

AUG.



2008

MOA # 6

www.4windsbmw.org

RA # 76



PREZ MEZ

I am looking forward to the 4-Winds BMW Rally this year as it will be the first and only rally I will attend this year. We have muddled along nicely in spite of not having a Rally Chair this year and a largely absentee President. I have put my employers on notice that I absolutely must be present for all three days of this event, lost sales be damned.

Most of the events and activities that have become 4-Winds Rally traditions will return, but now that Gary and Kay Smith have moved to Florida, our legendary mechanical tech sessions will suffer. But some new activities will fill the void.

Jason Kaplitz will be doing a multimedia presentation on a European tour he helped organize this year (and hopes to do again for 2009).

Eric Trow will treat our guests to an encore presentation of the excellent adventure he and his son embarked on last riding season. Like meatloaf, it is sure to even better the second time around.

And the hottest fashion accessory among BMW Rally Rats this side of the Mississippi, the Four Winds Rally t-shirt designed by local artist and associate member Hilary Klein, will have POCKETS this year! There are only

*See you at the
Rally, Folks!
Rally 'Round
the 42nd!
August 15th
through 17th.*

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42ND 4-WINDS RALLY

The 42nd 4 Winds BMW Riders Rally will be held at the Red Bank Valley Park north of New Bethlehem, PA, from Noon Friday, August 15th, through Sunday morning, August 17th. Cost is \$35/person. **Directions to the rally are on the last page.**

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 6:00 PM on the Tuesday after the club meeting of the month preceding the month of publication (e.g., Aug. Rally: Aug. 16; **Sept. issue deadline: Tues., Aug. 19th**). 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

Submission formats:

Articles: Send as plain text with headings and h2g 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 2008

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

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

August, 2008 — Friday, August 15 to Sunday, August 17
42nd Annual Four Winds Rally!

September 20, 2008 — Leo & Holly Stanton's

October 18, 2008 — Crooked Creek State Park

November 15, 2008 — Vincent's in Greentree

December, 2008 — No Monthly Meeting

January, 2009 — Annual 4-Winds Banquet

100 of these stunning t-shirts on planet earth and the only way to get the shirt is to come to the rally.

All your friends will be there, the food will be great and if you express a passing interest in being President in 2009, you won't be able to buy a beer all weekend. See you there.

Mitch



MAJOR CHARACTERISTICS OF MOTORCYCLE CRASHES

From: HS 810

U.S. Department of Transportation

The following information was included in the long DOT HS 810 document expressing findings from recent research into motorcycle accidents that has been done by the U.S. Department of transportation, and provides some interesting views. This information also clearly is such that one can glean a number of good safety ideas and directives from it. The information on accidents immediately following has been gleaned from national US statistics and reports from states. From the rest of the rather long article, it would seem that all states are now required to submit their information on motorcycle accidents to the U.S. DOT and the NTSB, whereas formerly

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

Sat, Aug 9 — *West* at Bob Evans, Rt 60 & Campbell's Run Rd, 9:00 AM

Sun, Aug 17 — *South* at King's, 3049 Washington Pike, off Exit 54, I-79, Bridgeville, 10:00 AM

Sat, Aug 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.

such submission was apparently more or less a voluntary matter. As you may know, the AMA strongly supports the new ongoing NTSB study of motorcycle safety and accidents, which should bring up-to-date information, the last major study of such things having been the well known Hurt Report dated some years ago.

Reading through this information enables one to draw some rather important conclu-

Continued on page 11



4 WINDS BMW RIDERS' JULY MEETING NOTES

Well, there were a select few at the July meeting at Ed and Michelle Syphan's to enjoy the afternoon breezes, the nice swimming pool, and the exceptional giblets. A number of folks, for one reason or another didn't make it—some probably mowing lawns (Pbfffft [Bronx cheer] to ya!!!), some at the MOA Rally (Leo Stanton, Dan Weaver, Tim and Diane Pears, Ron Kranz, and Jürgen Brune, someone said) and others working. Probably. Nonetheless there were at least 20 or 25 or so of us there—I didn't take count.

Ed and Michelle's swimming pool was open and enjoyed by many who brought their bathing suits. In hostly graciousness, Ed and Michelle even had extra suits [large, Ed said] for those who didn't bring their suits but wanted to enjoy the water. Those who went in claimed that the water was fine and delightfully refreshing on a hot day.

The board met... more or less... early?... somewhat, as there were but 3 of us present. So we lassoed Kev Hart in as an honorary member to lend his wisdom and expertise to the few considerations we needed to discuss—which were mostly about the rally. Tom reported on what was happening at Red Bank, having seen Justin and having just come from there in order to drop off the media system and some other items in preparation for the rally. Tom also had some tentative copies of the rally program, with but a few items yet to be filled in. We do, of course, as was mentioned last month, still need rally volunteers... And here follows merely a somewhat filled in copy of last month's enlistment call:

Rally Volunteers Needed:

At last count, these were the needs for folks to help run the rally. We hope all our members will consider helping, and pitch in by letting members of the board know they'd be willing to help. (Some of the Team Leader spots MIGHT be and some ARE already filled, but volunteer anyway in case they aren't!) And, of course, yeoman help is always needed. Pitch in! Please! Pretty please! [If "Please" doesn't work, ya may be drafted — Uncle Sam may not wantcha, but we do!]

- I. RALLY CHAIRPERSON: (Now being 'run' by 'committee')
- II. RALLY REGISTRATION: (Need Team Leader)
(Need volunteers to pack Rally Packets)
(Need more registration volunteers to man Registration in two hour stints on 12-8 Friday and 8-12? Saturday)
- III. T-SHIRT SALES: (Need Team Leader)
(Need T-Shirt Sales volunteers to man the T-Shirt table)
- IV. DOOR PRIZES: (Ron Latkovic-chair)
(Need helpers to set up, oversee drawing of door prizes)
- IV. FIELD EVENTS / GAMES: (Rob Berner-coordinator [according to Larry])
(Rob needs more helpers to set up and referee games)
- V. SECURITY: (Need Team Leader)
(Need volunteers to man the greeting/security post at the park entrance)

VI. RIDE LEADERS (a Volunteer to lead the Ice Cream Ride Friday evening is needed)

[Leaders are: "Typhoon" Ed Syphan, and "Jungle Jay" Singh]

VII. CLEAN AND TIDY: (Need Team Leader)
(Need volunteers to see to putting the park in good order at the closing of the rally)

VIII. TECH SESSIONS:

[Presenters are: Richard Villa, Tony Capriotti, Eric Trow, and Jason Kaplitz]

VIII. 50/50 DRAWING: (Need Team Leader)

(Need ticket salespersons—NO, you can't keep the money you collect!)

If you'd care to volunteer for one or another of these positions, please contact Tom Primke or any board member. (see e-mail addresses, etc. on p. 1 of this newsletter).

Sean Barrett, who has been checking on possibilities for the banquet in January reported on a Holiday Inn that looked good, and would even provide a block of rooms at a special rate for those who wanted to stay overnight after enjoying the festivities. The board's decision was to go for it. Many thanks Sean!

There being nothing other than rally business to discuss, if there was a club business meeting, it would have been held after I left around 4PM, so if there was, I don't know what might have transpired then. I do know that the food was great, and there was plenty of it, from the hamburgers and hot dogs, buns, condiments, some of the best best beans in the east, great slaw, lots of pop, iced tea, and water, to the cherries, doritos, cheese, and pepperoni for snacks before, during, and after munching the lunch.

Many Thanks to Ed and Michelle for having the gang up. It was a most enjoyable afternoon.

Respectfully cobbled together in view of the absence of our purty secretary (who absconded to Wyoming's MOA rally to avoid having to write all this stuff down--or so we were told).

Ralph



RALLY T-SHIRT

Some of us were treated to a view of the Rally T-Shirt at the July North Breakfast Ride by Prez Mitch Kehn, who had gotten them in and was modeling one for us. Thanks to Hillary Klein our resident graphic artist's design, the above neat graphic is found on the back, with a smaller version of the text on the front over the pocket. (Yes Maudie, There IS a pocket in the shirt this year!) Furthermore, so as not to swelter in the hot August sun, the shirts this year are of a light shade of tan to avoid the heat gathering properties of darker colors. Neat, huh? Get 'em at the rally!



NORTH BREAKFAST RIDE SUNDAY, JUL 6, 2008

11 Riders Present::

Frank Beatrous
 John Allen
 Sonny Robison
 John Barr
 John Lutz
 Dave Manfredo
 Ron Latkovic (Reddy-K)
 Jack Bramkamp
 Ralph Meyer
 Mitch Kehn
 John Rolin (JFR)

0600 hours: Checked the 'net site: Aha! Despite Camper's trying to cajole me into joining the Syria Shriners Poker Run Hardley Herd Stampede, and the implications from elsewhere that nobody but nobody'd be at the North Breakfast ride, lo and behold, there were 3 more posters beside myself that said they would: Sonny Robison, JFR (John Rolin), and 2 Spark (Dave McLaughlin) who said they'd show. That made four, and quite enough for fine nice breakfast and confab among comrades... a bit later, I found Mitch had posted that he'd be firin' The Fiddy to roll North, which made 5. Better'n better!

After kicking over the RE a couple of times around 9:30 of the

Ayem, it steadied into a its usual slow thump, and, clunking it into first, I too was on the road. Got to the BP at the 79 & 910 exit to see three bikes getting fueled. Needing some fermented paleolithic fern myself, I pulled in too and filled 'er up. Bad move! —more about that, later.

Be times I got outta the BP and over into the King's parking lot, geez! There were enough 4 Winds bikes already present to start a dealership! Along with Sonny and JFR, there were John Barr, Jack Bramkamp, Ron (Reddy-K) Latkovic, Frank Beatrous, John Allen, Dave Manfredo and John Lutz. And pretty soon we heard approaching a buzz like what might be made of one heckuva humongous bumblebee. Of course... it was Mitch's hot hopped up and cool Fiddy. Ron and Jack headed in and cadged King's front 'conference room' for us and after the rest of us ambled in following the usual greet and tire-kick session on arrival, who should come rolling by on the GS but 2 Spark. Hot Dawg! That made a good 11 of us all told. Some did, and some didn't know or remember the Shriners thing, and them as did remember it mostly allowed as how rides like that with the H-D crowd had bored 'em silly—which was enough, not to mention the noise, to swear off such meanderings in the future. Having been there, done that, and got the T-Shirt myself, I couldn't agree more... kinda reminded me of the 4 of 'em on a ride Sonny led down to the Laurel Highlands that, at a stop sign where they were turning right, all four doggy paddled their bikes around that corner rather than just putting 'em in gear and riding around. Yoicks! Kinda confirmed the conviction to avoid that brand o' herd.

Anyway, the usual fine and economical King's breakfasts were served up to all, along with interesting and useful technical and otherwise bike talk, during which Mitch, who'd received the shipment of T-shirts for our 42nd rally, modeled the one he was wearing for us, pointing out to us, in response to Diane Pears' request, that the large (and terrific! —Thanks Hillary!!!) graphic was on the back, and a small (equally terrific) and neat one on the front, AND, that this year, in response to thoughts of several of us that we had too many pocketless Ts in our closets and had declared a moratorium on buying any if they didn't have a pocket, the Ts would have pockets. John Allen and I immediately chimed in that we'd buy one of those. What's neat too is that they are a nice light color that won't steam the day-lights out of one in the hot summer sun like those dark colored and black things do. Hillary and Mitch deserve an A double plus on the Ts for the rally this year!

After breakfast we adjourned back to the bikes where who wanted to ride and where was discussed, it being decided to "Go North young men, Go North" wherein Sonny and John were going to share leader-

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.

Good MotorcycleUSA.com article on EPA standards for motorcycles and 'tampering' -- like putting on new exhausts, removing cat converters, etc., etc., and so forth. http://www.motorcycle-usa.com/Article_Page.aspx?ArticleID=4352&Page=3

Wanna see some neat Graphics? Surf to <http://www.hillaryklein.com> and catch the action and info. There's some real talent!



ship of a ride generally in the direction of Franklin Road to Evans City and from thence 528 North to wherever—I think, having had a great breakfast, an equally delicious lunch somewhere up there was mentioned. I myself had some honeydo stuff at home to accomplish, having planned later in the afternoon, when the place was open, to poke my nose into the Depreciation Lands Museum off Rte 8 in Allison Park to find out what the heck it was all about. So I didn't get to go on the North Ride, though I think several went while others had to head elsewhere as did I.

However, before using my thumb to electric-kick the RE to life, it was discovered that there was a pool of something on the ground under the engine. Uh-oh. Oil? Nope. Gasoline. And, it seemed to be dripping off the on-off-reserve petcock under the tank. Well, English Bike, English Bike operations: Allus carry the tools to fixem witcha all the time! SOP (Standard Operating Procedure) for old English bikes. And, of course, Royal Enfield still provides a cloth wrapped tool kit with wrenches etc. enough to fit and do and undo everything on the bike. I got 'em out and Jack, who was trying to see where the juice was coming from, tried to tighten the petcock, but it was about as tight as it would go. Only then did we notice a small stream of gas was still coming from under the filler cap. Duuuuhhhhhh. I remember reading in ON, MCN, or somewhere else that one should never fill a tank all the way full and then not ride far enough to lower the level a bit in the tank before stopping somewhere on a hot day.. If, after filling, one foolishly leaves it sit immediately in a warm or hot place, a Bad Thing happens. Seems the gas in the filling station's underground tank is cold—the underground temp being somewhere in the neighborhood of 55° to 60° fahrenheit—and the temp in the sun being whatever-the-heck-it-is on a hot day—probably near or better than 100° as far as the interior of the bike's tank is concerned. Result: expansion of gasoline, making one able to quote that hoary old Hebrew song with but a slight variation: “My tank runneth over.” NOT a good thing. When I removed the cap a further “Whoosh” of trapped air and gas was the result. One relief: no problem with the petcock or carb at all.

With that taken care of, we were all heading off, those on the ride going in that direction, and the rest of us to our elsewheres. Whatever the case that-a-way, it had been a delightful morning at breakfast among some great companions, and I have no doubt that the ride to the North, led first by Sonny Robison, then by John Rolin, turned out terrific too. I heard they were going to do the Franklin Road to Evans City and 528 etc. North from thence, perhaps to a good eatery for a late lunch. Foxburg Inn anyone?

Ralph



Seen at a gas stop while on the North Breakfast Ride led by John Rolin and Sonny Robison..... And NO, the belly in the upper part of the picture doesn't belong to any 4-Windser (it's a Hardley Ableson type, after all), and, sez Sonny (whose pictures these are that accompany the article), it's a “Local's.”



Nice Paintwork!

*But...
Horrible
Riding
Position!
Eye Candy
only!*



< An Accurate Political Advertisement -- I think Dave McLaughlin sent this one in. Enjoy! ...In case you don't recognize the truck... its.... Awwwww, you know what it is.



Bob Lennox's R1100RT for sale.



Conrad's K1200GT for sale.



FOR SALE

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

Yellow Uni-go trailer - Bought a 2006 R1200RT that had a Uni-go "Touring" trailer attached. Don't really need the trailer, maybe someone else does. Pretty cool actually. I do have the mount for R1200RT, wiring etc. included in the sale of the trailer. Mount still on the bike, can provide pics if needed of everything. Yellow in color, some scratches. Very solid. New these things run 2200.00 plus hitch, shipping and any upgrades. Do not have a title. Might be able to get it, but no promises. I am not familiar with DMV laws etc Please check with your local state for requirements. Thanks. Price: \$1600.00/reasonable offer. Location: Middletown, PA 17057. Contact Dave Curci at Telephone 717-554-1267

1996 R1100RT, Blue - 58,000mi., Bmw bags and top box, with keyless entry, two windshields, Day Long seat, head light cover, shelf on dash, Bmw radio and cassette, heated grips, electric windshield, Michelin Road Pilot tires, external fuel filter, new alt belt, new hallfax sensor, new coil. The paint is very good and the bike runs great. ASKING \$ 5,500, Bob Lennox (aka "Cletus"), New Castle, PA area, Ph.: 724-964-8358, e-mail: Cletuscycle@aol.com. See RT Pictures above.

'03 BMW K1200GT - Like new, only 7500 miles, sea mist green metallic. All factory accessories: ABS brake system, electric powered windshield (to raise and lower), heated handgrips and seat, matching color painted hard side cases, cruise control, plus lower comfort seat (additional add-on cost-\$321). Like new tires front and rear (recently replaced), all dealer serviced as required (just completed the 6 K service -all fluids changed, plus brake and clutch fluid 'flush'. (\$460). Current Inspection sticker till 7-09. BMW and aftermarket accessories: Parabellum windscreen, PIAA fork mounted high intensity lights, rear top case, plus BMW expandable electrified tank bag. Two bar stock GPS (or other device) mounts. Side case protection, and traffic light signal trigger device installed. Price: \$11,000 firm. Numerous other accessories available @ half retail-or less: e.g. lock on disc security alarm, bike covers, DC air pump, battery tenders, etc. Conrad Rossetti, Ph. 724-942-2387. See K1200GT picture above.

ZIPPY GOES TO QUAD FEST

Written by Mitch Kehn
on Sunday, 20 July 2008 23:03

It is day 30 of the 100 Zippy Days of Summer which followed my 49 Miles a Day for 49 Days on 49ccs Challenge. By now, you may have guessed that Zippy™ is my only vehicle and I'm not doing anything that I wouldn't be doing anyway. Over the weekend, Zippy™ and I



went to Quad-Fest, an annual rally of ATV enthusiasts held at the Mountain Ridge ATV Trails park nestled just off PA Rt 160 between Rt 30 and 31, east of Somerset.

The journey to Quad-Fest from Brentwood, PA was 82.5 miles, lasted about 2 hours and 17 minutes and entailed climbing the formidable Laurel Summit, which is 2,739 above sea level, at speeds as low as 31 mph. Of course, on the other side of the mountain, Zippy™ beat the 100kmph barrier, achieving an astonishing 63mph on the lee-side of an extended 8% grade.

A few miles north of Rt 31 on Rt160 (apply named the Huckleberry Highway, you can't make this stuff up), a small yellow and black Can-Am sign pointed up a narrow dirt road leading to Quad-Fest. The last 1/2 mile of the groomed dirt and gravel road gave way to dust and softball sized rocks, designed to keep speeds of vehicle traffic down to about 5 mph. This was challenging terrain for a small 2 stroke scooter, but we made it to the main event, and we rode happily past areas that were marked off limits to cars and even ATVs!

Once parked at the edge of the super-sized Mosites Motorsports tent, I dismounted Zippy™, unloaded a 4 person tent, sleeping bag, Thermarest camping mattress and a Kermit camping chair strapped to the pillion of my SR50, and I went to work selling ATVs and utility vehicles. Although I kept my thoughts to myself, I pondered the fact that the average attendee at this ATV rally probably burned more gas in one weekend than Zippy™ and I use all year.

One of the attendees, helped by several beers joked that "riding a scooter is like dating a fat chick... it's a lot of fun until your friends see you."

Let us review the facts Bubba. Total mileage for the trip was 188.2 miles on 1.5 gallons premium for a total fuel cost of \$6.36 at 125.47 MPG!

Laugh all you want, Bubba, laugh all you want.

Mitch

RA RALLY RIDE

Ralph Meyer

Riders: Larry Snodgrass, Larry Morley, Paul White, Ron Kranz, Walt Halaja, & Ralph Meyer

We saw: John Allen, Leo and Holly Stanton, & Rich Villa



Some months ago PW (Paul White) raised the question about going to the BMW Riders' Association Rally in Houghton, Michigan in June. Several of us responded, eventually deciding to ride up together. Between PW, Walt, Ron, and myself, we did the groundwork necessary for the ride we planned, getting the motel and room accommodations going to, at, and coming from the rally, planning the route itself, and deciding where and when we'd meet who.

It turns out that PW, Walt, Ron and I met at King's (of the North Breakfast Ride) just before 7 AM on Wednesday the 18th, the day before the rally and got away at 7 on the nose. Larry Morley met us on the turnpike just after the Beaver Valley Interchange, whence we headed on into Ohio and the Ohio Turnpike, stopping for breakfast at one of their service plazas.

Once we were just west of Toledo we picked up US 23 North, stopping for lunch at the Bob Evans at Dundee, Michigan, where Larry Snodgrass, who'd been visiting friends in Michigan, joined us. From there we continued up 23 to I-75 and Mackinaw City for an overnight stay.

Greeted the next morning with damp pavement, we decided to enjoy the motel's free continental breakfast (they had a great one...the whole 9 yards including make-'em-yourself waffles). Upon leaving the breakfast nook we were greeted by steady rain. Not a light one, but not a cats and dogger either. After a short confab, we bit the bullet, donned the Frogg Toggs and other rain apparel and headed out and over the Macinac Bridge. Fortunately, both lanes were open so we didn't have to enjoy the 'fun' of riding the wet steel grating... and it was wet. And the roads remained so for another couple of hours being continuously replenished from gunmetal grey clouds lowering overhead. Cutting across US 2 along the North shore of Lake Michigan the rain finally stopped when we turned North on Michigan 77 to Michigan 28, which we followed West until we picked up US 41 into Houghton and the Rally at Michigan Tech on the Keweenaw Peninsula.

This RA wasn't as well attended as was the one at the Biltmore in North Carolina... Don't know why. Maybe Keweenaw Peninsula's Michigan Tech isn't as much of a draw as places go than the Biltmore was? Whonose? At any rate, however, the usual vendors were in evidence, though it must be admitted that there are more generally at

the MOA than at the RA, but that, of course, makes it a bit more economical to attend the RA, right? (There isn't so much to tempt one to part with one's stack of Georges and Lincolns, etc., y'know?)

Ran into John Allen and Leo and Holly Stanton while we were there, and had a nice chat with the 'home folks'. At a restaurant for breakfast on our way home Sunday, we ran into Rich Villa too, though we hadn't seen him at the rally—Michigan Tech's a fair sized school, so he might have been going one way when we were going the other. At any rate, that made at least 9 Four-Winds folks we knew about who were there.

Friday turned out to be kinda a neat day. Walt had been wanting to go over to Duluth to see Andy Goldfine and try to talk him out of a Stich or so, but after further consideration, not to mention pounding up to Houghton over two days previously, he decided not to bother as it would have been a long all day trip over and back, and there were more interesting things to do and see around the peninsula.

On that note Walt, PW, Larry (Morley) and I decided at breakfast Friday to head North instead of West, and check out Copper Harbor and the lighthouse at the very tip of the peninsula. PW, I think, said he'd heard someone mention that if we were going up there that the neat roads were to take US41 up and MI26 back. Great Suggestion. US41 passed through a number of small picturesque towns going up the Peninsula and thence into a shady tree-overarched set of delightful twisties, that, in the sunlight seemed like ridding in a light-dappled tunnel that eventually gave out into the 'broud uplands' of Copper Harbor. The directions to the lighthouse we'd come to see did not appear intuitive as they pointed in the direction opposite to the end of the peninsula where the lighthouse was supposedly located. Following the arrows, come to find out, there was no way of riding to the lighthouse. The only way to get there was a \$15 ticket boat ride, though I suspect that had we been explorative and on GSs instead of RTs and an LT we could have snuck out a dirt access road at the other end of town to get there. Had we been on such and done so, however, we would have missed a good deal, as the boat captain not only had the keys to the light and the lightkeeper's house, but he also provided us a running historical commentary on the peninsula in general and copper harbor and the lighthouse and its environs in particular. It seems that before the 1849 gold rush in California, there'd been a get-rich-quick Copper Rush in the late 1830s to Keweenaw Peninsula where a long green ('le vert') outcropping thrusting into lake Superior and other outcroppings led a geologist sent there to scope out the place to determine that 'Thar was copper in them thar hills... well... in that thar peninsula.' Only a few with enough money back of them to provide proper mining equipment got rich, and needless to say, there was nothing left of 'le vert' stone but

a trench after the copper outcropping had been blasted out of the lake. During the heyday of mining in the 19th century, Copper Harbor had been a busy place with ships coming and going into the place through the break in the reef that protected the harbor.

We had all plunked down our 15 bucks when we were told (it was about 10:45AM) that the boat would leave at noon. Oops. What to do in the meantime? The ranger in charge of the gift shop at the

boat landing told us there was a great ride up the mountain opposite that might take us about an hour. It was, he said, the highest point on the peninsula, and well worth the trip as there were several photographic pull-offs and vantage points from which to get some pictures of the surrounding countryside, town, and lake. That sounded like a winner, and so we hitched up our gitalongs and did just that.

The boat ride out to the lighthouse only took about 20 minutes, but was accompa-

nied by occasional stops with historical commentary provided by the captain, who also gave us a short historical precis on the place once we were ashore, before he hurried ahead of us to unlock the keeper's house and lighthouse. Interesting place and well worth the trip.

On the way back we followed the suggestion PW passed on to us and took MI26 back. It skirted the edge of the peninsula right along Lake Superior and only turned inland to join back up with US41 after Eagle Harbor, where we stopped to examine the Eagle Harbor Lighthouse and accompanying museum.

We'd passed an interesting place not far from Houghton on US41 on the way up: the Quincy copper mine where tours of one of the mine levels and mine equipment were to be had. It being mid afternoon by then, and having had a big breakfast at the university in the morning, we forewent lunch and hit the mine instead. After paying our entrance fee and being led to the building that housed the old mine lift winch, we donned hard hats and waterproof jackets and boarded a cog railroad car that



took us down a steep hill to the entrance to the shaft on level 7 that led back into the hill. Boarding a trailer pulled by a small tractor, we were hauled deep into the level to the point where the mine elevator bore

was located. There we were treated to a map of the mine showing all 93 levels (close to a mile or more underground beneath us) all of which levels save the one we were on and those above were now

flooded as the mine had ceased operation after World War II. Copper apparently was mined not so much as ore but as actually free



copper, there being a several hundred pound 'blob' of the metal laid on a small mine cart so we could see what copper, as it was mined, looked like in raw form. There were ladders up the face of the working on this level, some of which were 40 or 50 feet high. During the last century, before the advent of steam and air drills, and electric lighting, miners worked drilling blasting holes using hand maul and steel drill while balancing on these ladders and doing all by candle light. Miners' shifts in those days were around 12 hours... save during midsummer, they never ever saw the light of day save on Sundays when they had off. As in the coal mines, the miners were considered self-employed, and had to pay for the sharpening of their drills, their equipment, powder, food for their family, and what not at the company store while renting a company house. They were well, firmly, and sadly had by the short hairs by the mine owners. Tennessee Ernie's "Ya load 16 tons and whaddaya get? Another day older an' deeper in debt" applied here as well as in the coal mines. While dangerous (hung fire blasts, falls from ladders, cave ins of mine ceilings, etc.) there was less danger mining copper than mining coal as there was no methane gas to contend with nor fine coal dust to be ignited and explode from the open candle or mining light flames. Still, it was not an easy job though the miners took great pride, no doubt due to that adverse human trait of glorying in the difficult, in being miners. Things were a bit easier when steam and air drills came into play to drill the blasting powder holes for a shot, but the advent of those machines put many miners out of work—again not a happy result for anyone but the mine owners.

After the tour of the workings, we returned via the cog car uphill to the building that housed the great steam driven winch that raised and lowered the bucket boxes that brought the mined copper or water to the surface, or that lowered the man-car with the miners on it to the levels on which they were working. The winch itself was a



good 3 stories high and run by Corliss Steam cylinders under the control of a man who sat with his control levers on a 2 story high platform with a 7 foot diameter dial in front of him indicating at which level the car was on. A loud bell below him that could be heard above the noise of the machinery was connected to the shafts and could be rung from there to tell him if there was a problem for which he should stop the winch immediately.



Saturday was a layabout day for checking out the vendors, catching some Zs in the afternoon for those so inclined, prepping the bikes for the trip home on the morrow, and attending the closing ceremonies before a supper of upper peninsula 'pasties'—pies of meat and potatoes or just veggies enclosed in pie crust with gravy or other condiments slathered over their tops, salad, and soft drinks of various sorts. Very filling.

Saturday evening, we got the bikes mostly packed and ready for leaving Sunday, whence the six of us headed over to Canada, stopping at Sault Ste Marie overnight before continuing across Canadian 17 around the North of Lake Huron to 6 down to the Chee-chimaun ferry at South Baymouth and thence to another overnighter at Tobermory before the final stretch home down 6 etc. to the Peace Bridge at Buffalo, and then over I-90 and 79. The only snag we hit was when PW's LT developed a flat on I-79 just before the rest area above I-80. He had valve caps that were supposed to indicate when tire pressures were low, only this one developed a leak out the little hole in the center of the top, which resulted not only in the flat, but, probably due to the flat, the sidewall of the tire being damaged such that it bulged out and hit something with every revolution after it was pumped back up by several CO2 cartridges. The day was saved by a friend of Larry Morley who had recently purchased an enclosed bike trailer for his Gold Wing. This he brought over from New Brighton, and the LT was loaded aboard and he and PW headed for Ron Kranz's to drop the bike there for getting the tire changed later. After the LT and PW were safely on their way, the rest of us headed on down 79 to home as well, peeling off at our various stops. Aside from the tire glitch, it was a neat ride, and even the glitch wasn't, in the end, a problem as it was again clear that motorcyclists can depend on one another to surmount pretty much any sort of difficulty. As usual, it turned out to be an enjoyable experience.



Ralph

Larry S. was taking a well deserved snooze off stage!



A RIGHTEOUS RALLY PEEK

Here are some glimpses at a wee bit of what will be happening at ye auld 42nd rally. These are but a few highlights of what will be available for the delight and delectation of rally goers...

Food and such (always a main stay):

The concession stand will be open 12-9 PM Friday and 7AM - 5 PM Saturday--great hot dawgs, hamburgers, and don't miss the vegetable soup!

Free donuts on Sunday (while they last) and coffee all weekend.

A Syphoon Dinner Ride to a prestigious premium area restaurant Friday early evening (bring your appetite!)

Ice Cream ride to one of the area's favorite ice cream parlors Friday eveing (don't eat too much at supper--leave room!)

The Pig Roast Awards Banquet Saturday night--the usual big hit!

Some of the Things that will be available to do, see, listen to, learn from, spend or waste your time at:

Sitting in your Kermit chair and conversing with friends...

Sitting in your Kermit chair and dodging Fred and Bob's Water Balloons...

Sitting in your Kermit chair and drinking...
...coffee anyone?

Sitting in your Kermit chair and thinking...

And just sitting in your Kermit chair...

...snoring? Always remember the Old Geezer saying: "Sometimes I sits and thinks. An' other times I just sits."

"Riding the Alps with Edelweiss" Friday Evening presentation by former Prez of Laurel Highland BMW Riders, Jason Kaplitz Who's been there and done that!

Free Friday night pool party (no, not the kind that uses cue sticks). Pool use other times: \$2 entrance fee.

Campfires Friday and Saturday Nights

"2 Wheels on Reels" Late night fare for the sleep challenged (you figure out what this is!)

"Cross the Country and Have Fun"—Eric Trow's slide presentation on his cross country trip with his son.

"Physical Fitness for Aging Baby Boomers" (non baby boomers welcome too!) —Great stuff for all those in or approaching Geezerdom—presentation by Rich (Pancho) Villa

The Ever Phamous Phield Events—to test your riding skills (and maybe bike pickup skills?) This year led by Grand Ringmaster Rob Berner

GS Adventure Ride(s) — Ready for Mud? or maybe not... prepared and led for your enjoyment by "Yellow Jacket" Jungle Jay Singh.

The more sedate than GS ride "Scenic Tour" through "Roads to Putzy along 'cause the roads so fine and the scenery's so Beautiful" led by Ed Syphan (in his non-Syphoonish—i.e., "no rain"—guise [knock on wood])

"Stayin' Safe on two wheels" presentation by Stayin' Safe instructor, Tony Capriotti.

Along with other interesting goings on such as...

The ever present existence of marvelous Western Pennsylvania roads through Hill 'n Dale to savor.

A RAT ride (No, this isn't a Rider Association of Triumph ride [though Brit bikes are certainly welcome among their German cousins] but a Regional Attractions Touring Ride for any individual or group to take any time they wish...though it's more fun during the day. Its self-directed via the RAT brochure available at registration.

Playground for Tubeless Tire Repair experience—Old tires will be provided. Bring your own repair kit so you gain experience in using it (in the sure and hopefully certain hope that you won't ever have to). Expert advice will be available for the asking—providing you can get the expert away from the coffee shack.

Door Prizes... lotsa door prizes. Make sure you bring your bike trailer in case you win one of the doors.

A Massage Therapist Booth. I don't think you'll have to bring your own therapist... or booth, for that matter... but who nose?

AND... It may be possible that Mosites Motorsports, for whom Mitch now works, may provide test rides on some of the up-and-coming vehicles (Can-Am 3 wheeler? Scooters?). Maybe. But if you're not at the rally, you won't know, will ya? BTW--Scooters are a BALL!



SAFETY BIT

Check your tires regularly. For pressure, tread depth, and any nasties that could cause said pressure to drop precipitously at an unexpected moment. A flat on a 2 wheeler at 70 oomph is an oomph indeed! Like they used to tell us about M-1s in the military altered and applied to riding: "Tires are your best friends. Keep 'em in good shape!" Correct tire pressures also help on the gas mileage.

Continued from page 2

sions that can help us all keep the shiny side up. The facts as determined at present follow.

- The majority of motorcyclists killed were White/Caucasian (77%), followed by African-American (9%), Hispanic (7%), and Native American (1%). • In 2005, 27 percent of all fatally injured motorcycle operators had BAC levels of .08 g/dL. An additional 7 percent had lower alcohol levels (BAC .01 to .07 g/dL).
- Forty-one percent of the 1,878 motorcycle operators who died in single vehicle crashes in 2005 had BAC levels of .08 g/dL or higher. Sixty-one percent of those killed in single-vehicle crashes on weekend nights had BAC .08 g/dL or higher.
- Forty-five percent of fatally injured motorcyclists did not wear helmets. Helmet use rates are lower in States that do not require all riders to use helmets. In 2006, 68 percent of motorcyclists in States requiring helmets wore DOT-compliant helmets, compared to 37 percent in States not requiring all riders to use helmets.
- Twice as many motorcycle fatalities occurred on weekends as opposed to weekdays.
- The majority of those killed in motorcycle-related crashes were motorcycle operators (90%), while motorcycle passenger fatalities have been constant at 10 percent for several years.
- Over the last ten years, 90 percent of motorcyclists killed were male. Motorcyclists are more likely to be killed in crashes involving more than one vehicle; 55 percent were killed in multi-vehicle crashes, while 45 percent were killed in single vehicle crashes.
- Nearly one out of four motorcycle operators (24%) involved in fatal crashes were operating their vehicles with invalid licenses at the time the collision.
- The largest number of motorcycle fatalities (41%) is still in the 501-1,000 cc engine size group, followed by 38 percent in the 1,001-1,500 cc engine size group.
- Two-thirds of motorcyclists killed on 1,001-1,500 cc engine size motorcycles were riders over 40.
- There were increases in motorcycle fatalities between 1997 and 2006 for each engine size group, but the largest increase was for motorcycle operators with engine sizes ranging from 1,001-1,500 cc.

External Factors

There are many external factors affecting the increase in motorcycle crashes and resulting injuries and fatalities.

Motorcycles are becoming more and more prevalent in the vehicle fleet mix. The popularity of this mode of transportation is attributed to the low initial cost of a motorcycle, its use as a recreational vehicle, and, for some models, fuel efficiency. While motorcycles were once thought to be primarily warm weather vehicles, the motorcycle industry is now expecting the increased price of fuel to not only further increase sales, but to extend the riding season into the winter months.

These variables, as well as worsening congestion, the increase of light trucks and sport utility vehicles, and the appeal of motorcycling to middle-aged, new, and former riders with increased disposable income, influence the growing involvement in riding, demographics of riders, and the potential for increased fatalities and injuries due to crashes. All of these factors present significant challenges to reducing motorcycle deaths and injuries.

Some obvious conclusions:

Clearly drinking and riding is a Great Big NO-NO if you want to stay alive and continue to enjoy riding. If you're going to drink, Don't Ride!

And Helmets? Wanna better chance of staying alive in an accident?

Wear one! Always! The notion that it's macho not to isn't macho. It's just stupid. You can always tell the idiots. They're the ones who think do-rags'll do it for 'em. Well...they will: In an accident a do-rag'll getcha killed--or brain dead--or concussed.... and the latter ONLY if you're VERY LUCKY.

There could be a correlation between drinking and weekend accidents. Be especially careful out there on Weekends...especially at night, and extra especially when the dingbat boozers are stumbling home from the bars and lounges. Stay away from them like the plague.

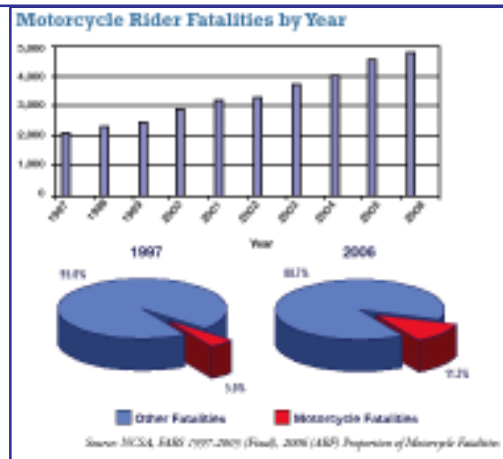
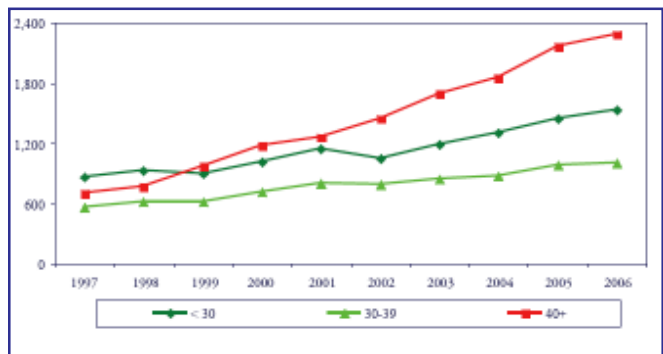
Don't become an old Geezer... Oops... well, ...that won't work 'cause there's nothing we can do about that! The gods could care less about the fact that we all keep getting older and suffer that thing called a birthday every year... So just remember, "Gettin' older? Don't get bolder!" Or, like they say, "There are old riders, and there are bold riders, but there are no old, bold, riders!"

And...a hot engine can get away from you. Watch twisting that throttle too much too fast.... or in the wrong place!

Wanna be safer? ...Be female. That'll cut your chances of being one of those killed in accident from 90% to 10%.... or will it? ...If only 5% of riders are ladies, that 10% could mean they suffer twice as many casualties in accidents as the fellers--see whatcha can do with statistics? It all depends what the numbers really mean. Ah well, none of us can do anything about our gender either.

And keep an eye out for and on those pickups and SUVs. Don't get hit by one. They hurt. Worse than being clobbered by a car. It would appear some of the increase in casualties among motorcyclists are due to the prevalence of these monsters on the roads compared with the numbers of 'em that were out there yesterday.

Study those stats. See what you can come up with!



**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 THE 42ND RALLY:

August 15, 12:00 PM through August 17 at Redbank Valley Community Park, New Bethlehem, PA. Rally cost: \$35 includes camping, Camper hookup extra; Day Pass (without Saturday Pig Roast) \$15, Pig Roast \$10 if on Day Pass (Pig roast is included in \$35 full rally fee)..

From U.S. East: Take I-80 West to the Brookville/Rte 36 Exit, Exit # 78.

Turn South (Left) out of the Exit onto Rte36. Go straight through the stoplight by the Sheetz at Rte 322 and continue South on Rte 28 eventually through the little town of Hawthorn. Past Hawthorn, look for 4th Avenue on your right (there will be a BMW sign on the left pointing to it) about 17.3 miles from I-80 exit # 78.. Turn Right into 4th Avenue to the park and Rally.

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From Pittsburgh: Take Rte 28 (Allegheny Expressway) North. Continue North on Rte 28 through New Bethlehem. Just past New Bethlehem, about 2.4miles from Wood St (66), turn Left into 4th Avenue to the park and Rally. A BMW rally sign will be on your right across from 4th Avenue.