measurements can no doubt figure out all the goodies instantaneously. Me? I'd have to dredge out my old slide rule and try to remember if it's really true that 2.54 cm equals 1 inch. But at the moment I ain't gonna bother. So there. Anyway, the pictures there, and the spec sheet look pretty official, and I'd suppose that when you see one of these bikes in the flesh, they'll look like the above--at least the S version will.

Given the size of the bike, one is, however, given pause to wonder, since several years ago BMW produced a very nice R850R Boxer Twin, howcum the Beemer Boyz iz jumping into the Brit-bike vertical twin bed? And at 800ccs? However, I don't inhale München Luft, so I'm not too sure what the fellers in the engineering department of the BMW tower are up to. But they must figure the bike'll be a good one for Beemer sales. I still kinda like the old R850R

Boxer, though, and, if given a choice and were allowed by Die Weib to add an c. 800cc bike to the stable, would likely go for that instead of a VertTwin. Ah well.

Finally, the site also had a list of proposed prices in Euros for the bike, and, at the exchange rate we faced in September (€ .781=\$1.00 US), prices for the F800S and accoutrements seem to devolve as follows; however, there's a caveat--Euro prices translated into USDs generally look rather higher than what eventually comes to be when the bikes hit our shores, so take these 'translations' with a fair pinch o' salt:

Price translations €s -> \$USs:

Base Price: €9950 = \$12,788

ABS: €814 = \$1,046

Heated Grips: €224 = \$288

Onboard Computer: €218 = \$280

Anti-theft System: €212 = \$272

White Signals: €41 = \$53

Low Seat (790mm): €0 Euros = \$0.00 (presumably because you order the seat height with the bike.)

Colors:

Red / Black

Yellow / Black

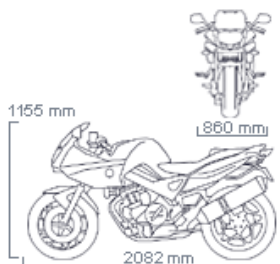
Somewhere in the various articles at the F800 owners (future???) site, I seem to remember it indicating that mpg would be 65. That's nice. My R1200RT gets about 50mpg, which isn't too bad either. So, keep an eye out at our local Dealers, BMW Pittsburgh, and Heritage. You might see a bit of this Beemeriron one of these days in the not-too-distant future. Like the K1200S, I'll sure wanna try a test ride on one when they hit the showroom floors!

In other news on the Beemerfront, the new BMW HP2 trick (also read: "expensive") techy Enduro bike, whose pictures you most likely have already seen in *BMW ON* or in RA's *OTL*, has taken the Motorcycle Design Association's Paris "*Mondial du Deux Roues*" (World of Two Wheels) Best of Show award. This award is given on the basis of overall aesthetic appeal, ...innovation, clarity of concept, and integration of bodywork with mechanical components according to *Motorcycle Consumer News*. It beat out Odyssey Motorcycles' X-Rod (created from H-D's V-Rod), Yamaha's MT-OS, Kawasaki's Ninja 650R, Triumph's Daytona 675, and Suzi's GSR. Ya wanna do back roads or tackle the Dakar run and have about 20K quid (when tax, tags, and title are all said 'n done) to plunk down as the entry fee to cross-country enjoyment, this is the bike to do 'em on. And, it would appear, MDA thinks it's dang neat into the bargain! Those Magnificent München Munchkins have quite obviously done it again (or, should that be, considering both the past year and the Marque's history, ...again, and again, and again, and again)! Makes one proud to have iron with that blue and white roundel on it sittin' in the barn to roll down the road on, now doesn't it?

RALPH



Data sheet



BMW F800.org
Exclusive

Engine

Type	Water-cooled, 2-cylinder, 4-stroke engine, four valves, two overhead camshafts, dry sump lubrication
Bore / stroke	82 mm x 75,8 mm
Capacity	798 cm ³
Rated output	62,5 kW (85 bhp) at 8.000 rpm (output reduction 25 kW (34 bhp) at 7.000 rpm possible)
Max. torque	86 Nm at 5.800 rpm (performance reduction: 55 Nm at 3.500 rpm)
Compression ratio	12,0:1
Mixture control / engine management	Electronic intake pipe injection/digital engine management (BMS-K)
Emission control	Closed-loop 3-way catalytic converter

Performance / Consumption

Maximum speed	More than 200 km/h
Fuel consumption over 100 km at constant 90 km/h	3,4 l
Fuel consumption over 100 km at constant 120 km/h	4,4 l
Fuel type	Unleaded premium, octane minimum rating 95 (RON)

Electrics

Alternator	400 W three-phase alternator
Battery	12 V / 14 Ah

Power transmission

Clutch	Multiple-disc clutch in oil-bath, mechanically operated
Gearbox	Constant mesh 6-speed gearbox integrated in the crankcase
Drive	Belt drive with jerk damper

Chassis / Brakes

Frame	Bridge-type aluminium frame, load bearing engine
Front wheel location / suspension	Telescopic fork, stanchion diameter 43 mm
Rear wheel location / suspension	Die-cast aluminium single-sided swinging arm with rear wheel axle and eccentric adjustment, central spring strud, spring pre-load hydraulically adjustable to continuously variable levels by means of handwheel, rebound damping adjustable
Travel front/rear	140 mm / 140 mm
Wheelbase (in normal position)	1.468 mm
Castor (in normal position)	94,8 mm
Steering head angle (in normal position)	63,8°
Wheels	Die-cast aluminium wheels
Rim front	3,5 x 17"
Rim rear	5,5 x 17"
Tyres front	120/70-ZR-17
Tyres rear	180/55-ZR-17
Brake front	Dual disc brake, floating brake discs, diameter 320 mm, four-piston fixed caliper
Brake rear	Single disc brake, diameter 265 mm, double-piston floating caliper
ABS	Special equipment BMW Motorrad ABS

Dimensions / Weights

Length	2.082 mm
Width (inc. mirrors)	860 mm
Height (not inc. mirrors)	1.155 mm
Seat height, unladen weight	820 (790) mm
Unladen weight, road ready, fully fuelled 1)	204 kg
Dry weight 2)	182 kg
Permitted total weight	401 kg
Payload (with standard equipment)	197 kg
Usable tank volume	16,0 l
Reserve	Approx. 4.0 l

1) According to guideline 93/93/EWG with all fluids, fuelled with at least 90% of usable tank volume
2) Unladen weight without fluids

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, 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 BANQUET:

On January 21st, 2006, the annual banquet will be held in the Dorchester Room of the Georgetowne Center, 526 E. Bruceton Rd just west of Rte 51S from 6:30 PM to 11:00 PM. (GPS location: c. N40° 19.761', W79° 56.930')

From the North: Take I-279S to I-579S to the Liberty Bridge and continue through the Liberty Tunnels to the ramp to Rte 51S. Take Rte 51S approximately 7.6 miles to East Bruceton Rd. Turn Right onto E. Bruceton Rd and go approximately .2 miles. The Georgetowne Center will be on your left.

From the East: Take the Parkway West to Exit 5. Get on Beechwood Blvd South. Keep right onto Browns Hill Rd. Turn Right after the bridge over the Monongahela onto W. 8th Ave (Rte 837) at the Mifflin Rd ramps, get on Mifflin Rd South (Rte 835). After about .6 mile, turn Right onto Lebanon Rd (Rte 885) but keep Right and continue going West onto Lebanon Church Rd at the junction of Lebanon Rd with Lebanon Church Rd. At the Rte 51 interchange, get on Rte 51 S and go about 1.6 miles and turn Right on E. Bruceton Rd. The Georgetowne Center will be on your left in about .2 mile.

From the South: Take Rte 51 North to East Bruceton Rd. Turn left onto E. Bruceton Rd and go about .2 miles. The Georgetowne Center will be on your left.