

JAN



2013

MOA # 6

www.4windsbmw.org

RA # 76



PRESIDENT'S COLUMN

So far, winter has been great. No snow and minimal ice. No need to put the bike up yet, so keep riding as long as you can.

We are working on two things at this time:

New website: Diane is doing a great job with this and we hope to get it up and running soon. I think that you all will be impressed with it.

Banquet: It is coming together so send in your check; it will be a good time. If you have any motorcycling pictures, either send them to Trick so he can make a slide show or bring them to the banquet. I plan to have a table set up for pictures, old and new. I look forward to seeing everyone at the banquet.

Well, that is it for this month; see you on the road or at the banquet.

Ride hard, ride safe,

Sean



HAPPY NEW YEAR!

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4 WINDS ANNUAL BANQUET

The annual banquet of the Four Winds BMW Riders will be held on Saturday, January 19th., 2013 at Peter's Place, 1199 Washington Pike in Bridgeville from 6–11 PM. A Buffet Meal will be served. Cost is \$32/person. **Directions and Map 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., Jan. Meeting: Jan. 19; **Feb. issue deadline: Tues., Jan. 22nd**). 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. 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 2013

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 19, 2013 — Annual Club Banquet, 6:00-11 PM, at Peter's Place, 1199 Washington Pike, Bridgeville, PA, 15017, USA; 412-221-5000

February, 2013 — TBA

March, 2013 — TBA

April, 2013 — TBA

May, 2013 — TBA

June, 2013 — TBA

July, 2013 — TBA

August, 2013 — **Friday, August 16 to Sunday, August 18**
47th Annual Four Winds Rally!

September, 2013 — TBA

October, 2013 — TBA

November, 2013 — TBA

2013 SHACKS

Keep an eye out on the web site all you lady and gentleman wrenchers and attendees out there, for any Shack locations and dates to help keep us smiling through the winter, and keep 'em rolling!

NET SITE WARNING

Please be advised that when the new site is launched it will contain a new Forum. PLEASE MAKE YOUR MEMBERS AWARE THAT ONCE THE NEW FORUM IS LAUNCHED CONTENT FROM THE OLD FORUM WILL NO LONGER BE AVAILABLE. IT WILL BE PERMANENTLY DELETED.

This is unavoidable as your old forum component (FireBoard) and the new forum (Kunena) are incompatible. FireBoard has long ago ceased to be supported by its developers.

ONGOING EVENTS

Breakfast Rides, et al.:

These rides are free-form. *Those attending decide what they want to do and where, if anywhere, they want to ride.* If you just want to show up in the car and have breakfast with fellow motorcyclists, that's fine too.

COME! EAT! CHAT! RIDE!

Ride Schedule — Month:

Sun, Jan 6 — North at Eat 'n Park, I-79 & Rt 910/Brandt School Rd., 10:00 AM

Sat, Jan 12 — West at Bob Evans, Rt 60 & Campbell's Run Rd, 9:00 AM

Sun, Jan 20 — South at Eagles Landing, Rostraver Airport, Rte 51, 10:00 AM

Sat, Jan 26 — 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.

If any postings need to be saved for some reason, the interested members will need to go to the current forum and copy the posting text to their own computer BEFORE the new site launch. I know from past experience that members will ignore this warning so you'll need to repeat it to them several times.



4 Winds BMW Riders Annual Banquet



Peter's Place

1199 Washington Pike
Bridgeville, PA 15017
Tel: (412) 221-5000

Saturday January 19 , 2013

Cocktails & Mingling from 6-7
Buffet Dinner from 7:30 – 8:15
Awards & Entertainment from 8:30 – 9:00
Special Guest Speaker Eric Trow 9:00 – 9:30
Fun & Games from 9:30 - ???

Holiday Inn Express Bridgeville

3053 Washington Pike
Bridgeville, PA 15017
Tel: (412) 914-2000
Ask for the AAA Rate

Located just 1.4 miles from Peter's Place

-----snip----- **RSVP by January 14, 2013** -----snip

Number Attending x \$32 pp = _____

Names of people Attending: _____

Mail Check (made payable to 4 Winds BMW Riders) to:
Tom Furey / Treasurer 4 Winds BMW Riders
1663 Beamer Ave
New Kensington, PA 15068



NORTH BREAKFAST RIDE
12/2/2012

The weather boys and girls claimed that it would be dry in the morning on the breakfast ride Sunday with rain showers 'possibly' starting at noon. Ha! Yeah, right! ...It was dry in the morning, but when we left the Eat 'n Park to get a picture of the riders present, it was beginning to spit a bit. Rain shower it wasn't, as it didn't stop: it

and would have one back home, even if the one back was 'between the drops' as they say. In any event, about three-quarters of a dozen of us rode, and the rest of the fourteen who arrived came in SUVs and Bimmers. I arrived just after Dave Manfredo and Frank Beatrous, parking in the lower lot as there was at the time 'no room in the inn in the lot next to the Eat 'n Park. John Allen soon joined us and on arriving at the back room, Jack Bramkamp, Ron Latkovic, Ron Kranz, Larry Snodgrass, Ed Tatters, Carl Devalkeneer, and John Barr were already present and holding down a few tables. A short time later, Sean Barrett and Walt Halaja arrived followed by Bill Cotton: a very nice group indeed.



This year again, ReddyK (Ron Latkovic) had arrived wearing his traditional Santa's Motorcycling Helper tasselled cap (White furry base, black top denoting 'motorcyclist' instead of red top denoting 'reindeer wrangler,' topped by a nice fuzzy white puffball making the connection with Santa almost complete. What completed the connection was that Ron very kindly and delightfully provided everyone a candy cane in honor of the season. Yummy! Thanks, Ron! ...I may get to enjoy it, providing I can keep the wife and grandkids away from it!

After the coffee orders were in, many of us partook of the famous Eat 'n Park Breakfast Buffet—just about anything anyone would

just kept up. But who cared? We-all didn't, as we'd had a ride there



Jack, and I had given it a test ride already, and Dave, who is thinking of getting a new machine soon was hoping to give the C650GT a test ride as well (we all agreed that it was like a smaller R1200GT without the gear shifting!), but when he arrived at Lee's somebody had it out for a road test and must have decided to ride to Timbuctoo or some place similar as, though Dave waited for an hour and a half and then had to leave, the guy still hadn't returned with the scooter, can you believe? Dave however, is determined to test ride it before he decides which way to go. He's seen pictures of and found information on the new 90th Anniversary R1200RT that is supposed to be out in limited numbers shortly and said it's really a beautiful bike, in all black with gold trim (shades of all the old BMWs where, like Fords, you could have any color you wanted as long as it was black—the traditional BMW color of years and great bikes gone by). That's got to be a neat ride too, as are the new BMW scooters. Jack told me however

want for breakfast and then some. It was clear that no one was going to go away lighter or thinner than they had come.

Our end of the table, among other things, spent a good deal of the conversational time hashing over the new BMW C650/600 GT/ Sport scooters Lee has gotten in at European Motorcycles of Pittsburgh (our Favorite Beemer/Triumph/Ducati/Piaggio spot). ReddyK,

that before springing for one of the Beemers, I should try out a Piaggio. I think I'll keep that in mind, too.

Ron and Walt did the traditional honors and got the pictures of the gang that herewith grace this wee screed. Thanks guys! Anyway, rain or no, it was a great morning.

RALPH



TURKISH DELIGHT...NOT

By Don Poremski

Alpha flight of U.S. Air Force Tuslog Detachment 3-2, Samsun Turkey, was ordered to appear at headquarters at noon that Monday, June of 1964. Frank Kaufman and I reported as ordered and now stood at parade rest along with thirty or so other airmen in a line looking westward. The weather was mild, but even so, I noticed a trickle of sweat moving down Frank's left cheek. I wasn't as concerned, not being the perp in this particular incident.

Boredom can have severe deleterious effects on a person and that remains the blame for this situation. It all started innocently enough. Frank was from the Midwest, a truck driver with his own rig before avoiding the draft by enlisting in the USAF. I had already been on station for about seven months and knew of a few diversions, one of which interested Frank. We both liked motorcycles and would have loved to be privileged to have one here, like the officers, but were restricted.

Frank was a Harley guy and had been for about five years. Pictures of his ride back home showed a two bagger nicely arrayed. Don't know what function the handlebar tassels performed, but he was "stylin" when he took to the road. He had to redo some of the bike after a near collision when he and the bike went down on the crash bars to avoid a left turner. I'm sure that incident was farthest from his mind when we found ourselves in the harbor area of town looking for a connection on a Friday afternoon.

I had come here on a few occasions to find somebody willing to

let me rent his bike for a couple of hours. A lot of the guys did this even though we didn't possess the right paperwork, or permission from USAF, to do so, but it was a great way to relieve the sameness of life here on the coast of the Black Sea. I had some good adventures exploring the countryside on these 250 Jawas, Zundapps or CZs. Shoot, I had even ridden with our officer in charge once or twice, he on a scooter and I on my rental.

So it was that Frank and I had negotiated our steeds and proceeded eastward along the coast road, Frank in the lead. Without much warning, he hung a right onto a dirt road heading up into the hills. I missed the turn and did a U-turn to follow. These weren't dirt bikes by any stretch of the imagination, but that didn't seem to slow him at all. When I did get closer, the dust from his bike had me coughing and wiping my eyes. Of course, we weren't wearing ANY riding gear except sunglasses, Frank sporting a pair of Raybans purchased at the PX just before we caught the shuttle to town. So, I was content to just let his dust settle before I encountered it.

I crested a hill and prepared for a hard left, sliding the rear in the process and getting under arm prickles avoiding the downward slope that caused the need for a turn. Whew! Made it. It took a couple of minutes to realize that I no longer had Frank's dust cloud as evidence that he preceded me. The left! Maybe he didn't make it. I returned to that area and stopped the bike. Sure enough, over the hillside about sixty yards down the slope was Frank and his Zundapp.

"I'm okay" he shouted. "Come here and help me get this thing back up the hill." I scrambled down to where he was nearly falling

Continued on page 7

Attention all members who have submitted beginning mileage reports this year -- you know who you are. December has arrived! Please submit your ending mileages before Friday, Jan. 1st 2013.

Note: your Dec. 31, 2012 mileage will be your beginning mileage for Jan 1, 2013!

Four Winds Mileage Contest

Jan 1, 2012 to December 31, 2012



Ending Mileage Form – Year 2012

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone Number: (_____) _____

Mail Form to:
 Mileage Contest
 c/o Tim Pears
 555 Rose Stop Rd.
 New Castle, PA 16101
 or E-mail to:
 timndiane@comcast.net

	Make / Model / Yea	Beginning Mileage (ONLY if not sent in last January!)	Ending Mileage
Bike 1			
Bike 2			
Bike 3			

Mileage submitted must be an honest record of the odometer readings for the Motorcycles you currently own, operate and submit for the beginning and end of the 2012 year. You can submit the mileage from one bike or all of the bikes you own. The sum of miles you attain on all of your bikes combined will produce this year's winner.

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



Continued from page 5

myself several times because of the loose footing. The bike was in sad shape. The entire left side was scratched and dented. We struggled mightily to return to the road and stopped to wipe our sweaty brows before heading back to the harbor. Frank wasn't sure what he'd do when we got there, but the first thing was to get the bike running. That particular model of Zundapp used the gearshift lever to do double duty as a kick starter. You pulled out the lever and cranked it backwards to start the motor, then rotated it forward pushed it inward to become the shifter. This part would now do neither. The bike was stuck in second gear.

The clutch worked however, so I pushed him on the bike and he bump started it with ease. Still no way of shifting, so it was ring-a-ding-ding all the way back to town. A plan had been hatched before we started back. We would make sure to stop the bike with the left side facing away from its owner as we paid him and his friend for the rentals. Then we would vanish into the crowd. That worked...up to a point.

Lira exchanged, we began walking casually away. We got about one hundred yards from the return scene when all Turkish hell broke

out. I'm sure he was yelling something about coming back to make the situation right, but my Turkish wasn't that good. Frank and I beat feet.

There is an informal transportation service offered in towns like Samsun. A guy with a van can pick up passengers, charge them on the length of the ride and everybody else goes along until their stop. They were called "dolmushes". We hit the main drag and spied a dolmush coming by, waved him down and jumped in.

Frank showed him thirty lira and said "to the base!". Frank, me, the driver and two women did a quick left and headed for the top of the hill where our intercept site was located. Understand that the other passengers were paying the equivalent of fifty cents for their ride and we had just bribed the guy twenty eight dollars. Safe among our uniformed cohorts, we took in evening mess and talked over the day's events. It wasn't until Monday that we stood in ranks with the sun overhead.

We were called to attention by the first sergeant. He then beckoned a Turk (familiar to us) to accompany him while he stepped before each of us in line. Another trickle of sweat. He passed me by. Standing two persons to my right, he passed Frank by. At the end of the line he nodded no recognition to the first shirt and his English speaking friend. I guess all Americans looked alike to him. Without sunglasses that is. Chok teshaquur!



DON

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 Article worth everyone's read sent in by Diane Pears: <http://www.pikespeakbmwrider.org/storage/articles/The%20Pace.pdf>

Sent in by Al Vangura: Whoops! Don't try this at home, folks - motorcyclist rides off quay: <http://www.facebook.com/photo.php?v=454457384618317&set=vb.177889872275071&type=2&theater>

From Ed Syphan: How often do you really need to change oil? <http://www.edmunds.com/car-care/stop-changing-your-oil.html>

FOR SALE

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

'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)

2007 F800ST for sale, in blue metallic in excellent condition with 14,114 miles on the odometer. The motorcycle is all stock with heated grips, Rox bar risers, lowered seat and top case. This bike has been adult ridden and garage kept. This bike is a little too fast for me and I would like to sell it over the winter and look for an older R100RT. For a picture of the bike, see p. 8 of the December 2012 4 Winds newsletter. If you have any interest in the bike, please call me at 412-279-3609 or email me, Larry Berner, at bernerbl@msn.com.



2013 4-WINDS DUES SUBMISSION FORM:

Member Name: _____

Address: _____

Post Office: _____ State: _____ Zipcode: _____

Additional Members' Names (if any):

Associate Members' Names (if any):

Number of Members' Dues submitted: _____ X \$15 = \$ _____

Number of Associates' Dues submitted: _____ X \$7.50 = \$ _____

Total: \$ _____

Please make out your dues check for yourself, and other members and associates in your family to "4 Winds BMW Riders" and mail it with this completed form to:

Tom Furey, Treasurer
4 Winds BMW Riders of Pittsburgh
1663 Beamer Avenue
New Kensington, PA 15068

Note: Please be sure to pay your dues before March in order to maintain your membership and membership privileges without a break.

THE WAY WE WERE BACK WHEN

Prepared by Walt Halaja

Four Winds BMW Minutes

November 16, 2002

The meeting was opened at 6:40 pm. by Nancy Barrett. The October minutes were accepted as written.

Larry Berner reported that the beginning balance was \$8182.00 and the ending balance as of this date, was \$7759.21. The report was accepted.

Don Poremski gave out BMR's and Nancy, Dana, and Rick are still in the top three places. Eric Trow and Walt Halaja will receive extra BMR's for attending tonight's meeting by riding their bikes.

Lance Hough has received a total of \$430.00 toward the Helen Twowheels fund. At the end of the meeting he had received \$40.00 more. The club will match the funds and a check will be sent.

Sean Barrett would like the yearly mileage report of the participants as soon as possible. George Blackham reported that Rick Povich of the newly formed Laurel Highlands Club suffered severe injuries after being hit by a car.

Jeff Dunkle stated that he and Lou Shinnamon received the Helping Hands Award from BMWMOA.

Gary Smith has had his first article published in the November issue of the BMWMOA and is working on his next one.

Paul Cronin gave a short talk on the activities of the Shack.

Nancy asked the club members to turn in their reservations for the Banquet of January 18th, as soon as possible as the club has had to guarantee 75 attendees. John Trojanowski will be our DJ and Eric Trow has agreed to be the MC. Nancy is looking for someone to give an invocation. Nominations are still being accepted for the MOA medallion.

The 50/50 was won by John Barr and door prizes were given out.

The meeting ended at 7:15pm.

Respectfully submitted:

Hertha Oldenburg



C650GT

OOOOOH, SCOOTER!

Jack Bramkamp and Ron Latkovic had been telling me about their test rides on the new BMW C650/600/GT/Sport scooters that had arrived at European Motorcycles of Pittsburgh. They were both impressed with the new machines. I've been looking for something from BMW that hasn't their usual ergonomics that just about amount to a crotch-rocket crouch. I realize that the CRC is supposed to make a fellow's butt look fast and thus (hopefully) impress the ladies, but it's been a long time since I was a teenager suffering from that raging endocrine-driven madness. Besides, even then I was more interested in two wheel comfort than what the girls I passed at 40 or 50 mph, whom I didn't know anyway, thought of me. On top of that, at the time I was running a very utilitarian black slant-back old Cushman scooter that would impress no one seeing it go by, and only impress someone riding it who was interested in a) dependability, b) cheap transportation, and c) riding comfort. Why BMW now seems to insist on semi or full Crotch Rocket ergonomics is quite beyond me.

Anyway, it was presented to me that BMW, with their new scooters, for once provided ergonomics that an old futz whose knees needed grease fittings the docs wouldn't provide, would appreciate: one could sit on either scooter like one sat straight up in a chair and plant one's feet in front of one instead of behind or directly underneath one, and if, on occasion, one wanted to stretch one's limbs, one could straighten one's legs in front of one quite comfortably without the feeling that one might lose control if quick action was needed while on the road.

That was enough of a come-on for me, so when I delivered the December 4-Winds newsletters that European gets as an enticement to riders to hitch up their git-alongs and join the club, I sat on each of the scooters just to test their ergonomics. Wow! No bar backs would be needed, no foot pegs would need to be lowered, and it appeared that no after-market saddle would be at all needed to prevent the all too prevalent monkey-butt! Having gotten home after this static test, I E-mailed Lee (whom I consider a good friend) about possibly getting a test ride. The same afternoon, I got an E-mail back telling me I could test ride anything they had available in the shop that I would like to try out. A feller just can't beat that kind of invitation!

With a quick E-mail to Lee sent Thursday, Nov. 29th, that got an almost immediate response of 'Today's fine,' I told die Weib that I was going to Lee's to take a gander at something. Unfortunately that precipitated the comment, "You are NOT going to buy another motorcycle!!!" I mumbled something that I hope sounded like acquiescence to that idea while actually not acquiescing in any such limita-



C600SPORT

tion on my good old fashioned American freedom to do as I dang well pleased, hopped my F800ST and was at Lee's a quick 25 minutes later.

I'd ridden scooters before. Actually a good year and a half was spent on that first powered 2 wheeler getting to and from summer work and winter school stuff and just messing around. That was the old black slant-back one-lung Cushman mentioned above. It had a constantly variable 'transmission' that worked exactly the same in the late 50s as the BMW scooters 'CVT' works today. That old set of centrifugal force operated variable sized sheaves 'transmission,' in Cushman's case sans any gears whatsoever--just a heavy V-Belt, has obviously been around for years.

Anyway, it didn't take much acclimation to find myself rolling happily along on the new BMW C650GT that Lee kindly had a plate put on for me to run it around the countryside. All I needed to do was get the feel for when the automatic 'clutch' began to move the scoot--all that is required is opening the throttle--there's no hand clutch and no gearshift--but one must learn how much of a twist of the wrist to give the C-bike for it to start rolling whence one can pick up one's fuses off the ground (pick 'em up too soon before you're rolling and you might fall over: picking one's feet up and having the bike begin rolling being one of those 'ya better do both at the same time' sorta things that are part of the necessary motorcycling skill set). Speaking of falling over, although this scooter's weight is in the better-than-500 pounds region, making it a hefty piece of machinery, it doesn't feel that heavy as it isn't at all top heavy the way, say, a GS or RT or ST with a full tank of gas would be. The smooth counter-balanced twin is not vertical but almost horizontal, and the rest of the weight, including the gears of the tranny, what there are of them (2 if memory serves correctly), are all down low. Makes a heck of a lot of difference. The scoot feels light, even though it's not.

What I loved about this scooter was its riding position. There was plenty of room to stretch ones legs (limbs to the ladies) out in front of one if one wished, and the seating position was pretty well straight up and down behind an electrically controlled windshield that could be set where one wanted to put one in the wind, or keep one out of it in the quiet, should one desire. The 'bars were at a nice distance so one wasn't forced into the miserable 'crotch rocket crouch' that BMW must sometimes seem to think makes their bikes and their riders look either fast or sexy. Being long past trying to look fast and sexy to impress nubile teen aged females (can't even remember what that's like), I not only could care less about being stuck in a crotch rocket crouch, but my neck positively hates the position.

None of that nonsense here. One can sit up straight while riding and look around easily without a whiff of a crook in the neck, much less a crick. I like it, I like it!

But what about flickability? And speed? Well, as long as county mounties don't look at this article too closely, although I didn't take the scooter out on I-79 (Lee said I really should have!), I did take it on some really good local twisties... and that scoot flicks like a pro! And, although the speed limit was a bit south of fast on one nice piece of deserted highway, I cranked it open and only twisted the wrist back down when the speedo hit somewhere in the neighborhood of 70 and still climbing at a good rate of speedo-spin. 650ccs of displacement will indeed kick butt I found. I was glad of the 'bum-rest' at the back of the seat as I could have slid right off the back of the scoot had I not held on tight to the bars, and had I not had that bum rest back there to prevent me sliding rearward further.

To make a long and enjoyable story short, I think BMW has a couple of winners in these two mega scooters, the C650GT and the C600Sport. They call them "Urban Transportation." Me? I'd call 'em "Anywhere Transportation." I'd bet one of these days one or more will show up doing a cross-country, or, even more extreme, running the Iron Butt Rally. I wouldn't put it past 'em!

RALPH



A POSSIBLE CLUB MEMBER?

ReddyK (AKA Ron Latkovic) says he met this fellow riding his R1200RT on the road near Pittsburgh, gave him one of the new club cards. He says the guy thought he might want to join the club, being an avid BMW fan. Whaddaya think? Be great for our cool image, huh? (You might want to remember about this story that our own ReddyK's the guy who gave a cop who stopped him on the hill below European for speeding his faux Elvis Presley driving license. That broke the County Mounty up so much he gave Ron only a warning and returned to his patrol car laughing his head off.)



HEALTH MESSAGES FOR THE AGING

Received from a friend...

As I was lying in bed pondering the problems of the world, I rapidly realized that I don't really give a rat's hind end. It's the tortoise life for me!

1. If walking is good for your health, the postman would be immortal.
2. A whale swims all day, only eats fish, drinks water, and is fat.
3. A rabbit runs and hops and only lives 15 years.
4. A tortoise doesn't run and does nothing, yet it lives for 450 years. And you tell me to exercise?? I don't think so. You think I'm slow? ...I'm retired... Go around me.

Some Senior Thoughts

God grant me the senility to forget the people I never liked, the good fortune to run into the ones I do, and the eyesight to tell the difference.

Now that I'm older here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats have turned into prunes and all-bran.
3. I finally got my head together, and now my body is falling apart.

4. Funny, I don't remember being absent-minded.
5. Funny, I don't remember being absent-minded.
6. If all is not lost, where is it?
7. It is easier to get older than it is to get wiser.
8. Some days, you're the dog; some days you're the hydrant.
9. I wish the buck stopped here; I sure could use a few.
10. Kids in the back seat cause accidents.
11. Accidents in the back seat cause kids.
12. It's hard to make a comeback when you haven't been anywhere.
13. The only time the world beats a path to your door is when you're in the bathroom.
14. If evolution wanted me to touch my toes, it'd have put them on my knees.
15. When I'm finally holding all the cards, why does everyone want to play chess?
16. Its not hard to meet expenses . . . they're everywhere.
17. The only difference between a rut and a grave is the depth.
18. These days, I spend a lot of time thinking about the hereafter . . . I go somewhere to get something, and then wonder what I'm hereafter
19. Funny, I don't remember being absent-minded.
20. I'M UNABLE TO REMEMBER WHETHER I'VE SENT YOU THIS BEFORE....

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

HOW DO I JOIN FOUR WINDS BMW RIDERS?

To join, come to a meeting and introduce yourself. Meetings are listed here in the Newsletter and in the schedule of events on the Web Site, www.4windsbmw.org. Membership dues are \$15 per year for primary membership, and \$7.50 per year for associate members residing in the same household as a primary member.

MAP AND DIRECTIONS TO THE BANQUET:

From North or South: Get on I-79 North (if you're south of Bridgeville) or South (if you're north of Bridgeville) and exit at Exit 55. Turn right out of the exit and go south on Washington Pike. Peter's Place will be on your right in about 2/10ths of a mile..

