

# Nov.



# 2008

MOA # 6

[www.4windsbmw.org](http://www.4windsbmw.org)

RA # 76



## PRESIDENT'S LETTER

I usually use this forum to blather, bloviate and pontificate, but this month is going to be different. I am going to impart some useful motorcycle care tips for the winter season.

The best way to prepare your bike for winter is to ride it year round. With the right gear, and a keen eye trained on the Weather Channel, it is possible to find enough riding opportunities to avoid winterizing altogether. However, if sharing the road with salt trucks is not your cup of tea, here are some common sense ways to keep your ride ready for spring.

- 1.) Change motorcycle oil prior to winter storage and run it for a few minutes to get the new oil coated on the engine.
- 2.) Lube moving parts (kickstand and center stand swivels, etc.) with recommended lubricants.
- 3.) Purge the carb(s) before storage and add some gasoline stabilizer to your tank per the instructions.
- 4.) Wash your bike and blow dry with a leaf blower, or the exhaust end of a shop vacuum with the right attachment will work.
- 5.) Get the bugs and bug parts off your windshield. I use soapy water and avoid Windex type products.

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- 6.) Apply a coat of wax on the painted areas of your bike. Is waxing too much work for you? Try the lazy man's spray that goes by the street name "Honda polish." It's like Lemon Pledge for your bike.
- 7.) If you have a chain drive, lube the chain with chain lube (SAE 90 works).
- 8.) Use Eagle One Carnuba Leather Cream on your leather seat. This is one of the best leather conditioners on the market.
- 9.) Use a battery conditioner during the winter months. Remove the battery from the motorcycle. Clean the terminals. Check the fluid level (add if necessary). Attach a Battery Tender to keep the battery in good shape. Place the battery on a wood plank (not concrete).
- 10.) Cover your motorcycle with a good

## BOARD OF DIRECTORS 2008

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## NOVEMBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., Nov. 15, 2008 at Vincent's Pasta and Pizza of Greentree, 333 Mansfield Ave, Greentree, PA. Ph.: 412-921-8811 from 2–5PM. (The board will meet there at 1:00PM). Directions on last page. Map on p. 11.

## 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., Nov. Meeting: Nov 15; **Dec. issue deadline: Tues., Nov. 18th**). Articles/Info rec'd after deadline go in next month's newsletter.

### Submission information:

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

**Articles on Disk Media** mail to:  
Ralph Meyer, Editor  
4 Winds Newsletter  
6056 Meadow Lane  
Bakerstown, PA 15007-9720

### Submission formats:

**Articles:** Send as plain text with headings and 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](http://www.4windsbmw.org). Download a free Adobe PDF reader by clicking the 'Get Adobe Reader' button at [www.adobe.com](http://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.**

**November 15, 2008** — 2:00PM: Vincent's at Greentree

**December, 2008** — No Monthly Meeting

**January 17, 2009** — Annual Club Banquet, 6:30-11 PM, at The Greentree Holiday Inn. Rooms will be available at lower price for those wishing to stay overnight after the banquet.

## NOVEMBER 2008 SHACK

The November Shack will be held Thursday, November 20th at Tom Primke's in Fox Chapel from 7-10PM. K75 maintenance and perhaps tire repair will be on the 'menu'.

Here are the directions to Tom's Garage:

- take Rt. 28 North towards Kittanning.
- take the Fox Chapel (Exit #8) - stay left on exit ramp.
- at the light at the bottom of the ramp, turn left onto Fox Chapel Road (Green Belt)
- follow Fox Chapel Road/Green Belt for approx. 3.5 miles
- just after Fox Chapel Rd./Green Belt makes a sharp 90 degrees left turn, turn right onto Highland Rd. (steep hill)
- after approx. one mile turn left onto Wildberry Rd. (3rd left)
- after approx. 1/3 of a mile turn left onto Sweet Gum Rd. (2nd left)
- after approx. 1/4 mile turn left into White Birch Ct. (2nd left).

512 White Birch Court is the 2nd building on the right.

breathable cover or a soft cotton bed sheet to keep the dust off. Note: Cats like to perch on motorcycle seats, so put a box over your seat and backrest to restrict this activity.

Doing the above assures that your bike will be ready in the spring (which does not come soon enough for me). Have a great

## 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, Nov 2 — *North* at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

Sat, Nov 8 — *West* at Bob Evans, Rt 60 & Campbell's Run Rd, 9:00 AM

Sun, Nov 16 — *South* at King's, 3049 Washington Pike, off Exit 54, I-79, Bridgeville, 10:00 AM

Sat, Nov 22 — *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.

winter and head south if you can! Keep the dirty side down and your knees in the breeze.

MITCH





**FOUR WINDS BMW RIDERS**  
**OCT. 18TH**  
**MEETING MINUTES**

**Location:** Crooked Creek State Park, Constitution Shelter, Near Ford City

**Board Attendance:** Jay Sing, Ralph Meyer, Joann Barr, Diane Pears, Tom Primke

**Vice President Jay Singh called the meeting to order** with close to 20 members and 1 dog (Barr's) present on a crisp but gloriously sunny and colorful Fall day.

**Rally Update:** Rich Villa reported that '09 Rally Chair, Margaret Weaver, has gotten things rolling by commissioning Hilary Klein to design the shirt and pin artwork again, and has organized a list of responsibilities and duties for committees and volunteers. All of the physical items that will be needed (prizes, etc.) will be shipped to Rich Villa, who lives near Redbank park, thus eliminating the car trips toting "stuff" from Pittsburgh. This year's T-shirts are still available for \$15 — contact Nancy Barrett for available sizes (plenty of XXL's).

**"The Art of BMW - 85 yrs." Coffee Table Book:** This new book, detailed in last month's newsletter, is still available at the 46% off retail discounted rate through Ralph Meyer's group order. He has gotten the minimum 10 people needed. Deadline to let him know if you want one is October 31. The price will be in the low \$20's, after splitting up the shipping cost. The board has decided to purchase 6 copies to use as prizes for future years' rallies.

**January Christmas Banquet:** Will be held at the Greentree Holiday Inn on Sat., January 17, 2009. Watch newsletters and website for reservation forms which you must send in and pre-pay to attend. A special room rate will be available. Suggestions for

speakers included local motojournalist, Mike Seate, or possibly someone connected with Beaver Run racetrack. Suggestions and ideas are always needed for future banquet entertainment or speakers.

**Next Meeting:** Will be held at Vincent's restaurant in Greentree.

**European Motorcycles of Pittsburgh Open House:** Next Saturday, Oct. 25, from 9 - 4.

**Mitchell's BBQ Restaurant Ride:** Immediately after the meeting Tom Primke and Ed Syphan will lead a back roads ride to 734 Philadelphia St., catty-corner to the courthouse in downtown Indiana, PA to sample new BBQ.

**'08 Ending Mileage to BMW MOA:** Deadline to mail in signed forms (yellow magazine insert) is November 12th for inclusion in the "ON" published list. It's fun to see a good representation from the state of Penna. and 4 Winds!

*RESPECTFULLY SUBMITTED, DIANE PEARS, RECORDING SECRETARY*





**EAST BREAKFAST RIDE**  
**9/27/2008**

*Ralph Meyer*

All week the weather prognosticators had promised rain, or rain showers, on Saturday. So what else was new? I figured on checking the web site and my e-mail come Saturday morning early to see if anyone else was planning on making the breakfast at least and seeing what the radar weather map had in store. I got a couple of CCs in my e-mail from Walt and PW that they were figuring on braving the PA Dummies of Transport Parkway Mess and making it, and the radar said "Here a sprinkle, there a sprinkle, everywhere a sprinkle, sprinkle. ...Maybe." Trouble was I'd had the driveway and car-park seal coated Thursday early afternoon, and the fellow who did the work said that on a nice sunny day, it'd be dry in 24 hours. But it wasn't sunny Friday much and furthermore "it" gave with .38" of rain. Foo. Fortunately, I'd had a few errands to run between Thursday and Saturday, so I'd gotten the little RE out, did an across the grass run with it, and put it on the side porch so I didn't have to run it over the driveway. I had a bike. Available. No fairing like on the Beemer. But I'd ridden it back in a rainstorm from Matt's over at L & L in Hubbard, so I knew it'd run and I'd be fine should we both get soaked.

Around 8:10, 2 kicks and Thumper was thumping away. Since it didn't like doing 70—actually it had never done 70 yet... with 1800 miles on the lil' bugger, 70 still had to be broken in. In fact, 60 was just hardly started to be broken in, and not wanting any 18 wheelers thinking I was bumper-fodder, I decided that though starting late to get to Dick's by 9:00 if I did my usual back roads, getting there was still better than getting, say, getting to Harrisburg stuck on some Trucker's radiator. I didn't get even a quarter of a mile from home when my GPS V lunched out as it is wont to do from vibration. However, I thought I had the twists and turns after 910 and the Hulton Bridge to Dick's on 22 pretty well memorized by then, so I just chucked the thing in the tank bag when stopped at the Rte 8 & 910 stoplight, and kept on rolling when the light turned green.

Fortunately the CRS (Can't Remember Stuff) syndrome that accompanies 'maturity'??? was in abeyance and I got to Dick's bang on 9:00 Ayem, figuring as I went up old Wm Penn Hwy that I'd spy at least Walt's and PW's Beemers there in the parking lot. When I turned into Dicks there was.... Nada, ...Nichts, ..Nullo,..Nobody. Those two are almost always a bit early, so I circled Dick's thinking that maybe for some oddball reason they'd parked on the nether side of the place from where we usually do. Nope. Nobody there either... just the cages of the usual Dick's morning munchie-bunchie crowd. So, I parked the bike in the usual spot, took off the bucket and gloves, but decided not to proceed with the jacket and sweater until somebody else showed. Watched as more cagers arrived and entered, but still no PW nor Walt. And Sonny wasn't there either—couldn't spy his bike much less his car. After some minutes, I figured I'd wait 'till 9:15, put the helmet back on and head home if no one showed. About the time I was watching another couple heading in from their Suckingly Useless Vehicle I caught a glimpse of a grey R1200RT out of the corner of my eye, followed by a gold LT. Aha, they'd made it! And yep, you got it. ...They got hung up by the parkway mess. Nothing new there.

Anyway, we headed in to find our favorite waitress back on duty after a miserable bout with cancer. That was enough to happy up the day. It was good to see her and see her feeling well and apparently in good spirits. The three of us got our usual over filling goodies, and kicked lots of tires, at least verbally, as well as a few rightist politicians, and decided that given the iffy weather, and the fact that we all had stuff we had to do at home, we'd just do the breakfast and head back, figuring our rides there made for the 'Ride' part of the East Breakfast Ride. PW said he was just going to head back to the house, and Walt wanted to stop at his son, Wayne's, near my place in Bakerstown before heading over to ogle some stuff at European MCs in Wexford, so Walt and I retraced my meander via back roads to Hulton Bridge, and 910 and then the Red Belt to Bakerstown where we split, he to Wayne's and me to my domicile.

While we may not have put too many miles on the bikes, it was still a fine East Bee-Ride, though we did miss Sonny and some of the other fellows who usually make that one (on the principle of "The More the Merrier"), but we still had enjoyed the usual fine company, good cuisine, and enjoyable rides.

RALPH



**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.

[http://www.byways.org/map\\_request.html](http://www.byways.org/map_request.html): Kev Hart says this link will take you to a page where you can request a free brochure on Scenic Highways & Byways. The site is a little misleading though. The "brochure" is actually a 464 page guide published by National Geographic (cover price is \$25.00). The guide gives a brief overview & map of the top 275 drives in the US.



## NORTH BREAKFAST RIDE 10/5/08

*Ralph Meyer*

Woke up Sunday morning and checked the web site to find that Scott Nogrady (new member since the rally!), Walt Halaja, and Jack Bramkamp said they were going. I'd just done an all-dayer up to Hubbard, OH on the RE for some maintenance work (typical Brit bike—oil seep), and got back in late afternoon a bit tired, but decided, "Hey, three of us'll be there, I'm in too." Scott mentioned maybe going to North Park to watch the NHSCC Autumn Leaf Autocross, and coming back from L & L in Hubbard, I tooted down 19 through Portersville and noticed that something was stirring strongly at a place I'd always been curious about: the Portersville Steam Show. Riding up in the morning around 8, I had seen their sign indicating that they were doing their fall frolic on Oct. 4th and 5th. I thought about stopping on the way back from Hubbard, but didn't as it was late and by then I wanted to "git on home."

Figuring there'd at least be 5 of us—PW had e-mailed Walt and I that he was coming too—I arrived at King's to find a bunch more than 4 bikes there already. To make a long story short, we kept the waitress busy with constant arrivals until we had to pull over, first one more table, then another at right angles to the original two, which, at length, we surrounded with 12 riders! There were Scott, Walt, Jack, John Barr, Dave Manfredo, Ron "Camper" Kranz, Paul "PW" White, Jack Bramkamp, Leo Stanton, John Allen, and myself. Not long after Walt, who had said he'd be a little late getting there, arrived and was in, seated, and ordered, we heard the old "Flight of the Bumblebee" buzz outside presaging the arrival of El Presidente, Mitch, on his "Fiddy." If my finger and toe count was correct, that made an even dozen of us. Good bunch!

Having worn our waitress out with continued orders and coffee refills, having kicked numerous tires, etc., and being well filled with breakfast goodies made-to-order, we adjourned to the bikes outside to cogitate on where to go. Scott (riding a pristine R75/5 with side car) said that though he would like to go to the Autocross, he wouldn't mind a ride elsewhere for a bit of distance first. I mentioned the Portersville show, and we kicked that around a bit. John, Ron, and Mitch had other irons in the fire to take care of, leaving 9 of us who decided we could do Portersville. 19 and I-79 were mildly suggested as a quick way of getting there, but a chorus of 'no-traffic back roads are more desirable' led to the offer of a slower, more squirrely route I knew of, if anyone wouldn't mind. Seems no one did, and so after a couple of guys returned from hitting the T-Bones' BP across the

street for fuel, we were off down VIP drive to East on 910, kicking it North onto Pearce Mill Road, left onto Graham, then West on Warrendale to hang a right onto the Phamous Franklin Road. That thing winds like a clock on both South and North of 228, crossed it in the middle. The only place it straightens out, it seems, is on the downhill into Evans City, whence we hung a right onto Main Street and a left onto the equally Phamous (Infamous?) Rte 528 North to Prospect. From there we forged West on Portersville Road (488) to said town, and North just up the road to the Steam Show on the left. The gatekeeper pointed us to a nice large concrete slab on which to safely park the bikes—he as well said we should go ahead and park and then return to pay the \$2 entrance fee. Mighty kind of him—as the gravel road in was downhill and trying to pull gloves off and fish around for bucks while holding brakes on and the bike up on somewhat ball-bearing like gravel would've been fun.

We were greeted, once off our rides, with the incessantly interesting BAP.. thup.. thup... thup.... thup..... BAP.. thup... thup.... BAP.. thup.. thup... thup....thup... BAP.. thup... thup.... chorus of several very large make-or-break gas (natural) engines that were permanently in a shed up the hill nearest Rte 19. These had once upon a time been used to pressurize oil and gas wells to keep them flowing once the natural underground pressure that caused gushers and also kept oil flowing to the pump in the well ceased. There was also, adding to their song, the POP..bip bip bip bip ..POP bip bip bip bip bip of a little Maytag gasoline engine that had it's exhaust piped into the breech of a skyward pointing shotgun, such that, at the POP, the gun's muzzle would emit a nice puff of white smoke as accompaniment. While not nearly as large as the Steam Show held annually south of Rte 30 near Dave McLaughlin's, there was still plenty to see (and eat): At least a score of older farm tractors were there, including one of those John Deere 'Ds' with pistons as big as wash buckets, several Allis-Chalmers, smaller JDs, some Massy HARRises, Farmalls, and three small Caterpillar 10s in various states of repair—one of which looked like it was right off the showroom floor, while another looked like Rustville revisited. The latter, however was clearly operable as evidenced by the fresh grassy dirt on its tracks, and fresh fuel in its filter bowl.

The Portersville Steam Show has several buildings housing permanent operable stationary engines of one sort or another—some natural gas driven and some steam powered. The latter were linked via insulated piping to a large boiler that, when we were there, was being 'untended' by a couple of fellows shooting the bull in lawn chairs with their coal shovels leaned against the firebox. Nothing in the steam engine display was running. It was clearly more fun for the boilermen to shovel the bull than coal. The displays were, nonetheless quite interesting despite their stillness.

Around 2:00 or 2:30, a bunch of us found ourselves in the road alongside the concession buildings, the aroma from which of cooking 'dogs and hot sausages became too much to resist. Ron had located one that was providing home made ice cream and a couple of us meandered over there to come back sporting well filled cones, while a couple of others of us of more meat eating persuasion sprung for some sausages to fend off the mid-afternoon hungries. By then we'd been ogling things for a couple of hours and while we hadn't seen everything—there was a log cabin a ways back that we hadn't checked out—or at least the bunch I was wandering around with hadn't—we meandered over to the bikes, fired 'em up, said our goodbyes, and rolled off home or to the Autocross by whatever routes pleased us...I-79, US-19, or somewhat back the way we came—528 to Evans City and thence to Mars, Valencia, and Bakerstown—the route Walt and I took to home and his son, Wayne's.

Another fine ride chalked up. That's what's nice about these



NBR  
AT THE



PORTERSVILLE



STEAM

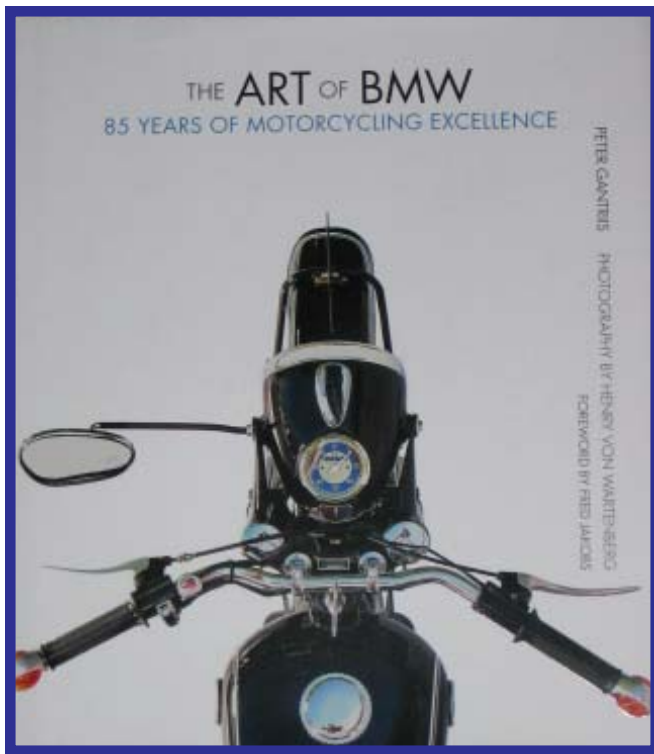


SHOW  
CONT'D



things. Along with great company, you never know what of interest you might wind up seeing, or by what roads you'll get there. Like the old guy says, "Sometimes we rides someplace, and sometimes we just rides."

RALPH



### BMW BOOK

If you want to purchase a copy of the BMW book, *The Art of BMW: 85 years of Motorcycling Excellence*, please **let me know by Friday, October 31st**. As of when I'm writing this, we are well over the needed minimum of 10 books spoken for by members of the club, but we can order as many more at the same time as are desired. So if you've been thinking about it, be sure to let me know by that time, as I'll be sending the order in to the publishers for the number we want in hopes that we will have them here before this month's (November's) meeting at Vincent's of Greentree. Once I have ordered the books and we see what the shipping charge is, we'll prorate that, add that cost to the special price of the book, and let everyone know what theirs actually costs, whence a check for that amount can be sent to Tom, our club treasurer.

So, if you haven't spoken for one, and want one, or want to get one for somebody as a holiday present, you can let me know--send smoke signals, a note by USPS (so it'll get to me before Oct. 31st), Phone (724)4 43-4937, or e-mail me to apprise me of the fact at meyer@zoominternet.net, and I'll add your name and the number of books you want to the list.

RALPH



### MEMBERS IN BMW ON

In the November Issue of BMW ON, Leo Stanton and Dan Weaver made the publication on the left middle of the picture page 114. In a much smaller picture of the Cowboy Hat Trick Riders, (too small in my estimation—it should've been a full page spread) you may (with a magnifying glass) discover Ron Kranz and Tim and Diane Pears, among the few stalwarts at the MOA Rally who had performed the Cowboy Hat Trick—i.e., they attended all three Western Rallies 'somewhat' in the vicinity of this year's MOA. Check 'em out!

Annnnd, in our estimation, the club member who deserves a Master Mech of the Year award (if we had such) is Dan Weaver, whose GS's final drive had given up the ghost (no doubt with ghostly and deeply chagrinning grinding and clunking sounds) on his way home from Cheyenne. Dan took the (complicated) drive apart in a parking lot, properly replaced the dead parts with good ones, and then shimed and pre-loaded them correctly (doubtless a touchy job under the best of circumstances). Furthermore, the story I heard was that only the tools at hand, some dry ice, and a propane torch cadged from somewhere figured in the repair, with a local BMW sales mill providing only the needed parts. I hear he was back on the road after an afternoon's work and that the bike's still running just fine... Not that Dan's happy with BMW quality in this regard 'cause the bike isn't that old and the drive should have gone many more miles than it did. In any event, way to go, Dan, and a big round of applause to you for your ingenuity!



### THE WAY WE WERE BACK WHEN! NOV. 1998

By Walt Halaja

1) From part of the Presidents message via Nancy Barrett: Well, I think the 1998 riding season is just about finished for me. Unless we get another Indian Summer, with temps in the upper 60's or 70's. I think I can put away my electrics! Call me a wimp, if you must, but I find no joy in riding 70 miles an hour, when the wind chill is below freezing. I'd much rather wax my skis and start praying for snow. "and then" You'll notice that we will be trying a new place this year for the banquet, so be sure and let me know what you think. I realize that some of you were happy with the banquet site in the past, but as I said before...Change is Good!

2) Banquet info: Where: Holiday Inn-Greentree, Presentation & Dancing to D.J. Aram Polasky, Price - \$20.00 per person.

3) The road to Travel (Or Not) via Sean Barrett: This month we are going to look at north-central part of Pa. north of I-80, you will see a large open area with few roads and not many towns. The terrain is mostly mountains and high plateaus with deep gorges, cut by the many rivers in this area. Here you have two kinds of roads. Roads in bad condition with great scenery and roads in good condition with great scenery. Rt. 6 from the Allegheny National Forest to Towanda, Pa. is a major artery with good road condition and great for a relaxing ride. Another good road coming home from New Hampshire, we came down Rt. 220 From Sayre, NY to Williamsport, Pa and found it to be a great relaxing ride (excepting when we had to stop to let the cows cross the road from their barn), with sweeper, great vista and occasional twisties An example of a not so good road surface would be West of Renovo Rt. 120 remains beautiful but occasionally the road surface isn't the best, so keep you eyes on the road. Sean men-

tions several other roads in his article. And finally Sean writes on a slightly different note, I was thinking of starting a new column for the newsletter. the column would be composed of shot descriptions of various rallies submitted by members. I think this would make good winter and spring reading to help us get ready for next years rally season.

3) At the end of the article “Buckeye, Buckewe! via Don Poremski: Don writes “Still looking for a sexy Italian. Anybody coming across one might let me know of it’s availability. Moto-Guzzi Daytona, Benelli Sei, Laverda RGS 1000, that kind of Italian. What did you think I was talking about?

4) From the Oct. Minutes Via Fred Maskrey: Lois Marini gave a treasurer’s report. Adrian Marini gave a Post Rally report. Lou Shinnamon made a motion that the club dues be raised to \$15.00 (Primary) and \$7.50 (associate) A vote followed and the motion passed. There were over 60 ballots counted for the 1999 board of directors—as follows:  
 President - Nancy Barrett  
 Vice President - Paul Cronin  
 Treasurer - Stacy Asherman  
 Corresponding Secretary - Al Vangura  
 Recording Secretary - Fred Maskrey  
 Director at Large - Lou Shinnamon  
 Director at Large - Ross Baker

Lance Hough agreed to be the Rally co chairman.

*RESPECTFULLY SUBMITTED, WALT*



**SAFETY BIT**

Too hot in the curves  
 is tough on the nerves  
 ...and maybe bike and body parts too;  
 ...Slow in, fast out.

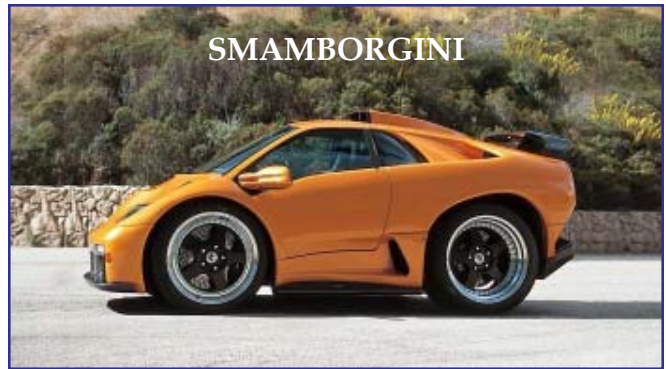


**SHORT CARS**  
*from Sonny Robison*

Interested in good gas mileage? Too cold to ride the bike? Try one ‘o these S**M**all vehicles:



**SMUV**



**SMAMBORGINI**



**SMAUDI**



**SMERARRI**



**SMORSCH**





## WEST BREAKFAST RIDE SAT. OCT. 11, 2008 "DETOUR"

by Walt Halaja

Well, I posted that I was going, but when I checked our club web-site Saturday morning, not one response was found, but another member said he would be there so that was good enough for me. Besides, you never know who will show up and it turned out from 2 to 5. By 09:00 hrs., it was Just Paul "PW" White and myself. We got a table for 4 and ordered, then, about one fourth of the way through our breakfast in comes Dave "2 Spark" McLaughlin. Then around maybe 09:45 in comes Carl Hartz who just had coffee; he had forgotten that the East and West breakfast rides started at 09:00 instead of the 10:00 hrs. the North & South rides begin. One of the things I would like to see, if we are to continue these breakfast rides, is that they all start at the same time. I like the 09:00 hrs. start time and will bring this up at a meeting. I know, nobody likes change! But sometimes change is good!

Carl said he wasn't going to ride, so that left the 3 of us to ride, but I said there were 5. Well, before we got suited up, in pulls Greg Lievan who said he didn't care where, but that he just wanted to ride. I wanted to take a long ride, but couldn't because I had to be home in the early afternoon. I suggested the "Olgebay Loop," one of my favorites, which I know by heart I thought! Well, all went like clockwork. Two Spark peeled off at Claysville and headed for home; it's a pretty good ride for him to just get to the breakfast so it only makes good sense to head home. We picked up Route 231 in Claysville and headed north. it was like clockwork until we got to Route 331 where 231 does a dogleg. About 10 other bikes were stopped there and asked where 231 south would take them. Off they went in that direction. I pulled over to see what we should do about this "DETOUR SIGN" which had stunned me! "So much for knowing the Route off by heart!" PW barked out "What are you stopping for?" I said I wanted to see where this was taking us. He said just follow the "DETOUR", and I said you mean just like we did on our Michigan Trip?! We had blown right past a detour and had to back track! (Silence) PW lit a cigarette while I checked my map. I thought it best not to try the detour but to head toward Route 18 and go home that way. I finally said, "OK I will follow the detour," so I headed east on 331 and when I came to 221 the detour said to go left. I did when I heard another one of PW's Barks "My GPS Say's Turn Right!" (Confusing Huh?!) He must have set his GPS for home. That's the way I wanted to go in the first place! So I Barked back "Do you want

to go right, then turn around?" We did! As I was heading toward Little Washington I was checking my GPS while going at speed when I heard this pickup truck sound his horn, and as I looked up that's when I realized I had just blown a 4 way stop sign! So, thanks to fellow in the pickup truck for not pulling out because he had the right of way. From the first day I got that GPS I knew you could make a mistake and get in trouble with it and maybe get hurt, so be careful folks! I was concerned about missing Route 18, but I didn't, so the rest of the ride was just great! The fall Foliage was good and the weather was great with good temps from 54 to 78 degrees. I logged 132 miles for the day: just enough!

PS: Be advised that Route 231 out of Claysville has a detour when you reach Route 331. I know many in our club like this road!

WALT



## SPARE TIRE, ANYONE?

If you haven't room in or on your top box, or outside your side cases, and want to carry a spare in case of a flat, here's one way to do it. Or maybe this fellow just couldn't find a belt large enough to hold his britches up. On the other hand, this may be a safety measure in a get-off as, instead of sliding on the blacktop, one could roll. The fellow is, after all, properly helmeted, and perhaps he figures the tire will take care of things that his T-shirt won't. Who knows?

PICTURE SENT IN BY JÜRGEN BRUNE.

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## THE JAN '09 BANQUET

The annual 4 Winds Banquet will be held Saturday Evening, January 17th, 2009, from 6:30PM to 11:00PM at the Green Tree Holiday Inn, 401 Holiday Drive Pittsburgh, PA, 15220.

Arrangements are being made at the moment this newsletter is sent. As further information on the meal, prices, and so on comes in (in a week or so--the Inn has a new manager with whom arrangements are being made), a new article with reservation form will be included in an updated newsletter that will replace the present one on-line at our web site.

For those receiving the paper USPS mailed copy, the information and reservation form will be forthcoming in the printed December newsletter.



## MITCHELL BROS. BBQ RIDE REPORT

by Diane Pears

Immediately after the Oct. meeting, Tom Primke deftly led Ed Syphan, Rich Villa, and Diane Pears across back roads from Crooked Creek Park to 422. The web of scenic road choices back there could keep one meandering around the countryside for a long time! Tom headed for home, but the other 3 were treated to homey hospitality and complimentary samples of Mitchell's culinary magic. Delightfully unexpected perks of a rally caterer exploration committee and previous phone contacts! Of course we had to purchase more take out for the families at home . . . what good is luggage on a bike if it's not filled with food!

The quality and variety of choices were deemed excellent, distinctive smoked flavor, their own bottled "Mambo Sauce" (medium heat, not as sweet as Clem's), and with one of the three brothers being a gourmet chef, your imagination is the limit on what they can prepare and deliver. Best baked beans ever! Homemade daily soups - their ham, bean, sauerkraut and dumpling soup was fantastic! Broasted chicken - juicy and tender. One certainly can't call their "sides" just "filler" either.

With many of the "Pigg's A\*\* Riders" charter members missing from this posse, its final ranking in the local BBQ lineup is yet to be determined. If you're in the area, check them out at 734 Philadelphia St, Indiana, PA. It's a straight shot from Kittanning on 422 E. into Indiana. Don't take the bypass. Stay to the left and follow Philadelphia St. signs. Cattycornered to the courthouse, 2nd bldg. on the right side of the road. <http://mitchellbrothersbbq.com:80/>

DIANE



## WHO ARE WE? TONY CAPRIOTTI

Diane Pears found this article by the former head of "Stayin' Safe," Larry Grodsky, about Tony on the 'net and thought it would interest us all. Some of us have known this gentle soft spoken mechanical wizard for years, and other of us only recently or just by acquaintance, but if you haven't been introduced, the article will do a nice job of it, and, if you have, you may, as we did, learn interesting things we didn't even know before.

Here's Larry's article:

"My friend, Tony Capriotti, has nine and a half fingers and an insatiable need to know how things work. A machinist and the son of a machinist, he sacrificed half a digit to chain and sprocket research as a junior scientist.

When I first met Tony he rode a Honda FT500 Ascot thumper—a dogbreath motorcycle if ever there was one ...except that Tony's was one of the best sorted motorcycles I'd ever seen. He'd done nothing to the engine, which still put out a pathetic twenty-five horsepower or so. In fact the Ascot had received no performance enhancing modifications; beyond the addition of a premium aftermarket shock. I remember that it had a slightly customized Corbin seat and a set of adjustable handlebars from a Honda Nighthawk which he'd further customized to get the perfect bend and reach. Tony's a rather small fellow—five feet five—and I remember thinking that I'd never seen a street bike with such attention to personal fit.

One day I loaned Tony my Honda TransAlp (XL600R), and the next thing I knew, he'd purchased an identical white, blue and red '89 model. Within days he'd fitted it with Givi luggage (customized for a slimmer profile), lowered it slightly and added a few other creative touches which made life with TransAlp more liveable. Tony loved that bike, and I inherited some of the trickle down technology from the little custom parts he fabricated. But alas, after dropping the TransAlp for the second or third time, he concluded that it simply was too tall of a bike and switched his attentions to a Honda NX650 thumper. A BMW R850R came and went, but the NX stayed, primarily used as transportation to Tony's job as a math teacher at a school for automotive technicians.

At some point—I think before he sold the BM—Tony purchased a new Suzuki SV650S, which he fit with a top case for commuting, a custom seat and suspension upgrades for track days. He claimed that it was the most perfectly suited motorcycle he'd ever ridden, but then one day he brought home a leftover Kawasaki W650, promptly swapping out the handlebars and fitting a small set of Givi panniers. This one, he says, is the most fun bike he's ever had for just getting on and riding.

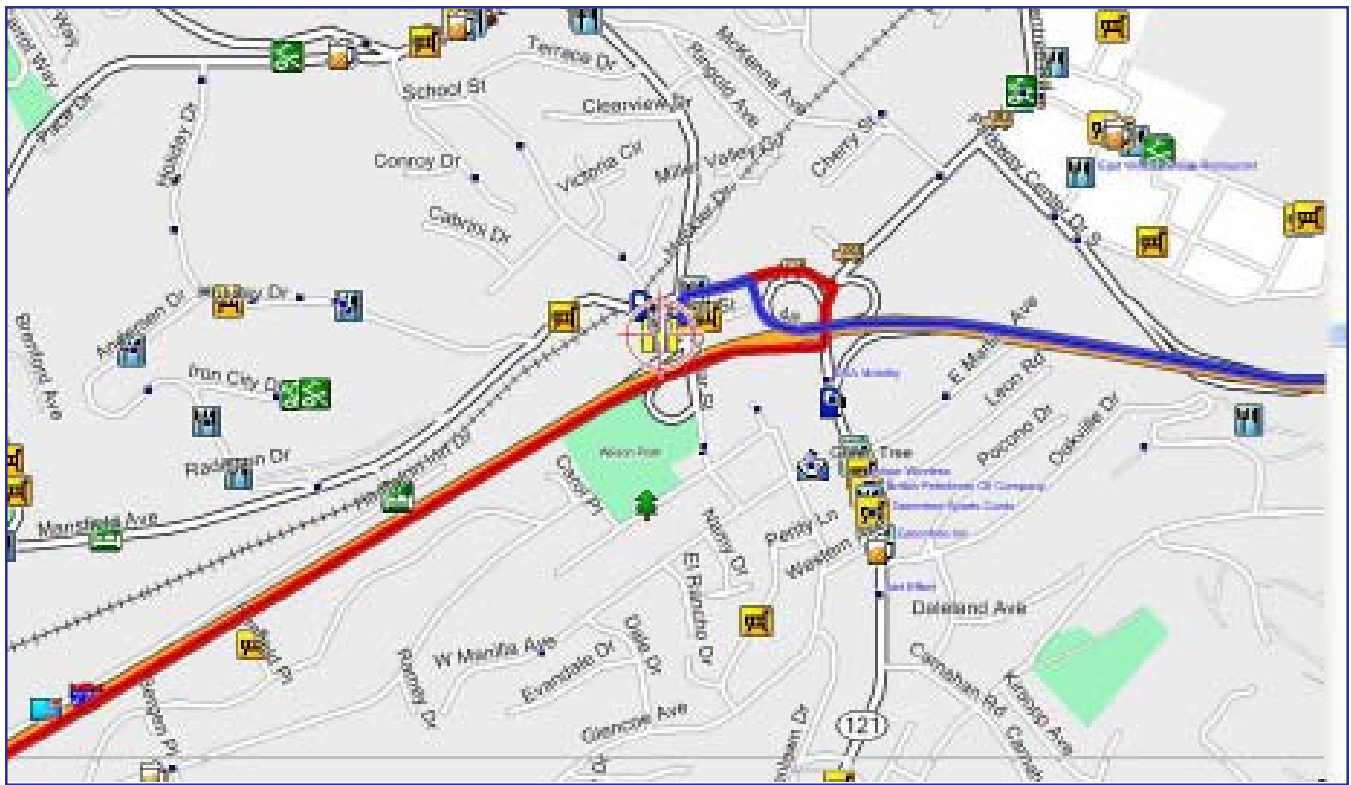
Oh—and I forgot to mention that he works evenings at the local BMW dealership, where he snagged a killer deal on a pre-owned but unused F650GS. An NX, an SV, a WR and a GS. The man's trying to corner the world market on 650s!

Fortunately, he's not succeeded. Though our average displacement through this year's first month of training rides was 1198cc, I now find myself breaking bread in rain soaked western North Carolina with seven good natured companions, five of them on 650cc or smaller machines. ..."

From "The Six Hippies Ride" - a Stayin' Safe article by Lawrence Grodsky

For the entire article, see: <http://www.stayinsafe.com/aug03article.shtml>





### MAP TO NOV. MEETING

The blue line shows the route from the North on I-279 Southbound to Vincents; the red line shows the route from the South on I-279 Northbound to Vincents.



### ICE - IN CASE OF EMERGENCY

Apparently this is a standard procedure all paramedics follow at the scene of an accident when they come across your cell phone.

#### ICE = "IN CASE OF EMERGENCY"

We all carry our mobile phones with names & numbers stored in its memory but nobody, other than ourselves, knows which of these numbers belong to our closest family or friends.

If we were to be involved in an accident or were taken ill, the people attending us would have our mobile phone but wouldn't know who to call. Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency? Hence this "ICE" (In Case of Emergency) Campaign.

The concept of "ICE" is catching on quickly. It is a method of contact during emergency situations. As cell(mobile) phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name "ICE" ( In Case Of Emergency).

The idea was thought up by a paramedic who found that when he went to the scenes of accidents, there were frequently mobile phones with patients, but they didn't know which number to call. He therefore thought that it would be a good idea if there was a nationally recognized name for this purpose. In an emergency situation, Emergency Service personnel and hospital Staff would be able to quickly contact the right person by simply dialing the number you have stored as "ICE."

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc. A great idea that will make a difference!

Let's spread the concept of ICE by storing an ICE number in our Mobile phones today!

ICE really could save your life, or put a loved one's mind at rest. ICE will speak for you when you are not able.



**Lee S. Marks**  
Owner



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motoman@bmwpgh.com


### OPEN HOUSE

European MCs of Pittsburgh is holding an open house Saturday, Oct. 25th, 2008. Many sale items! See you there.

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

**HOW DO I JOIN  
FOUR WINDS BMW  
RIDERS?**

To join, come to a meeting and introduce yourself. Meetings are listed here in the Newsletter and in the schedule of events on the Web Site, [www.4windsbmw.org](http://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 MEETING:**

The Saturday, November 15th, 2008, meeting will be held from 2:00 PM\*\* to 5:00 PM at Vincent's of Greentree--Pizza & Pasta: 333 Mansfield Ave, Greentree, PA. Ph.: 412-921-8811.

*From the West:* Take I-279 North from I-79 South of Pittsburgh to the Greentree Rd Exit (Exit 4a). Turn Left on Greentree Rd out of the exit. Turn left again onto Mansfield Ave (about 500 feet from the Exit). Go about .3 mile. Vincent's of Greentree Pizza & Pasta will be just across Poplar Street on your left.

*From the East:* Take the Parkway West (I-376) and merge onto I-279 South downtown, cross the bridge and go through the tunnel to the Greentree Rd Exit (Exit 4a). Take the left lane of the 'Y' of the exit. At the Mansfield Ave Stop Sign, turn left out of the exit. Vincent's will be about 1/10th of a mile from the exit just across Poplar Street on your left.

*From the South:* Get on I-279 North and follow the directions "From the West" above.

*From the North:* Get and stay on I-279 South through downtown and across the Monongahela River bridge, go through the tunnel to the Greentree Rd Exit (Exit 4a). Stay in the left lane of the 'Y' of the exit. At the exit's Mansfield Ave Stop Sign, turn left out of the exit. Vincent's will be just across Poplar Street, about 1/10th of a mile from the exit on your left.

\*\*The board will meet from 1:00PM to 2:00PM.