

DEC.



2006

MOA # 6

www.4windsbmw.org

RA # 76



PRESIDENT'S MESSAGE

Well, this is it. My last President's Message. As Ralph can attest, I've always hated writing these things and I have to admit that I won't miss this part of being the club's president. I was convinced that few people actually read this column and even fewer people cared about the sometimes rambling musings of a guy who was elected to lead the execution of the club's business activities, not to spew a couple of paragraphs of pabulum every month. However, I've now come to believe that at least some of you read it (and maybe read more *into* it) than I realized. So, for those of you still reading, I'd like to say that it has truly been a privilege to serve as your president this year and as a member of your Board of Directors for the past three years.

Looking back on the Four Winds over the past three years, a lot has changed. President Lance Hough brought us into the modern era by getting our excellent newsletter on-line in spite of a few obstacles and a few members who weren't quite ready. President Rick Gzesh focused our attention on our roots as a riding club and less on the technical administrative and governance aspects of the club. This year, I tried to set an agenda based on the priorities of the majority of our members as reflected in the membership survey conducted at the beginning of the year. These priorities included conducting a successful 40th anniversary rally, keeping the business portion of our meetings focused and short (though not always sweet), and maintaining discipline with the club's treasury. From what I can tell, I think most of you have been



**HAPPY
HOLIDAYS
AND A
RIDEFUL
NEW YEAR!**



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JANUARY BANQUET INFO

The annual 4 Winds Banquet will be held January 20, 2007; beginning at 6:30 PM at the Baltimore House, Curry Hollow Road off Rte 51 in Pleasant Hills. Cost: \$25/person. **Mark this on your calendars, and get your checks in to Margaret Weaver for a great evening with fellow riders and friends at a fine restaurant! Reservation form and info is on p. 13.**

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 11:59 PM on the Tuesday after the club meeting of the month preceding the month of publication (e.g., Usual (but NO!) Meeting date: Dec. 16; **Jan. issue deadline: Tues., Dec 20th**). Articles/Info rec'd after deadline go in next month's newsletter.

Submission information:

E-mail submissions: Send as **attachments** with "4 Winds Newsletter Article" in the e-mail 'Subject' line to:
<meyer@zoominternet.net>

Articles on Disk Media mail to:

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Submission formats:

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

December, 2006 — No Monthly Meeting

January 20, 2007; 6:30 PM — 4 Winds Annual Banquet at the Baltimore House, Curry Hollow Road off Rte 51 in Pleasant Hills. Cost: \$25/person. **Mark this on your calendars, and get your checks in to Margaret Weaver for a great evening with fellow riders and friends at a fine restaurant!**

2006 SHACK SCHEDULE

The next Shack meeting will be held **Wednesday, Dec. 13th, 2006, from 7:00 PM to 10:00 PM at Tom Meyers, 7516 Noblestown Road, Oakdale, PA 15071, 724-693-2880.**

Directions: From I-279 take the 22-30 exit toward Oakdale, turn left (South) onto the Orange Belt (McKee Rd.), keep straight onto SR 978 (Orange belt), keep straight onto SR 978 (Clinton Av), turn Right (West) onto W. State Street, bear Left (West) onto Noblestown Rd.; on the right side of the road, see the Tom Meyers trucks in parking area.

happy with the direction of the club this year, though just like my predecessors experienced, I'm sure there're a few of you who haven't. Personally, I think we were pretty damn successful, and I want to thank Ed Syphan, Margaret Weaver, Holly Stanton, Shirley Hart, Jürgen Brune, and Leo Stanton for serving on our 2006 Board of Directors; Kevin Hart, Dan Weaver, and Tom Primke for leading an outstanding Rally Committee; Ralph Meyer and Frank Beatrous for their tireless work on our newsletter and website; Diane Pears for managing the BMR program; Tim Pears for managing the Mileage Contest; and a host of others too long to list for volunteering to help with the Rally and club meetings. The success we have enjoyed this year is due to your efforts.

Next year will be a virtual clean slate, as there is only one returning Board member (Jürgen). The new Board has a good mix of club veterans as well as newer members, and they will have an excellent opportunity to implement new and different ideas if they so choose. I'm sure they will do a great job.

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

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

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

Sat, Dec 23 — *East* at Dick's, Rt 22 Westbound Side, 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.

While a lot has changed over the past few years, the best part has not. We are still a club comprised of great people who share a passion for great bikes. It has been an honor to serve you. Best of luck to Mitch and the 2007 Board of Directors, and best wishes to you and your family for a happy holiday season. I look forward to seeing you at the Banquet.

SCOTT



DANGER! DEER!

Walter Halaja

Wednesday nite, Nov. 8th, I rode Traveler to Engine 13 to pick up 40 some pounds of deer meat from my old working friend David T. ...Well, after David T. got the meat for me he once again warned me to be careful on my bike because the deer go crazy this time of the year with their mating season and with hunters chasing them all over the place.*

David was certainly right! ...I have a article from BMW Owners News of February 2002 that has two graphed Figures. In the one it shows that deer strikes happen, or peak, one hour after dark, then don't settle back to normal until about 3 & 1/2 hours after sunset. Granted you could hit a deer any time during the day, but this is the most critical time of the day! The other graph shows by the month the time of the year when most deer strikes happen. Well, right now is the peak month and it doesn't settle back down until Jan. February, March, and April are the months with the least deer strikes! But this past April was when our friend, Larry Grodsky, hit a deer in Texas and was taken from us. So I'm not only writing this for our members or any one who would read this but also in honor and memory of Larry!

WALT

*[additional note: November in Penn's Woods is small game season. Deers' habits are to move and eat early in the morning, then generally lay up most of the day, getting up again to roam and graze just before and after dusk for their evening meal. Small game hunters moving through woods however will put them out of their lays, and they'll often be carrying the mail to get away from the human(s) that roamed through. When so moving, they pay little attention to traffic on roads. October is Bow Season, and while bowhunters usually do not try to chase deer, but take stands or climb trees in the early morning or an hour or so before dark to await passing deer, bowhunters nonetheless move through the woods to their favorite hunting spot with the same result. Also, the first few weeks in December constitute buck and then doe season with hunters actively moving deer around as they tramp through the woods or even seek to chase them into the range of fellow hunters. Add to this, as is pointed out above, the rut, with bucks chasing does in hopes of breeding, and constant caution and preparedness for deer bursting into one's path are the order for the day if one would ride safe! And don't think that if you're riding in the 'burbs or the 'burgh you're safely out of their way. Your ersatz ejitor almost had an 8-point buck cross in front of him off a ranch house lawn in a well populated part of Upper St. Clair a couple of weeks ago while on the way to Dravosburg. And another member, according to the grapevine, almost got hit by a wild turkey flying across the parkway in the city! Be careful out there!]



AMA ANNOUNCES DATES FOR AMA VINTAGE MOTORCYCLE DAYS 2007

From: "Tom Lindsay" <tllindsay@ama-cycle.org>

PICKERINGTON, Ohio — The American Motorcyclist Association (AMA) has announced that AMA Vintage Motorcycle Days 2007 will be held July 27-29 at Mid-Ohio Sports Car Course in Lexington, Ohio.

As in previous years, AMA Vintage Motorcycle Days will kick

off a ten-day celebration of motorcycling at Mid-Ohio Sports Car Course, concluding with the AMA Honda Super Cycle Weekend presented by Dunlop Tire the following weekend, August 3-5.

AMA Vintage Motorcycle Days 2007, which will benefit the Motorcycle Hall of Fame Museum, will include exhibits of classic motorcycles and memorabilia, the all-brands AMA Swapmeet, bike shows, a full slate of American Historic Racing Motorcycle Association (AHRMA) racing, and other features to be announced in the coming months.

For the latest news about AMA Vintage Motorcycle Days 2007, visit www.AMADirectlink.com or call 1-800-AMA-JOIN. For more information about Mid-Ohio Sports Car Course, visit www.midohio.com or call 1-800-MID-OHIO.

The American Motorcyclist Association: rights. riding. racing. Founded in 1924, the AMA is a non-profit organization with more than 280,000 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>.



There were 9 of us, but one's behind the camera here and the other's at the BP fueling

NORTH BREAKFAST RIDE 11/5/06

Sonny Robison

The day started a bit on the cool side, but with today's riding gear, the cool weather is but a moment's distraction,

with not too much discomfort. So it's off to Wexford and the King's on rt.910. About 35 miles + -not so bad if I ride through Oakmont and then get on rt.910 (the Orange Belt). After crossing rt.8, at about the Dickey Road intersection after Meridian, I caught a flash of orange jacket and a dual headlight from an RT waiting to pull into the traffic. For a few moments this didn't get to me, and then it hit me: Ralph - yep I bet that was the big guy himself. So I just pulled off and waited, and sure 'nuff it was he and as he caught up (there were a couple of cars behind me that had to go by before he could pull out of Dickey), I pulled out and we continued on to King's.



Continued on page 8

THE ORIGIN OF THE BMW LOGO

– FACT AND FICTION

There are two traditions concerning the significance of the BMW company logo and trademark, offering two different interpretations of the blue and white fields in the logo. One interpretation points to a link with a rotating propeller. The other relates to Bavaria as the place where the products are manufactured. A closer look at the available sources and the historical background reveals one account as a myth while the other emerges as a historically plausible explanation.

By Dr Florian Triebel

The propeller

The significance of the propeller is expressed with poetic flair in an



article from BMW's company journal "B M W Werkzeitschrift" from the year 1942. The author is Wilhelm Farrenkopf, BMW's

Advertising motifs that play with the BMW logo. Left, an advert of 1917; right, a poster for the 1924 motor show.

press and advertising director at the time: "One of these engineers from the ranks of our skilled aero-engine designers was working on the airfield. This is the practical testing ground

for our big engines, given that an insight into the experience of the pilot is just as important for the development of the aero-engine as evaluating the test measurements. He is standing in front of the aircraft – facing its engine. Full of pride, he contemplates this technical work of art. The propeller shines forth as it rotates in the glare of the sun. The majestic power of the engine with its metal cylinders stands out against the bright blue of the sky, its destination.

"Engineers don't normally allow themselves to get carried away. They're far too firmly focused on their mission. They only see their work, their immediate objective, but on the occasions when they raise their eyes and look up to the blue sky, they still perceive interesting solutions to technical problems. And indeed they wouldn't be

real engineers – and not German researchers – famous across the world if they didn't expend all their energy seeking to understand the secrets of the world around us.

"320 bhp are harnessed within this BMW engine, the first of BMW's aircraft engines, waiting to be unleashed when the aircraft takes off. The shining disc of the rotating propeller surrounds the shadow of the engine that had caught the attention of the engineer. It radiates like a halo as it splits into two silver cones reflecting the sunlight. The blue from the sky shines between the two cones in such a way that the engineer perceives the glittering surface of the rotating propeller as four areas of colour – silver and blue.

"He is proud of this image and enthused with the thought of a successful future for the engine. In his mind's eye, he also sees the three auspicious letters – B M W – reflected in the propeller. This image captures his imagination and he gives it permanent form in a sketch. The company logo is born. The two silver cones became white fields and combined with the blue cones to create the white and blue centre of the BMW company logo."

Farrenkopf commented with satisfaction that this story outlining the origin of the logo demonstrated the "logical" manner in which the logo had grown



"organically" out of the products manufactured by the company. However, a number of factual errors slipped into this "logical" account. The first aero-engine capable of being tested in fact only came onto the test rig in March 1918 – a good six months after the logo had been created. Furthermore, this first prototype, the BMW IIIa, was designed as an aero-engine delivering 185 horsepower. The first engine to generate 320 hp was the BMW Va, which was manufactured from 1927 onwards. In other words, this engine can't have been the "first BMW aero-engine".

And when you take a closer look, the idea behind the story simply doesn't work. For what is depicted is not in fact a BMW product – the power unit. The way the story is recounted depends on an optical effect caused by the aircraft propeller – a component of the engine that was never manufactured by BMW. This interpretation gained the status of founding myth for the BMW logo and it continues to be recounted until the present day. However, the earliest evidence for the story only dates from 1929 – twelve years after the logo had been created – on the title page of the first issue of the new aero-engine

On the Net...

Have you found a neat location on the Internet? Send the URL in with a brief description of what it's about to the editor and we'll post it here for the benefit of your fellow riders...

Note: copy or type the underlined link into your browser's URL textbox and hit 'Go' or 'Enter' to go there.

Our Four Winds Site, what else??? <http://www.4windsbmw.org> . And always remember never to forget, you can get this and past color copies of the Newsletter in PDF format there! Check it out if you haven't already done so.

journal “BMW Flugmotoren-Nachrichten”. It shows a drawing of two high-wing aircraft flying towards the observer, and the stylized BMW logo is shown in the propeller discs. According to the first issue, the aero-engine journal “BMW Flugmotoren-Nachrichten” was regarded as a “company journal” intended to provide “our friends with advice and assistance in constructing, operating BMW Group



*The first evidence in favour of the “propeller tradition”:
title page of BMW Flugmotoren-Nachrichten, 1929.*

Mobile Tradition: Corporate Affairs and maintaining our aero-engines”. It was not intended to meet a “need to advertise our products”. Although the articles in the initial issues dealt with technical matters and provided advice, the magazine was heavily geared to the successes and achievements of prototypes manufactured by BMW, and reports focused on their use in various makes of aircraft. The aero-engines from the current product range constituted the focus of reporting, notably the prototype BMW VI, which was the most powerful water-cooled unit in the BMW product range. However, even more space was devoted to reports on the air-cooled radial engines Hornet and Wasp, which had been manufactured by BMW under licence from the US company Pratt & Whitney since 1928.

Despite assertions to the contrary, the content of “BMW Flugmotoren- Nachrichten” and the weighting of the articles effectively acted as advertising for the aero-engines of BMW AG, in particular for the new air-cooled radial engines in the range.

There’s no doubt that the range of aero-engines needed to be advertised. The market for aero-engines had collapsed as a result of

the global economic crisis. When the licence from Pratt & Whitney was acquired shortly before, investment of considerable financial resources had significantly expanded the Munich plant, and this was now operating far below capacity (the Annual General Meeting in 1928 authorized an increase in the share capital from 10 million to 16 million reichsmarks specifically for this purpose). Against this background, the advertising was clearly based on the hope that the innovative air-cooled radial engines of American design would prove superior and provide BMW with a lead in the market for aero-engines in Germany and continental Europe.

The “propeller interpretation” concerning the origin of the BMW logo was an ideal fit in this advertising campaign. BMW had found a visual image for the theme, and the story itself highlighted the roots and the competence of the company in aero-engine construction.

There isn’t a shred of evidence for the “propeller interpretation” prior to 1929. Earlier reports on the company and its trademark don’t mention this story, not even the publications on aero-engines. We should therefore assume that the “propeller myth” came into being at the end of the 1920s in order to support the marketing measures for the aero-engine product range.

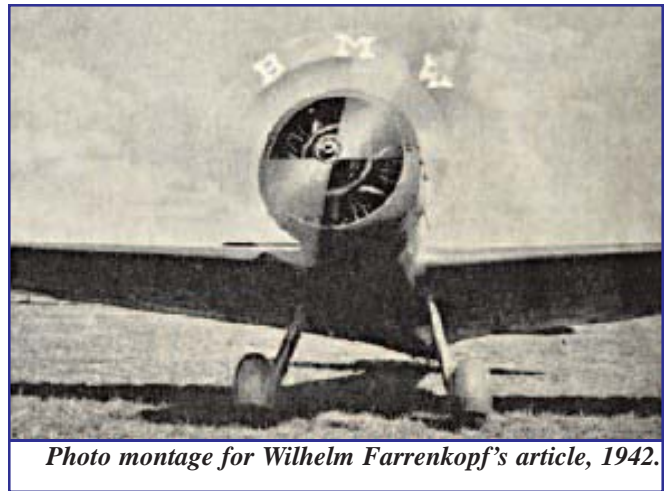


Photo montage for Wilhelm Farrenkopf’s article, 1942.

Bavaria

Wilhelm Farrenkopf recounted the “propeller interpretation” in the article in the BMW company journal referred to above, and he elaborated on the theme. He concluded with the sentence: “A happy coincidence has ensured that this white and blue representation of a propeller in the BMW logo is simultaneously a symbol of its Bavarian

FOR SALE

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

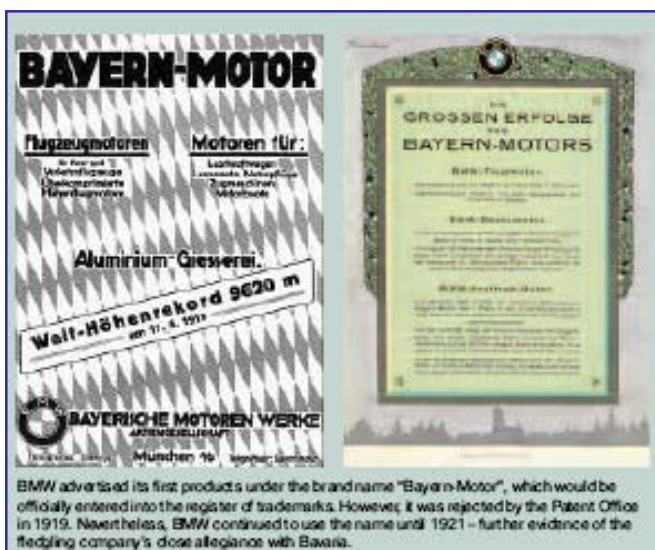
1978 R100/7 - Color: Roseish purple, miles: 90,000ish, runs good, roadworthy, front brake sticking, can be ridden but could go for a new clutch. New Corbin seat w/ backrest. Asking \$1500. The Rodmans: 412-384-5132.



"Birth announcement" by BMW GmbH: the new company's first ad (July 1917).

national colours.

Bayerische Motoren Werke GmbH was founded on 21st July 1917 as the successor company to Rapp Motorenwerke GmbH. When the company was re-founded, the entry in the company register shows that the new company assumed the business purpose of the predecessor company: "The object of the company is the construction and sale of engines of all types, in particular internal combustion engines for aircraft and automobiles, also the manufacture and sale of all articles from similar or related areas of business and the participation in companies of the same or similar type."



BMW advertised its first products under the brand name "Bayern-Motor", which would be officially entered into the register of trademarks. However, it was rejected by the Patent Office in 1919. Nevertheless, BMW continued to use the name until 1921 – further evidence of the fledgling company's close allegiance with Bavaria.

The business of BMW GmbH was initially based on orders for repair and manufacture under licence originating from Rapp Motorenwerke GmbH, for the fledgling air force of the new German Army, or Reichswehr. However, the information provided in the company register indicates that the intention of the predecessor company and BMW GmbH was to expand the scope of business activities. The public profile of BMW GmbH also provides evidence of this more comprehensive approach. The first extant advertisement published by the company – its "birth announcement" – referred to "automobile engines", "agricultural engines" and "motor boats" as part of the product range alongside "aero-engines".

However, the first advertisement by Bayerische Motoren Werke GmbH was published without a logo. There was a good reason for this: when the advertisement was placed for publication, there was still no company logo or trademark. An application was only filed on 5th October 1917 and the entry appears in the imperial register of trademarks on 10th December 1917. The "Warenzeichenblatt" (trademark bulletin) published by the Imperial Patent Office also recorded the product groups registered for the new trademark. The company was recorded as an "engine company" and for the following products: "agricultural vehicles, aircraft, water craft, automobiles, bicycles,

origin." In fact, it is highly implausible that the choice of the Bavarian national colours for the BMW logo was a coincidence. There are a variety of sources corroborating the idea that the blue and white segments of the BMW logo symbolize the Bavarian

automobile and cycle accessories, vehicle accessories, stationary engines powered by solid, liquid and gaseous fuels, and their components and accessories".

It's quite clear that the newly registered company logo and trademark was directed towards a broadly based product portfolio in the same way as the company itself. The company was not simply intended to specialize in the construction and sale of aero-engines. In view of the circumstances surrounding the registration of the company and logo of BMW GmbH, it is highly improbable that the visual design for the company logo and trademark was based on the aero-engines.

Another factor is that this would not have been in accordance with the approach taken by the literature of the time and the sources of today dealing with the design of suitable lettering and emblems for companies and products. The literature recommended that when lettering and emblems are combined, as in the case of the BMW logo, it was important to provide tangible and transparent links between the constituent elements of the trademark. As far as the BMW logo was concerned, this would have meant establishing a direct link between the textual element "Bayerische Motoren Werke" and the visual element.

This conclusion raises the issue of the image logic used in designing the BMW logo. As briefly described above, the business purpose and objectives were transferred from Rapp Motorenwerke to Bayerische Motoren Werke when Rapp was renamed in July 1917. The new company also took over the plant and equipment of Rapp Motorenwerke, its assets, liabilities and receivables, as well as the workforce. Bayerische Motoren Werke GmbH therefore perceived itself to be the successor to Rapp Motorenwerke GmbH, and the predecessor company also impacted on its choice of a new name. Taking the logo of the Rapp Motorenwerke as a model was therefore a logical step when designing the company logo and trademark of Bayerische Motoren Werke.



Logo of Rapp Motorenwerke GmbH (1913–1917) and logo of BMW GmbH (October 1917).

What is the structure of the Rapp Motorenwerke logo? The emblem is surrounded by a ring with two lines, and the brand name "Rapp Motor" is inscribed at the centre of the logo. The head of a black horse, a Rappe (meaning black horse), appears inside the ring. The image element therefore provides a direct link with the company name and brand name of the enterprise. Comparing the two logos reveals that the emblem of Bayerische Motoren Werke is based on the same logic. In this case, the black ring also encloses the emblem.

The ring has gold surrounds inside and outside. The space within the ring is divided into four equal blue and white sectors, the national colours of Bavaria (by comparison with the national colours of Bavaria, the BMW logo shows the white and blue fields the other way round). Heraldry describes this form as "blue and white quartered". The fact that the colours are configured as a mirror image of

the national colours undoubtedly arises from the legal background associated with trademarks. Article 4, section 2 of the Trademark Act in place at the time specifically prohibited “national coats of arms or other symbols of national sovereignty” from being integrated within a trademark. The managers at BMW GmbH sought a way out of this dilemma by “incorrectly” configuring the colour elements in the logo from a heraldic perspective, while still retaining the link with Bavaria. As in the case of the Rapp logo, the image element has a direct link with the company or brand name of the enterprise.

There is therefore every reason to suppose that the company logo and trademark of Bayerische Motoren Werke GmbH was developed from the logo of the Rapp Motorenwerke, retaining the key elements and image logic of the logo from the predecessor company.

Summary

Taken together, all this evidence excludes the possibility that BMW managers in 1917 based the design for their company logo and trademark on the “propeller interpretation”. All the available sources suggest that the BMW logo was developed on the basis of the company logo and trademark originated by Rapp Motorenwerke. They suggest that the purpose of the blue and white areas was to focus attention on “Bavaria” as the origin and production site of the products.

In fact, the propeller myth only surfaced as late as 1929. It’s likely that the new interpretation was intended to support the marketing efforts for the aero-engine product range. However, the fact is that this interpretation has developed its own authority and tradition by virtue of being recounted and disseminated over a period of 75 years.

*FOUND AND SENT IN OFF THE WEB BY KEVIN HART FROM MOBILE TRADITION
LIVE / ISSUE 01.2005 PAGES 38-41*



**AHA! SO THAT’S WHAT’S MEANT BY THE TERM
“HOG”**

Picture sent in by Dave (“Two Spark”) McLaughlin



If ya gotta park ‘em vertically, make sure ya miss the bike!

Picture and note sent in by Jürgen Brune

This note accompanied the picture. However, the names have been changed to protect the innoce... ahhhh.... guilty:

Darling Husband;

Before you return from your overseas trip, I just want to let you know about the small accident I had with the pick up truck when I turned into the driveway. Fortunately it was not too bad and I really didn't get hurt, so please don't worry too much about me.

I was coming home from Wal-Mart, and when I turned into the driveway, I accidentally pushed down on the accelerator instead of the brake. The garage door is slightly bent, but the pick up fortunately came to a halt when it bumped into your car.

I am really sorry but I know with your kind hearted personality you will forgive me. You know how much I love you and care for you, sweetheart.

I cannot wait to hold you in my arms again.

YOUR LOVING WIFE

IMA KLUNK



HIT-AIR JACKETS...

If you are interested in obtaining a Hit-Air inflatable jacket (your own personal air-bag that’s better than the bike mounted ones like some Gold-Wings come equipped with), see Mitch Kehan. You may have seen pictures of the jacket modeled by ‘Doc’ Sean Barrett in the October issue, and seen the pic of Mitch after a ‘get off’ at 75mph on the Balto-Washington Parkway in last month’s newsletter. Mitch can attest that they work. A good safety precaution for the well-accoutered motorcyclist!



Continued from page 3

I stopped at the BP Service station to top off the tank then joined Ralph and some other riders who happened to show up. On getting inside I was happy to see some smiling faces already at the tables awaiting the later arrivals. By the time everyone had arrived and the breakfast was ordered, the list of riders included John Allen, Mitch Kehan, Ron Latkovic, Dave McLaughlin, Ralph Meyer, Tom Reed, Jay Singh, Mark Tiedemann, and myself. A GREAT TURN OUT!! for a chilly AM.

The conversation to go along with the good food hurries the time along so it's not long till we are out getting ready to ride. First the pictures for the News Letter, and then planning as to who goes where and with whom, etc. Usually I would ride in a group that would include Mr. Meyer, however this time he is going to search for more Post Offices to add them to his collection, and I just want time in the saddle. So we separate. I joined a group being led by Jay Singh. Also joining were two riders as yet not members, but hopefully someday soon: Ron Latkovic, on an R bike and Mark Tiedemann riding a K 100. Mitch, John, and Dave decided to head West and enjoy the curves on the Orange Belt to Sewickley and then turn South while the rest of us, except for Ralph, headed North.

Now all were ready to proceed - except that Jay wasn't familiar with one road suggested that he take to Evans City. So I volunteered to lead that section. And with that we were off east on Rt.910 till a left turn onto Pearce Mill Rd. and another left onto the Warrendale/Bakerstown Rd. after which came a right onto the Red Belt (just because it has a couple of turns I happen to enjoy). The ride on the Mars/Warrendale Rd. connected us to Rt.228 which then brought us to the Franklin Rd. Then, on that path to Evans City. The Franklin road goes through largely residential areas with little traffic, stop lights or stop signs, etc.Just a nice curvy road. Good riding.

So, with my role as leader complete, I fell in behind Jay to continue. First though, Ron Latkovic decided to split off and he headed toward Rt.19. Jay headed directly to Rt.528, which as most know is a fun road to ride. Lots of quick turns and ups and downs typical of Pa. back roads. Good ride past Lake Arthur and to Rt.8, where we turned south and came to Rt. 138.

This, to me, was all new territory. Continuing a good pace through the mostly farm lands and few settlements with little traffic, I was learning new roads and enjoying the sight seeing as well. So, again the all-too-short time passed as we covered some of Rts.38 & 58. and stopped at Rt. 268. Here, Jay asked if we wanted a coffee break and so, with the affirmative from us, he crossed Rt. 268 and entered a single lane, Steel Truss bridge that crossed the Allegheny river into a small settlement. Nice stone structures lined the river with gardens and umbrella covered tables. Just a beautiful little place alongside the river. As we were parking the machines, Jay told that this was a "destination" for Harley riders and was usually filled with the Marque. However, this time not a one was in sight. Thus leading us to a riverside restaurant he outlined some of the surroundings. Quite a sight.

Inside an all day open food bar was in progress - All you can eat for one price - Looked good, but too soon after the King's meal, so we settled for coffee and tea and enjoyed the surroundings. One man came over and showed us pictures of his Harley Trike. Pretty bike. Everyone was friendly and welcoming. THIS I'LL BE TRYING AGAIN.

Completing the break we returned to the bikes to resume our ride. This time though, Jay said he had to be home in time for his family to attend the Steelers game. Thus, more straight line roads etc. Whatever, I was enjoying a nice ride on a beautiful day in November. And in Pa. who can expect more? Then looking across the

street, a line of Harleys had pulled in as we were breaking. Thus it indeed proved out that it is a Destination for quite a few HARLEY RIDERS. Can't say I blame them.

So now, back on the road, with the pace a up a bit, we went through Parker, Bruin, Petrolia, Fairview, Karns City, and Chicora. Then, off on some side road onto Marwood Rd. Here stood a man wearing a vest which said Police and a badge to go with it. He was stopping traffic and re-routing everyone. (later learned it was due to the fire that destroyed the Senior Apartment Bldg. near Butler) So it was back to Helmbold Ave. - Winfield Rd. - Rt.356 - and thus onto Rt.28 near Freeport. We moved on till we separated at the Rt. 910 getoff at Harmerville. Mark continuing on down Rt. 28 and I followed Jay onto 910 and into Harmerville, where I had to leave him. Couldn't wait any longer for a pit stop. More of the "Golden Years" payoff, I guess. After that short break, I went through Oakmont and back to Monroeville. The finish of a beautiful day of riding - Thanks, Jay, for showing the way!

Ride tally for me was -

169 miles, Home to Home

Average speed was — 28 MPH.

Total moving time — 4:16

Stopped time — 1:45

SONNY



GPS-ING AROUND VI MARKING WAYPOINTS ON GPS UNITS

Ralph Meyer

Last time we talked about mounting the GPS unit on the bike, and some caveats about units' methods of routing when telling them to goto waypoints, suggesting that there might be a better way to control the route you take to get somewhere. That's what we'll discuss in the next segment.

Meantime, while we're out on the road, we often find places whose location we'd like to preserve accurately so as to return there another time. While the Mapsource program does include information on the locations of some landmarks, gas stations, eateries, cultural items, hospitals, museums, and such like, these by no means cover the waterfront of places a rider might be interested in, or for that matter, all items of a given kind that actually are available. Furthermore, Mapsource and other mapping programs do not locate the items they do include with complete accuracy. In practice, one might find the Oakmont Bakery, for instance, to be 400 feet less far along Allegheny Avenue In Oakmont, PA, than the Mapsource map location says it is. If one is overly trusting of the GPS and downloaded information, one could ride right by the bakery only to find a

blank storefront where the GPS says the Bakery is supposed to be. This admittedly would be hard to happen in reality because the smells emanating from the bakery would be enough to tell you where it is, but you get the point. Incidentally, Mapsource's 'Find' utility is not always totally accurate when searching for street-numbers either, as these, according to Garmin, are generally assigned their spots on streets and roads by computed, rather than real locations. As I may have mentioned previously, Mapsource locates my home's address on the opposite side of the circle from where it's actually found. It would thus be helpful, in the case of a place you want to return to like the Oakmont Bakery, to mark its location exactly when there. The 'Enter/Mark' utility in most GPS units enables one to do just this.

How do you mark a waypoint on a GPS unit?

Once you are at a spot you want the GPS to remember the exact (usually within 15 to 30 feet or so) location of, as long as you are not in a menu, press the 'Enter/mark' key momentarily (on some units, you may have to hold it in a second or two, and on others, simply pressing it is enough to mark the location). Depending on your unit, hitting the 'Enter/mark' key will either automatically mark the location's latitude, longitude, and altitude and assign it a number without further ado, or it will bring up a 'New Waypoint' dialog screen with various worthwhile bits of information and the opportunity to 'delete,' 'show map' (of where the waypoint is), or to 'OK' the waypoint to record it. In any event, the GPS will provide a name for the waypoint that amounts to a 'magic number' indicating what number of waypoint it is in the series of waypoints you have marked previously. I.e., if, on a GPSMap 276C, you've previously marked 8 different spots to preserve their location, the next waypoint you mark will be given the Name '0009'. If your memory is like mine, it doesn't hurt to have a small notebook with you in which to write down this magic number and note the actual identity of the place the number corresponds to. When you upload these waypoints later to the computer, you will be able to change the 'magic number' names to call the spots what they actually are in Mapsource's Waypoint dialog box. To record the waypoint on those units that bring up 'New Waypoint' screen, with 'OK' highlighted (if it isn't, use the directional key to move the highlight to 'OK'), press the 'Enter/mark' key. The 'New Waypoint' screen will disappear and you'll be returned to the page you were on before you marked the waypoint. That waypoint will now reside in the list of waypoints on the unit.

Uploading marked waypoints

Once you return home (or to wherever the computer is to which the GPS unit can be attached), connect the GPS to its pigtail, turn it on, let it cycle through its startup stuff, and start the Mapsource program on the computer. When Mapsource starts, it will have a clean map (no waypoints, tracks, routes, or chosen maps set up). Once the GPS and the Mapsource program are up and running, click the upload button on the Mapsource button bar (its the one with the miniature GPS unit with a little blue arrow pointing upwards), or, on the Menu, choose "Transfer," "Receive from Device." The 'Receive from device' dialog box will appear as Mapsource searches for your GPS unit, and the name of the unit, when it is found, will appear in the dialog box's 'Device' text box, along with check marks in the check boxes next to the items on the unit that can be uploaded into the map on screen in Mapsource. Uncheck the checkbox or boxes of things you don't want to upload making sure there are check marks in the boxes of the things you do want to upload, and press the 'Receive' button. When the 'Transfer complete' dialog box appears, click on its 'OK' button. You will now have the waypoints that were loaded

in the GPS unit uploaded into the current new map in the Mapsource program. By clicking on the 'Waypoints' tab, you can view them in all their glory.

What next?

Once the waypoints have been uploaded, highlight the first 'magic numbered' waypoint, which represents the first of the waypoints you marked while riding. Right click on the highlighted waypoint and choose "Waypoint properties" from the popup menu that appears. The waypoint's 'properties' dialog box will appear. The number in the 'Name' textbox will be highlighted, which means you can begin typing the new name of the waypoint; i.e., give the waypoint a name to replace the 'magic number' that will clearly identify the place you marked on your ride. You can also click the down arrow on the 'Symbol' box and choose a more appropriate symbol from the list of symbols available that appear in the drop-down list. If you wish, you can click the button 'More details' to open the full details part of the dialog box, click in the 'Comment' text box, and add any other notes, such as the address of the location, or other information you wish. Once you have all the information for the waypoint entered that you desire, click the 'OK' button to store the waypoint, now with its new name and additional information, in the current map. Do this for all the 'magic numbered' waypoints you marked while on your trip, so that they all now have names that are easily identifiable.

What now?

Once all the marked waypoints have been identified and saved back to the waypoint list with their new names (and information), you can do one or both of two things to preserve your new waypoints: you can save the present new file onto your computer wherever you keep your mapfiles, or you can highlight the new waypoints you've loaded and renamed, and choose "Edit," "Copy" from the menu. You can then either save the present new map as previously mentioned and/or open an already saved map in Mapsource, and choose "Edit," "Paste" from the menu and the waypoints you copied will be pasted into the map you have just opened. Save that map, and it will now contain both the waypoints it had before opening, plus the new ones you have added to it. You can thus keep several categories of maps if you wish, each containing specific sets of waypoints, e.g. a 'Museum' map with waypoints of museums you've visited, or want to visit, or 'Restaurants' containing waypoints of great restaurants you've been to that you want to preserve the locations of for later use, and so forth.

Note that the new waypoints will still be on your GPS units with their original uninformative 'magic numbers.' To avoid confusion, it's best to erase them, downloading the new named waypoints to the GPS unit when you want or will be needing them later on. On some GPS units there are ways of renaming waypoints on the unit, but the method of doing so is normally quite cumbersome. The 'upload from Unit to map, rename, erase magic numbered waypoints on Unit, and download renamed from map to Unit' method outlined above is much easier, and besides, the waypoints marked are now preserved in a mapfile on your computer against loss by erasing all waypoints on your GPS unit should you do so mistakenly.

Erasing waypoints on your GPS unit

To erase waypoints on your unit, you need to have your waypoint list up on the unit's screen. This is usually gotten to by pressing the 'Menu' button on your unit a time or two, and then scrolling down to 'Points' in the overall menu, pressing the 'Enter' button, and using the multi-directional scroll key to enter the list. Then scroll to the waypoint you wish to erase and press 'Menu' button. You'll generally get a menu that will enable you to do a number of things, among which will be "Delete All" and "Delete Waypoint." To delete the

individual waypoint you've highlighted, move the highlight in the menu to that selection and press the "Enter/mark" key. Your unit may differ, but this is generally the approach to use. It pays only to have waypoints you use and know the nature of on the unit, otherwise you can eventually find yourself hunting through a vast list of waypoints just to find what you're looking for.

Next time: Making Routes for the GPS to follow
Enjoy your GPS!



RALPH

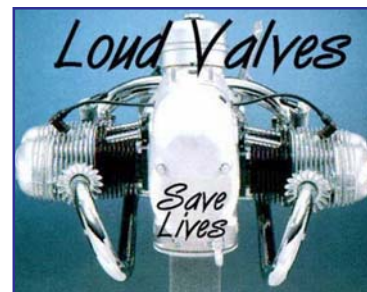
BIKES AT THE FRICK!

Ted Sohler gave me his "Holidays at the Frick" newsletter at the November meeting as a 'heads up' on what is going on at the Frick Museum that us Motorcycleholics (as new member Ron Latkovic calls himself) might be quite interested in. Seems Henry Clay Frick also had been bitten by the motorcycle bug just past the turn of the century (the 20th, that is), owning an '03 Orient-Aster and a 1918 Harley Davidson. In honor of the growing interest in 2 wheeling, and H.C.'s interest in it 'way back when, in the Frick Car and Carriage Museum through March of 2007 an exhibition of early motorcycles is now going on. And NO, the name of the exhibition is NOT "Those Frickin' Bikes"! Please, a little respect here! Anyway, by all means, if you have a chance, head over there and take a gander. The Frick's regular hours are Tuesday through Sunday, 10:00AM to 5:00PM. Admission to the Car and Carriage Museum is free, as is admission to the Art Museum which you might want to peruse also while there along with HC's mansion, Clayton, though there is an admission charge for the mansion. Free secure parking is available at the Museum lot off Reynolds Street. For more info, check out <http://www.frickart.org> .

THANKS TED!

BACK COUNTRY MC TOURS

Some months ago, Dave and Sean Thomas (a fine 4 Winds father-son Beemer Team) told me they were in the beginning throes of launching a motorcycle touring company with a view to providing some great riding, places to go, see, stay and enjoy the going to, from, and around in our local area and elsewhere. Seems the bubbly bottle has been smashed across the bow and the boat's slid down the ways: Back Country Motorcycle Tours is now up and sailing. ...Saw Sean T. at the November meeting, but his dad, Dave, didn't make it as he was out, Sean said, contacting motorcycle dealers and getting some nice looking brochures advertising the company placed... Now there's a good way to get in a ride from hither to yon while accomplishing good things, huh? Anyway, things are looking up, Dave and Sean have a handsome info brochure, and their web site is up and running. Seems they've also cadged our own "Ranger Rick" as one of their tour guides. Anyway, if you're interested in interesting riding and places to see, things to do, people to meet and roll with, and roads to ride, check out <http://www.backcountrymctours.com>, or call 'em at 1-866-217-2733.



THE LONGEST AIRHEAD (OR BIKE, FOR THAT MATTER) IN THE WORLD

Found by Kevin Hart

At 31' 4" long, this '15 up' bike holds the Guinness record as the longest bike in the world. Oleg "Leshij" Rogov of Tver, a small town near Moscow, Russia, fabricated it. A big biker fan from childhood, one day he decided to build the longest bike in the world. His own comment was that he got the idea "probably after he got too much beer inside." Unfortunately Mr. Rogov was killed in an accident last summer, but his bike lives on. Russky stretch-bike limo service anyone?

Attention all members who have submitted beginning mileage reports this spring — you know who you are. December has arrived! Please submit your ending mileages before Jan. 13th.

**FOUR WINDS
2006 MILEAGE CONTEST FORM
March 1, 2006 to December 31, 2006**



Ending Mileage Form – for the Year 2006

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone Number: (_____) _____

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

Mileage submitted must be an honest record of the odometer readings for the Motorcycles you currently own, operate and submit for the beginning and end of the 2006 year. You can submit the mileage from one bike or all of the bikes you own. The sum of miles you attain on all of your bikes combined will produce this year's winner.

The highest mileage submitted at the end of the year will win a \$25 gift certificate to refill your tank at:

Complete and mail this form to:
Mileage Contest
c/o Tim Pears
555 Rose Stop Rd.
New Castle, PA 16101
or E-mail to:
dtpears@earthlink.net





Last Chance for BMR (B_{mw} M_{ember} R_{ecognition}) Points

2006 Earning Season: March 1 to December 31

Please send me your BMR eligible activities no later than the first week of January. The complete list was in the April newsletter on page 19 which is in the archives for your reference. See below for a refresher on the most common items. So, who's been riding where and when?? Remember, you only needed 3 bikes together, if it was not publicly announced.

Paul Cronin has kept me informed of all Shack attendees, and Ralph or Walt have listed the breakfast eaters and after breakfast riders. If you were at any other breakfasts, where these two gentlemen were not present, please send me the particulars. There's still a few thousand post offices out there just waiting for your bike and camera to stop out front! Trophies, money and decals are waiting for you to claim them at the banquet . . .

- Ride Leader **##** (see ride definition) 2 Points *
- A member who organizes a scheduled ride destination.
- A member who organizes an impromptu ride with or without destination.
- Each new day of an overnight ride can be counted again.
- Ride Attendee **##** (see ride definition) 1 Point *
- A member who attends a ride, scheduled/unscheduled - with or without destination.
- Each new day of an overnight ride can be counted again.
- Breakfast Attendee 1 Point
- A member who attends a regularly scheduled breakfast ride, whether you ride afterwards or not. If you do ride, no additional points will be awarded unless you LEAD the ride of at least two bikes, in which case 1 additional point will be awarded for being the ride leader.

Ride Definition: A "Qualified Ride" is defined as TWO bikes or more if it is publicly announced on the club website at least 24 hours ahead of departure time, OR THREE bikes or more, if it is *not* announced on the website at least 24 hours in advance.

- BMR Target Photo 2 Points Each *
- 2006 - "A to Z" Post Office Photos
- BMR Target Photo Bonus 18 Points *
- 2006 - Collect all 26 alphabet letter Post Offices

End of Year Awards:

- Top BMR Point Earner — \$125 & Trophy
- Second Place — \$75 & Trophy
- Third Place — \$50 & Trophy
- Fourth thru Tenth Place — \$20 each

You can mail your information to me at:
 4 Winds BMR Points
 c/o Diane Pears
 555 Rose Stop Road
 New Castle, PA 16101
 or e-mail it to me at: dtpears@earthlink.net

DIANE

ANNUAL FOUR WINDS BMW RIDERS BANQUET

January 20, 2007

Baltimore House Restaurant

176 Curry Hollow Rd. Pgh, Pa. 15236

You are cordially invited for an evening of fun and frivolity with your two wheeled friends, the Four Winds BMW Riders. With the Holidays out of the way, what better way to spend a cold winter's night than talking about your favorite pastime? Throw in a delicious meal and a drink of your choice, and how can you say no? Our club's 40th Annual Rally was a huge success, now we can take a deep breath and reflect on our accomplishments.

Complementary Cocktail Hour: 6:30 to 7:30pm

Dinner buffet: 8:00pm

Live Music: 10:00pm

Award presentations and prizes

The Buffet will include:

Meats: Seafood Medley (Shrimp, scallops, and crabmeat) over fettuccini with choice of sauces, Stuffed Chicken Breast, Roast Beef, Stuffed Flounder, and Virginia Ham
...with Choice of Potato, Steamed Mixed Vegetables, Salad, Vegetable tray, Coffee & Tea

Dress: As you wish.

Cost: \$25.00 per person

Deadline for reservations: Jan. 6th, 2007

Please make checks payable to Four Winds BMW Riders.



Four Winds Banquet Reservation Form



Return with Check Payable to Four Winds BMW Riders by 1/06/07

Please Complete:

Your Name: _____

Your Phone Number: _____

Number of People Attending: _____

Amount Enclosed @ \$25 Per Person: _____

Mail to: Margaret Weaver
237 Brookwood Rd.
Venetia, PA 15367

*Four Winds BMW Riders
Annual Banquet
The Baltimore House
January 20, 2007, 6:30 p.m.*

Four Winds BMW Riders
c/o Ralph Meyer, Editor
6056 Meadow Lane
Bakerstown, PA 15007-9720

DON'T FERGET!
SEND IN YER MILEAGE FORM,
BMR POINT ACTIVITIES, AND YER
RESERVATIONS FOR A TERRIFIC
BANQUET!
YEAH.....

GIT 'ER DONE !

DIRECTIONS TO THE 2007 ANNUAL BANQUET:

There will be no December meeting, but on Saturday evening, January 20, 2007, the 4 Winds Annual Banquet will be held from 6:30 PM to 11:00 PM at the Baltimore House, Curry Hollow Road, Pleasant Hills, PA., Ph. 412-653-9332.

From the North: Take the Liberty Bridge and Tunnels South. On exiting the tunnel, take the ramp to Rte 51 (Sawmill Run/Clairton Blvd) South. Travel about 6 miles South on Rte 51 and take the Curry Hollow Road Exit and head Southwest on Curry Hollow Road. The Baltimore House will be on your right on Curry Holly Road approximately .2 mile from the exit.

From the South: Take Rte 51 (Clairton Blvd) North to the Lebanon Church/ Curry Hollow Rd Exit. Take the Curry Hollow Road Exit and head Southwest on Curry Hollow Road. The Baltimore House will be on your right on Curry Hollow Road approximately .3 mile from the exit.

Note that the deadline for getting reservations in to Margaret Weaver is January 6th, 2007. See p. 13 for information and the reservation form.