

# AUG.



# 2011

MOA # 6

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

RA # 76



### THE PRESIDENT'S COLUMN

A couple of weekends ago, my riding buddy, Gary, and I went over to the Mid-Ohio track in Mansfield to watch the Superbike races. We had a great time and saw some fantastic racing but it started me thinking about the diversity of interest held by BMW riders.

It is human nature to gravitate toward "like minded" people, but this can lead to a narrow riding experience. Consider expanding your horizons and explore the many other realms of motorcycling: you might enjoy them.

Talk to other members that you don't usually visit with. Find out what they like to do and why they enjoy it. Consider trying something new once a month, or more frequently if you have the time.

Some suggestions: racing-vintage, superbike, trials, flat track, scrambles, and hill climbs. There are some members that do race; go out and see them racing. Rallies--small, large, near and far away. Rallies can be a great excuse to ride somewhere that you have always wanted to go to or see, but couldn't come up with a good excuse to do it. Short rides- breakfast

## 45TH RALLY AT REDBANK PARK, NEW BETHLEHEM, PA. SEE YOU THERE!

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### AUGUST-45TH RALLY INFO

The 45th Rally (longest running BMW rally in the U.S.) of the Four Winds BMW Riders will be held from noon Friday, August 19th through Sunday morning, August 21st at the Red Bank Community Park, Just North of New Bethlehem, PA. Cost is \$35/person. **Includes camping, many goodies, and pig roast Saturday night. See map 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 6:00 PM on the Tuesday after the club meeting of the month preceding the month of publication (e.g., Aug. Rally Saturday: Aug. 20; Sept. issue deadline: Tues., Aug. 23rd). 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 2011

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

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

**January 15, 2011** — Annual Club Banquet, 6:00-11 PM, at Best Western Parkway Center Inn, 875 Greentree Rd. Pittsburgh, PA 15220

**August, 2011** — Noon, Friday, **August 19 to Sunday, August 21**  
**45th Annual Four Winds Rally!**

**September 24, 2011** (Note date change to 4th instead of 3rd Saturday!) — Leo Stanton's, Finleyville, PA

**October, 2011** — John and Marge Humphrey's Farm, Valencia, PA

**November, 2011** — TBA

**December, 2011** — No Monthly Meeting

rides, oddities in western Pa (ask Walt, he knows all kinds of places to ride to near here). Motorcycle museums and swap meets. Work on your own bike-- there are a lot of members that would love to help you out. The list goes on and on; you just need to look around you.

The bottom line is that we are a very diverse group of riders: take advantage of that and explore the many different ways to enjoy motorcycling.

SEE YA ON THE ROAD,

SEAN



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

Sat, Aug. 13 — West at Bob Evans, Rt 60 & Campbell's Run Rd, 9:00 AM

Sun, Aug. 21 — South at Eagles Landing Restaurant, at Rostraver Airport on Rte 51, 10:00 AM

Sat, Aug. 27 — 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.



## JULY MEETING AT THE BARR'S

Thanks to John and Joann Barr, though the heat or other matters may have kept some of us away, those of us who attended had a delightful time. John and Joann provided us plenty of shade, the crispy fried chicken was to die for, the drinks were cold (great with the temps in the 80s), and the appetizers, main dishes, and deserts were yummy. Anyone going home lighter than she or he came--well, it was their own fault! Here are some pics Joann shot of the bunch. Enjoy!







# 4th Annual Motorcycle Poker Run for Multiple Sclerosis

Join the Multiple Sclerosis  
Service Society Division of  
UCP/CLASS in a 100 mile  
run through the scenic  
back roads of  
Southwestern PA!

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Helping people with MS in  
Allegheny, Armstrong,  
Beaver, Butler, Fayette,  
Greene, Indiana,  
Lawrence, Washington and  
Westmoreland Counties.

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For info contact Robert Frank  
at 412.539.1090

Email: [rfrank@ucpclass.org](mailto:rfrank@ucpclass.org)

This Event is Sponsored By:



Brentwood VFW  
Post 1810



Media Sponsor



**Saturday, September 17,  
2011**

Join us for the  
Party after the run  
including a **FREE Buffet,**  
**Music, Exhibits, Prizes, Cash**  
**Bar, and More!**

**Rain or Shine!**

The Run starts and ends at:

**Brentwood VFW Post 1810**

**3801 Clairton Boulevard (RT. 51)**

**Pittsburgh, PA 15227**

**Registration: 8:00 am to 9:45 am**

**Pull Out: 10:00 am**

**\$25 per Rider and \$15 per Passenger**

**Coffee and Donuts for Early Birds**



**EAST BREAKFAST RIDE**  
**6/25/2011**

*Ralph Meyer*

Well, not knowing what the weather was going to do, I had planned on giving my Iron Barrel 1955/2008 Royal Enfield a little Tender Loving Care as it was in need of engine, primary chaincase and transmission oil changes, plus inspections of the various gizmos that keep it thumping nicely along. However, on checking the web site at around 6 A of the Emm, I discovered that our mutual buddy, Dave "2 Sparker" McLaughlin wanted to know if anybody else planned to hit Dick's for Breakfast that morning. Since my weather-watcher program on the computer said 'Partly Cloudy' as the all-day prognostication (ha!—turned out it was MOSTLY cloudy, but what the

heck?) "2 Sparker's" come-on was too good pass up. Besides, between the dang sciatic nonsense of a month and a half, and the Pittsburgh weather for a couple of months previous to that that either had snow and ice or a downpour happening on our treasured East Breakfast Ride Saturdays, it'd been what felt like a month of Sundays since I'd last been there, or, for that matter seen our Monroeville 'Brigadeer,' Sonny Robison, or any of the other guys, like PW, John Barr, Eric Trow, Dave Manfredo, or John Rollin that have often frequented Dick's on the 4th Saturday of the month. The Enfield I decided could wait until next week whence I could do my duty and make it happy with new oil. Besides, I hadn't had the K-GT out of the garage for months either, using one or the other of my light little (c. 3-400 lb.) RE puddle jumpers for all local errands. I figured the Beemer needed the 4 jugs blown out nicely to get rid of whatever cobwebs might have accrued within them (dang spiders can try to occupy the strangest places I've found) while the bike was sitting there patiently waiting for me to get it out of the barn..

Anyway, my Mapsource program said if I took back roads (using the RE) it'd take an hour and 10 minutes to get from my place to Dick's, whereas if I use my Easy Pass to access the I-76 Superlab to 22, I'm only 40 minutes or so away, so I-76 East and the K-GT it was. On getting to Dick's, noobody had arrived yet. All that occupied various parking spots were a bunch of Hardly-Ablesons, which, along with the various ones that rattled and ratcheted noisily by on 22 heading East I figured were probably taking a break to rest their eardrums and get breakfast before heading to Johnstown to rattle the windows and split the eardrums of the folks inhabiting that fine town during that noisy ruckus called 'Thunder in the Valley.' They can Thunder in the Valley all they want, but me? I'd rather keep what hearing I have left intact. Anyway, I was starting to get a bit worried that I'd be a lone rider, when I spied John Barr's K1200GT followed

**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.

**Want to see some real Motorcycling Skill?** Check this out - From Walt Halaja: <http://www.youtube.com/user/vystrcil?v=pJxOsYh12yY&feature=pyv&ad=9710386916&kw=motorcycle&kw=motorcycle>

**FOR SALE**

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

**2005 R1200RT:** 28k miles. \$11,500. All dealer serviced. New front tire and front brakes. Heated seats & grips. BMW Cruise Control. BMW Alarm. BMW Tankbag. Extra BWM Accessory outlet wired to battery. Contact Trent Dennison: [trentden@juno.com](mailto:trentden@juno.com)

**'06 K1200S,** 10.2k, silver/gray, all factory options. Newly installed Akrapovic Ti/Ti/CF full exh, Evoluzione race intake, dual compound rear tire with Dynojet runs on each change totaling +12rwhp.Dealer installed clear strobe turn/brake lights, CF trim, panniers w/ liners and tank bag, center stand, June 2012 extended unlimited mi warranty. Dealer maintained w/records. Adult owned, never down,immaculate condition. \$13,900/obo, Peter: 724-516-1260(PA)

**Home in the Johnstown, Pa. 15904 area.** Asking \$209,900. 4 br./ 3 bath, 2 car garage, 2,528 sq. ft., 2 decks, hot tub, .5 acre, in Richland Twp. <http://teamrealtors.pennsylvania.remax.com/PropertySearch/ListingDetail.aspx?lid=84827384> . If interested, contact: George J. Blackham IV, (814) 266-9573 (H) .



by a 650 Kasawaski (as Dave called it later when we were wondering at table whether the Polish folks had ever had a Motorcycle company operating withing the borders of that fine pierogi-producing land). I needn't have worried about downing my eggs solo since that made three of us. After a bit of tire kicking outside we headed in to find our favorite table available and even got a hug from our pretty favorite waitress, whom I hadn't seen for a month of Sundays either.

After a bit, we all began to wonder whether Sonny would make it, when, as I looked out the window, I spied a rider on an R1200 Montana that looked brand new like it just rolled off Lee Mark's showroom floor. As I have yet to see an R1200 cruiser, even IN a showroom that looks as nice as Sonny keeps his, I knew Sonny had arrived. That made 4 musketeers. Between polishing off a variety of Dick's fine breakfast cuisine, not to mention discussion both of medicine and motorcycles, we passed a delightful hour and a half at our favorite spot overlooking the bikes. None of us this morning seemed to have any special place we desired to go save to head more or less in the direction of home, so, after a bit of tire kicking again in the parking lot outside, that's what we did. Even though our only rides were to Dicks and back, the camaraderie over fine food made the morning well worthwhile. Next time, maybe, somebody will have a good place to ride to or something to ride to see. Then again, maybe not. Whatever the case it's a good breakfast and nice get-together with motorcycling friends. Who could ask for more?

RALPH



## RALLY SIGN-UPS

Volunteers are still needed for the Rally! Please sign up for a two hour shift (or more). However, whatever you can do is appreciated.

- Registration
- T-shirt Sales
- Security
- \*Clean & Tidy
- \*Coffee
- \*Registration Set up & Tear down
- \*Pig Roast Set Up
- \*Donut pick up on Sunday

\*These assignments still need someone to head them (at least they did in July). And at the July meeting, Tom said there were still openings at the Registration Table to be filled. Get in touch with Tom and he can give you the low-down on where you can enjoy greeting new folks arriving at the rally and getting them squared away. Tom sez doing so 'Ain't nohow noway rocket science!'

Volunteers can contact Tom Furey ([thomasfurey@gmail.com](mailto:thomasfurey@gmail.com)) for registration and Nancy Barrett ([nancyandsean@comcast.net](mailto:nancyandsean@comcast.net)) for everything else. Fill up Nancy's mailbox ASAP!



## HE'S GONE AND DONE IT AGAIN!

That's right! Reddy-K's got a new bike. Much as he loved the RT, it was kinda tall (kinda??? --a problem it seems BMW has consistently had and hasn't done diddely squat much about getting its seating locus down where those of us who are inseam-challenged can get all our tootsies flat on the ground at stops et al.) and tough to mount two-up. So he's gone back to a nice cruiser. I suspect Jeanette will be happy! Take a gander below.





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BURNING EYES

by Paul Cronin

On the return trip from Vintage races, my eyes started to burn about 50 miles East of Lexington, Ohio. It was so bad that I couldn't keep them open. I pulled over, removed my helmet and rubbed my eyes with a handkerchief. This seemed to provide some relief. I remembered reading an article about an individual that used sunscreen, and with the face shield closed on a hot day the vapors caused his eyes to burn. I didn't have sunscreen on, but had let my helmet sit in the sun all day before the ride home. I guessed that the solar heat released some vapors from the plastic or the lining glue. Since I had adequate eye protection from the windshield, I completed the trip with the face shield open, and had no further problem. My suggestion is to wash sunscreen or insect repellent from you face, and keep your helmet cool.

While I was pulled over, a lone, gray-haired Harley rider stopped to see if I was OK. He took off before I could thank him. If you see a Harley rider with Penna. plate "BRIANT," tell him I said, "thanks for checking".

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Quality Time

by Nancy Barrett

The riders were big, bearded, dressed in black and had already had their share of road trips, rallies and riding. Their passengers were smaller, bright-eyed (although a bit bleary from an early wake-up), dressed in an assortment of gear borrowed from here and there, and they were ready for an adventure. They were riding with their dads.

There was a little chill in the air, but not a cloud to be seen, as they headed west toward that motorcycle extravaganza known as Vintage Motorcycle Days. It promised three days of road racing, dirt track, trials and motocross, along with seminars, demo rides, a motorcycle auction and some of the oldest motorcycles still on the road (and quite a few whose days were past!)

The road there was smooth (mostly) and filled with beautiful farmland and twisting turns. The passengers' helmets turned to take it all in and every so often their arms lifted and felt the power of the wind. At the rest stops they left their motorcycle jackets on as they walked with their heads held high, talking amongst themselves and smiling at those around them. Life was good. They were riding with their dads.

Vintage was truly a sight to behold with the diversity of the motorcycles, and more so, the people. Every few feet there was something to look at, some knowledge to share. "There's a Norton." "That's an old Indian." "All racing used to be done in the dirt. Watch him put his foot down as he goes around the turn."

The bodies were tired but there was a smile on every face as they put their helmets back on for the trip home ... Ridin' with Dad.

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## Ride Reports

by Trent Denison

### One Ride To A Meeting

Six riders met at The Oasis, Exit 73 on I-79 Saturday afternoon July 21 to head west to Toronto for July's Club Meeting: Lou Shinnamon, Rick Gzesh, Larry Berner, his son Rob, Trent Denison, and two new members, Jim and Nicky Linneman on an "H" bike. Lou had other commitments (something about railroad tracks) so he headed south solo. We took a leisurely legal route from the start on 910 to Conway Rd., 989 S, 51 S, 151 W, 18 S, and met up with Paul Cronin in Florence after about 1 hour 15 min. Old 22 led to slab 22 to West Virginia & Ohio. Route 7N to 152 to New SOMERSET (sorry Eric!!) and a short meeting at the Toronto Band Camp. No tickets, no accidents! Life is good. After the meeting, one group went to the Riverside Roadhouse in Wellsville for dinner. The 3 intrepid campers, Rick, Paul, and Trent, and their local guides Steve & Diane, returned to the band camp for an evening of, well, what you do when sitting around a campfire with friends. Much bull was shot, much

### Wednesday Ride

I left the Cedarhurst P.O. about 12:15 and once again took the back way to Oakdale. Once I made it through the town square I connected with 978 N to 30 to Raccoon Creek State Park where I followed the advice of several people--"Go jump in a lake!" Thank you for the great advice. I have been cool, well, my body temperature has been lower, ever since. On the way home I stopped at Janoski's farm market and bought the best freshly picked, locally grown bread & butter corn I have had in quite a while. All was right with the world until GREENTREE HILL brought me back to reality--"Damn this traffic jam. Hurts my motor to go so slow."

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### Several things heard while traveling to the National Rally in Redmond, Oregon:

by Terry Boots

1. Overheard on the top of Pikes Peak as a severe thunder-lightening-hail storm rolled through. Two fifteen year olds were hanging over the railing watching the storm. This is the dialogue between them and the ranger: Ranger: "You boys get away from that railing and come inside immediately!" Surly teens: "How come we gotta come in?" Ranger: "You'll get hit by LIGHTENING." Surly teens: "That would be SO COOL !!" And you thought Beavis and Butthead were fictional characters.
2. How to tell your BMW's by sound: An AIRHEAD sounds like a BMW. An OILHEAD sounds like an AIRHEAD with a head cold. A K-BIKE sounds like George Jetson's car.
3. Overheard at a scenic stop along the Black Canyon of the Gunnison River In Colorado: "Of course, in Kansas, all I ever do is wear out the CENTERS of my tires." "In West Virginia, I only wear out the SIDES of my tires." "Do you think I could send you my KANSAS tires in exchange for your WEST VIRGINIA tires?" "Nah, the price of postage would kill us."
4. Overheard at the Top O' the Rockies Rally in Colorado: "But the manual says to do it THIS WAY." "Throw that thing away."

And lots more fun things, many not fit to print!!



## AT THIS LATITUDE, IT WILL BE NO FURTHER WEST THAN COLUMBUS

By Don Poremski

There are those who are capable of long rides in hot weather through the Midwest, but, after The Firecracker RA rally in Chippewa Falls, WI, I am not one of them. Iron Butters, I salute you, but will, from this day forward, not join you in heading west into farmlands.

You IBers tell me the secret is in preparation. I didn't make the grade in that arena either. Forgot some pills I'm supposed to take daily, left the route sheet in another tank bag, and didn't get out of town until late in the afternoon. All of which are capable of being overcome with some creative thinking. Push on, stalwart rider. Push on!

All that pushing got me to a cheap motel in Decatur IN. Was I tempted to use the wet bar of soap and quick turn-down technique to check for bedbugs? Yeah, the temptation was there, but so was trust. The shower, bed and working TV had me in a better state of mind upon retirement. The next day was going to be a long one, but it would be met with steely resolve.

The resolve weakened a bit with a tank refill, the first of three. Were those rain clouds forming in the west? You betcha, Tonto. Into the rain suit for one hundred miles. Rats! That's a cut in the Tingleys isn't it? That boot will dry as the trip proceeds. Wet thrice, dry twice, would be the summation for day two. But it was the last fifteen miles that were a bit scary.

The flashes in the west could just be fireworks. There all in one place...oops they slipped a little northward with those last salvos. Gee. Now they're all across the horizon. Maybe Interstate 94 is immune to storms. And maybe mud fences aren't ugly.

The first strong gusts were just like a semi passing fifteen miles per hour faster than your progress, reminiscent of a lot of riding in Texas. Strong prevailing winds had you tilted five or ten degrees while maintaining a straight path. But this was a tad more, umm, pronounced. The first rain drops were halting. Maybe it's passing north of me. Well, no. Here was the downpour with no overpasses for shelter. The next town can't be that far. Even Chippewa Falls is only fifty miles.

Twelve miles of driving rain, winds up to 70 m.p.h. and the semi's not slowing down a bit were wearying to say the least. I would be moved as many as two feet from my desired path without warning. Come on civilization!

Another cheap motel let me dry out my riding gear, but the storm had knocked out the cable and phones so a couple of crossword puzzles sufficed. At least one stop while dry got me connected to my doctor who convinced a pharmacist that I really should have that rat poison he'd prescribed. Detailed directions were still to be had.

Arrived in Chippewa Falls just in time to catch the RA Rally riders passing in parade mode. Asked about the fair grounds locale and got good answers. Got registered and the tent was up by noon. Saw some former MOC members and some present Four Winds members so it wasn't a total loss. But fair grounds are not conducive to good rallying. Everything is so spread out. There were plenty of urinals and stalls, but THREE showers within reasonable walking distance. Oh, ride to them you say. Nope. My butt would not see the R80RT's saddle until the morn. Five hundred plus miles, the last fifteen of which were in raging storm had drained my enthusiasm for riding for at least one day.

Now that the reality of the situation was inescapable—that it would take two whole days to get home—camp got rearranged onto the bike and eastward/southward travels were begun. Two and a half tanks, maybe three would be the goal.

Well into tank number three, with darkness falling, no motels presented their beacons. Ironically, two were missed in Akron, IN. They were hidden behind the McDonalds and Wal-Mart. That will show me not to be an elitist. Now heading for the next town...what? Wait. Is the road rain-grooved? I was weaving way too much for that. Slow down, get to the side of the road and there it was: a flat rear tire. The location was a bridge section over a small creek. There were no lights except those from passing vehicles. Thank you, Harbor Freight for all those free digital flash lights. One of them showed what looked like the head of a cotter pin sticking out of the tire.

Can't plug a tubed wheel. It's 11:45 p.m. It's dark. There's not much hope of getting a wheel off the bike, a tire off the rim and a tube repaired in that scenario. Plan B? "Hello, Triple A? Yeah, I'm three miles west of Silver Lake on route 114 and have a flat tire. No. It's not a car. I'm on a bike. Yeah. Got someone who can handle that chore? Super! I'll wait for you to get back to me."

A bike goes by as the clock registers 12:30 A.M. and it prompts thoughts about the past when one biker would never just pass a disabled bike without an offer of assistance. Cruiser dude. What can you expect? At least no bugs are biting.

What! Cruiser dude has turned around and he and his passenger come back for a look-see. Old school biker manners are alive and well.

The cool red neon light under the Kawasaki Vulcan acts as a warning to oncoming traffic so things are a little better. AAA calls back with an ETA of 45 minutes for the flat bed truck. Now, where does the truck take my ride and me?

Snap. The Anonymous Book! I think I brought it with me. Yea! There. There is a local guy in Warsaw. The codes say shelter, tools, and repair space. Will anyone answer at 1:10 in the morning?

For an MOA member who has never been contacted through the book, he is willing to help. Truck, bike, operators and rider arrive at his garage at 2:35 in the a.m. Is this guy a saint or what? Did I mention he had house guests and that his wife that broken her ankle and dislocated her shoulder earlier that day? He took pity and let me take the couch instead of setting up a tent.

Our combined efforts the next day led us to discover that the cotter pin had torn a three-inch long gash in the tube, so no patch would work. Hmmm. July 4<sup>th</sup>, a Monday, holiday weekend...they combined to make the chances of finding a replacement inner tube rather gloomy. "You don't really need a tube in a snowflake wheel do you?" That was the premise for what followed.

Would the cast aluminum wheel even accept the inflation devices used universally in modern auto and bike wheels; the casting is so thick. Could the stem from the inner tube be used with flexible washers to deliver air to the now tubeless tire. Umm, no it wouldn't. Off to Wally World for auto inflation stems. There they are: two to a blister pack. I'll take those and one of those kits for plugging a tire.

The stems are too wide for the hole through which the inner tube stem normally protrudes. Well, let's drill the wheel to the right size. The casting is too thick for the ridge in the stem. Let's cut some rubber out of that area and give it a try. Ooops. Pulled one in half. There are two in the package so here goes again.

It worked. Will it hold air? Yes it will. Now there's just 275 miles to ride with a time bomb under me.

First five miles. Okay. Next fifty miles. Still okay. All the way home and still holding the air it got in Warsaw. BMW doesn't recommend this fix, but a fix it was. Immeasurable thanks to my anonymous buddy. More national rallies? I'm going to take a sabbatical on them for a while. More long rides? Ditto. If you're going farther west than Columbus OH, I'll meet you there in the little red convertible.

DON



**NORTH BREAKFAST RIDE**  
**7/3/2011**

*by Ralph Meyer*

Ron 'Reddy-K' Latkovic had posted a nice 'come on' on the net site and had arrived early to nail down our usual VIP drive King's Family Restaurant front room where motorcycling secrets, tips, information, and enjoyments are shared by attendees, and several had responded that they would be present to enjoy the camaraderie. All told, eleven of us enjoyed the food and morning together, Larry Morley, Ted Sohler, John Barr, Dave Manfredo, Ron Latkovic, John Rolin (who had just recently returned from riding the Rockies!), John Allen, Frank Beatrous, Dave McLaughlin, Jack Bramkamp, and myself. Two of our 'regulars' were missing due to being 'wounded in action:' Paul "PW" White, and Cap'n Walt Halaja; Paul recovering from his set-to with a highway heading north from Florida with his trailer, and Walt from knee replacement surgery. We wish them well and steady recoveries. We also learned the sad news that 'Super Bob,' the kindly King's manager who always watched out for us had undergone surgery in which he lost part of his leg due to bad circulation from diabetes and would not be returning to work. Reddy-K said he was going to get a card so we could all sign it and send it to King's to pass along to Bob to send him our well wishes. Many Thanks, Ron!

Incidentally, our thanks also to Ron and Jack for the pictures of the fine gang you see here! Ron got the inside ones, and Jack the outside ones with the bikes.

We filled a table and a half in the front room very nicely, and there was, as mentioned above, the usual nice sharing of ideas, information, and tips about our favorite wheeled pastime, hobby, and worthy means of transport (not only from place to place, but into the joy of the road). It was one of the opinions of the fellows at our table that the corn producers should stick to using their crops for food for the hungry, not alcohol for fouling up gasoline. Since, however, it appears that we are stuck with the stuff in our bikes' fuel for the moment, we all appeared to agree that regular use of the new Stabil or of Startron at each fill up to counter the effects of the alcohol and to preserve gas from going bad quickly with age was a good idea we all ascribed to and used. I recall that Tom Myers, when the club met at his place, said he'd ordered a bunch of the new Stabil, and showed us a bottle of it he had. It appears the new Stabil was of a blue, rather than its old red color. Startron, which John Barr said he'd bought from a place on the internet, and that I'd gotten at Lee Marks's European MCs was also blue in color—at least the bottle is. Come to think of it, though, the liquid itself—Startron, that is—is clear. But it does seem to do the job. At least since using it religiously at every fill-up of the GT, my fuel sensor has not been eaten up as it formerly had been before I began using Startron. No doubt Stabil would do an equally good job. The old Stabil used to claim to preserve fuel for a year from going bad, where Startron claims its preservative power lasts for two years, but I would imagine that the new blue Stabil also has increased preservative qualities.

While kicking tires outside JR said he was running Michelin





Pilot Road 2s on his FJR and had about 4000 miles on them at this point after his ride in the Rockies. He said he got 6K out of the last set. Not bad! The rubber on John's FJR hardly, after 4K miles, looked like it had been worn much at all. Good stuff those Pilot Road 2s! If I recall correctly, Larry said he was running 880s on his RT and got 10K miles out of them. That is darn good, though he mentioned that they aren't as sticky as the Pilot Roads. JR did say however that pounding across Indiana's bad roads, and then the dullsville of Kansas, et al. to get to the great riding in the Rockies, even in an air-conditioned truck with a cushy cab was not what he considered fun. Chatting with John Allen about the IBA (this year's current bi-annual rally was just over), Bun-burners, and Bun-burner Golds\*\* had us both agreeing that pounding out that sort of mileage is not something either of us lists under the category of 'fun'. (See John's post on our 4 Winds 'net site forum about the IBA for the URLs on this year's run, its daily reports, and bonuses for the legs of the rally.)

After an enjoyable session of tire kicking, several of us headed in various directions, but I did hear discussion of a ride east/west/

south, and saw 5 of the bunch peel off West on the Orange Belt as we left King's. I had brought the Royal Enfield and had some errands to run and a pot of beans with rice & other accoutrements at home already made for lunch to munch later in the afternoon, so I headed back East for other sundry points and Bakerstown. The temp by then did indeed make me glad I'd worn my 'Swiss Cheeser' jacket (as Walt calls 'em) that lets the wind blow through to cool one off while still providing plenty of protection otherwise. In any event, 'Twas a very nice way to spend a Sunday morning!

RALPH

\*\*If you happen to be reading this and have never heard of the IBA, and don't know what Bun Burners and Bun Burner Golds etc. are, check out the IBA 'net site at <http://www.ironbutt.com/about/default.cfm> for the IBA and check out the tab 'Rides and Rules' for Bun Burners, Bun Burner Golds and several other varieties of tortures (AKA challenging long distance rides) the IBA offers stalwart 2-wheelers to achieve.





### PROTECTIVE CLOTHING RESEARCH

by Jürgen Brune, *Our Washington (state) Correspondent*

Hi all,

An Australian scientific study on the value of protective motorcycle clothing has been published. One interesting finding is that not all protective clothing sold for motorcyclists actually does the job, so buyer beware.

I found the study well-designed from a research perspective - seems that the authors did a lot of homework and knew what they were doing.

It appears Australians are more safety-conscious than we. According to the study, "Nearly all participants wore helmets (98.6% [86.3% wore a full-face helmet]), motorcycle jackets (82.5%) and motorcycle gloves (87.3%). Fewer wore motorcycle pants (34.9%), motorcycle boots (38.2%) or other heavy boots (25.9%). Body armor was worn over shoulders and elbows (71.7%), hands (50.9%), feet/ankles (29.7%), backs (18.9%), knees 9.9% and hips (7.6%). Almost half (45.8%) wore foam inserts in their jacket backs." [] added by me. With the exception of helmets (in mandatory states) I don't believe American riders wear as much protective gear - especially in hot weather.

Also noteworthy: 25.5% of the accident victims had a "learner" license (not exactly sure what that means) and 2.4% had no license.

In 60.3% of cases, the helmet sustained impact. Impact speed was < 40 km/h (25 mph) in > 57% of all cases.

Table 2 shows quite impressively how protective clothing and body armor reduces injuries.

The Gear Study Paper: [http://www.georgeinstitute.org/site...tit\\_2011.pdf](http://www.georgeinstitute.org/site...tit_2011.pdf)<[http://www.georgeinstitute.org/sites/default/files/pdfs/Gear%20Study%201\\_George%20Instit\\_2011.pdf](http://www.georgeinstitute.org/sites/default/files/pdfs/Gear%20Study%201_George%20Instit_2011.pdf) .

I know we can never influence the old-timers with 1/2 helmets and tee shirts, but maybe we can guide some new riders.

JÜRGEN



### IT'S TO LAUGH!

#### LOCALE: HELL

An engineer dies and reports to the Pearly Gates.

Saint Peter checks his dossier and, not seeing his name there, accidentally sends him to Hell. It doesn't take long before the engineer becomes rather dissatisfied with the level of comfort in Hell. He soon begins to design and build improvements. Shortly thereafter, Hell has air conditioning, flush toilets and escalators. Needless to say, the engineer is a pretty popular guy.

One day, God calls Satan and says with a sneer: "So, how are things in Hell?"

Satan replies: "Hey, things are going great. We've got air conditioning, flush toilets, and escalators. And there's no telling what this engineer is going to come up with next."

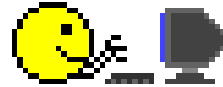
"What!" God exclaims: "You've got an engineer? That's a mistake — he should never have been sent to Hell, send him to me.

"Not a chance," Satan replies: "I like having an engineer on the staff, and I'm keeping him!"

God insists: "Send him back or I'll sue."

Satan laughs uproariously and answers: "Yeah, right. And where are you going to get a lawyer?"

SENT IN BY BIG AL VANGURA



### TOOLS EXPLAINED

from Al Vangura

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metalbar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh—!'

**SKILL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT (COMMON) SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

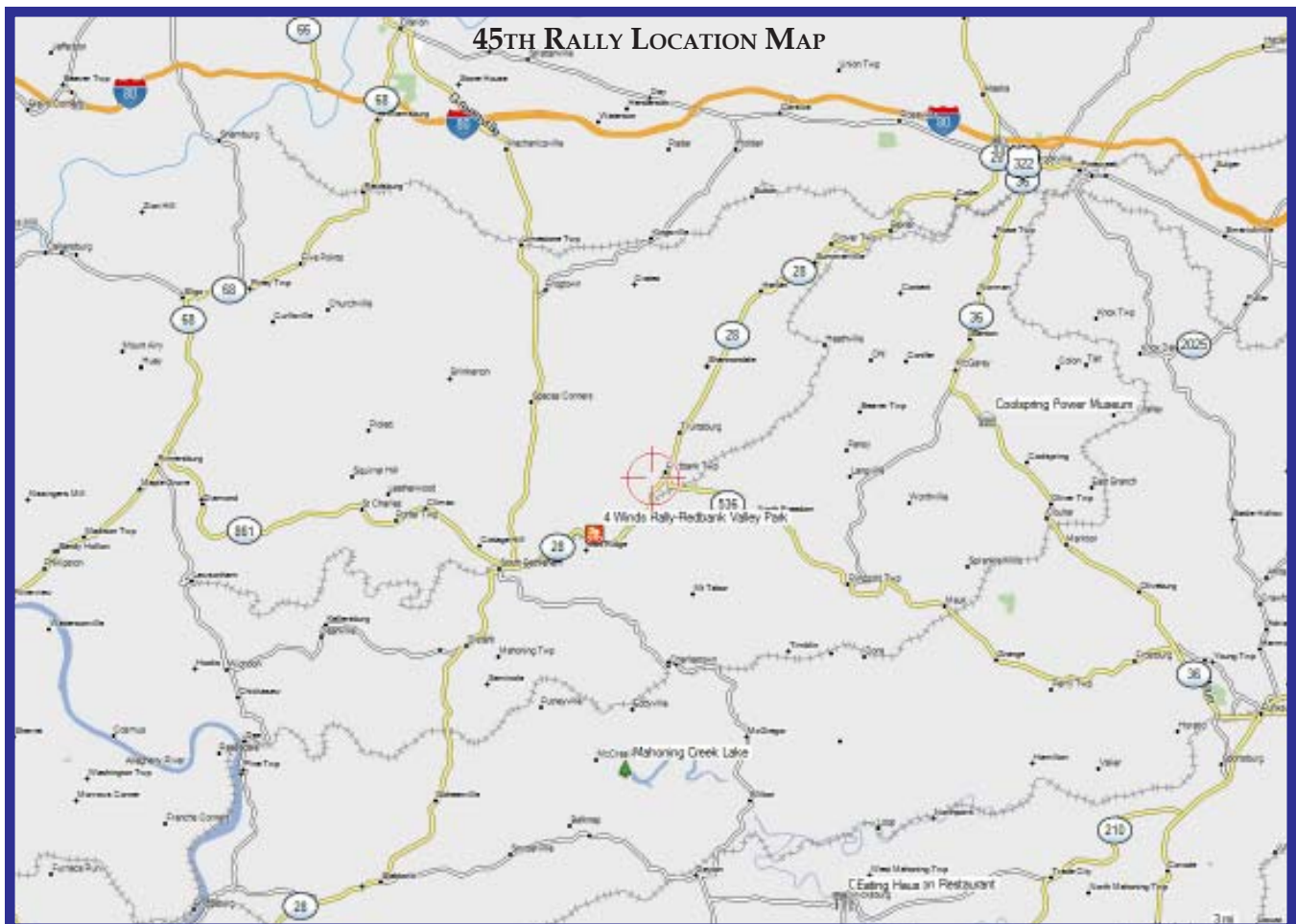
**HOSE CUTTER:** A tool used to make hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

**UTILITY KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**SON-OF-A-BITCH TOOL:** (A personal favorite!!) Any handy tool that you grab and throw across the garage while yelling 'Son of a BITCH!' at the top of your lungs. It is also, most often, the next tool that you will need.

AL



**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 RALLY:**

August 19th, 12:00 PM through August 21st at Redbank Community Park, New Bethlehem, PA. Rally cost: \$35 includes camping, pig roast. Camper hookup extra; Day Pass (without Saturday Pig Roast) \$15, Pig Roast \$10 if on Day Pass.

*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 onto 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.

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

Turn South (Right) out of the Exit onto Rte36. Go straight through the stoplight by the Sheetz at Rte 322 and continue South onto 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.

*From Pittsburgh:* Take Rte 28 (Allegheny Expressway) North. Continue North on Rte 28 through New Bethlehem. About 2.4 miles after the Rtes 66 & 28 jct. stoplight in New Bethlehem, turn Left into 4th Avenue to the park and Rally. A BMW rally sign will be on your right across from 4th Avenue.

See the map on p. 13.