

# APRIL

BMW Club  
Four Winds Riders



# 2013

MOA # 6

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

RA # 76



## PRESIDENT'S COLUMN

As most of you already know, I bought a new bike a couple of weeks ago. I traded in my R1150RS and R65LS for a new 2013 blue R1200R. I love it, it is lighter then my RS and more "playful".

And so now the modifications begin. First, I put on a Z-TECK screen for the highway, I already have bags and a luggage rack. Next will be the saddle, for "ages" the R-R bikes have had a terrible pillon seat. So, off the seat pan goes to be customized, if Nancy isn't happy, I am not happy. From there, we move to the smaller things: pigtails on the battery for our electric shirts, GPS, engine guards etc.

One would think that when we buy a new motorcycle we would be happy with what we get and not need to change anything on it. I suspect that would be true if we used it for occasional short rides in "perfect" weather. But that isn't how many of us ride. If you ride frequently, short and/or long, in all weather, to work and/or cross country you find that no bike meets all of your needs, so you start modifying your bike. I can't remember a bike that I didn't modify. Sometimes you buy a "naked" bike and add a windscreen because you want some protection from the elements, but not as much as you get with a RT. Sometimes you change out something because it is more aesthetic

# RALLY CHAIRPER- SON NEEDED! SEE P. 2.

## INSIDE THIS ISSUE:

President's Column .....	1
Board Of Directors 2013 .....	1
April Meeting Info .....	1
Meeting Schedule 2013 .....	2
Rally Chair Needed .....	2
Ongoing Events .....	2
Publication Info .....	3
March Meeting Minutes .....	3
March Meeting Pictures .....	4
Dues Submission Form .....	6
The Way We Were .....	7
Blue Canoe Brew .....	8
Testing F800-s .....	9
European MCs Open House ...	10
North Breakfast .....	10
For Sale .....	11
2013 LH Campout .....	11
LH Campout Registration .....	12
Smoke Chasing Contest .....	13
Diner Hunt Contest! .....	14
The Riding Season... ..	15
Advanced Rider Training .....	16
Rider Training Registration ....	17
How do I join .....	18
Directions to the April Mtg: ....	18

## BOARD OF DIRECTORS 2013

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**Director – Ralph Meyer**  
[meyer@zoominternet.net](mailto:meyer@zoominternet.net)

## APRIL MEETING INFO

The April meeting of the Four Winds BMW Riders will be held on Sat., April 20, 2013 at The Sharp Edge Beer Brasserie, 102 Gallery Drive just off Rte 19 in McMurray from 12–3PM. The Meal will be from the menu.

## 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., Apr. Meeting: Apr. 20; **May issue deadline: Tues., Apr. 23th**). 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 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.**

**April, 2013** — The Sharp Edge Beer Brasserie, 102 Gallery Dr. off Rte 19, McMurray

**May, 2013** — TBA

**June, 2013** — at the Laurel Highlands Campout

**July, 2013** — TBA

**August, 2013** — **Friday, August 19 to Sunday, August 21 47th Annual Four Winds Rally!**

**September, 2013** — TBA

**October, 2013** — TBA

**November, 2013** — TBA

**December, 2013** — No Monthly Meeting

## RALLY CHAIR NEEDED

Got a hat? Throw it in the ring as our 2013 Rally Chairperson. That's right. You can help our club easily by volunteering to be this year's rally chair. There's a lot of help, and we have a book that says everything that needs to be done that Margaret Weaver created some years back when she was rally chair, making the job little harder than rolling off a log--just a matter of checking to see what things need to be done when. A lot of folks have already volunteered for the various committees, so personnel shouldn't be a problem. Ready to fling your hat? Contact Sean or any member of the board and let 'em know. Your help will be much appreciated.

then functional (the pillon seat on the R1200R bike). Or perhaps you add a large foot to your side stand so it doesn't sink into hot asphalt. We have learned over the years what works and what doesn't, what needs to be changed and what doesn't. We modify what we need to modify and leave what doesn't need modifying.

## 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, Apr 7 — North at Eat 'n Park, I-79 & Rt 910/Brandt School Rd., 10:00 AM

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

Sun, Apr 21 — South at Eagles Landing, Rostraver Airport, Rte 51, 10:00 AM

Sat, Apr 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.

When you are done, you have a bike that fits you rather than you fitting the bike. When I am finished, this bike will fit me fantastically.

See ya at the next meeting.

RIDE HARD, RIDE SAFE,

SEAN





## Four Winds BMW Riders March 16, 2013 Meeting Minutes

Location: Walnut Grove Grill, Wexford, PA  
Board Mtg. Sean Barrett, Jeff Harlich, Ralph Meyer, John Humphrey,  
Attendance: Tim Pears, Diane Pears, Joann Barr

The meeting was called to order by President Sean Barrett at 12:30 pm with 28 people present.

**Keynote Speaker:** Eric Trow, "Rider" magazine columnist and head of the "Stayin' Safe" training program gave a great insightful, practical and entertaining presentation on riding with real world video examples.

**Our Rally:** Chair or several co-chairs needed SOON – please call Sean with questions. A guide book with all info needed is available. Ken Kucel is working on a T-shirt design. Joann Barr and Joyce Elk volunteered to do Door Prizes again.

**Ride to Tom Meyers in WV:** One of our members has offered to host us at his vacation house on Tygart Lake in WV. A lodge is nearby, free camping in his yard, some guest rooms are available in the house. Ed Syphan is asking members for date suggestions that will not conflict with other events. PLEASE HELP PICK A DATE - tell him when you can or cannot go. [esyphan@yahoo.com](mailto:esyphan@yahoo.com)

**New Annual Contest:** Photos of your bike with Diners! Watch for details. (see Diner Contest page in this newsletter)

**Website:** Joann and Diane are working on layout, text and content. Please send Diane a few of your best all-time pictures for the website. [timndiane@comcast.net](mailto:timndiane@comcast.net)

**Welcome Visitors:** New member Tim Branson, and returning member Calvin Wilson. Visitor Paul Bates — a friend of Sean's – brought a set of GS tires to give away free to a good home.

**50/50 Drawing Winner:** John Barr

**April 20<sup>th</sup> Meeting:** Sharp Edge Beer Brasserie, located in McMurray, PA, Peters Township.

Submitted by,

*TIM PEARS*



## MARCH MEETING PICTURES

*by Ron "Reddy K" Latkovic and Ed "Syphoon" Syphan*

Many thanks fellows for the excellent camera-work. A fine pictorial record of happy and interesting goings-on!







# 2013 4-Winds Dues Submission Form

---

Member Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

Postoffice: \_\_\_\_\_ State: \_\_\_\_\_ Zipcode: \_\_\_\_\_

Telephone: \_\_\_\_\_ e-mail Address: \_\_\_\_\_

Additional Members' Names (if any):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Associate Members' Names (if any):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Number of Members' Dues submitted: \_\_\_\_\_ X \$15.00 = \$ \_\_\_\_\_

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:

**John J. Humphrey, Treasurer**  
**4 Winds BMW Riders**  
**180 State Road**  
**Valencia, PA 16059**





The Joys of Multi Bike Ownership?

By Rick Gzesh

Maybe it says something that I am writing this on April 1st otherwise known as April Fools day as I am now wondering if I am indeed a fool for owning three bikes. The excitement and joy of buying my third bike (see "3 Bike Garage" March 2003) has started to dissipate as I learn of the other joys of multiple bike ownership.

First I had to get insurance for the new Trumpet. I did not anticipate that my new Sprint RS was a "premium surcharge" bike. Something about it being considered a sport bike with a high incident rate. I assume they mean lots of tickets and sadly accidents. After calling around and getting quotes as high as \$1500 per year, I do find an insurance company that would insure me for around \$450, exactly what it costs to insure both of my other bikes combined. That wasn't too bad, was it?

After bringing home the new Triumph and spending upwards of another grand on various accessories that I could not live with out, I decided that it is time to wake up my other bikes from their winter hibernation. Both my Mystic and G/S were properly prepped for winter storage. Both had a Battery Tender tending to the battery all winter long so there would be enough juice to fire up the engine for that first warm spring day ride.

I decided to take out the G/S first. It would be the perfect tool to take on the numerous potholes that had magically appeared over the harsh winter of 02-03. I try to remember where I put the key, oh yeah in my desk along with the owners card and insurance papers. Out to the garage to fire it up. Check air pressure in tires...disconnect the Battery Tender...key in the ignition...petcock on...choke on...push start button. Instead of the engine firing to life, there was a rapid click click click! The sound of a hundred bucks for a new battery.

Trying to salvage the day, I repeat the process with my Mystic. This time with success! The Mystic fires right up. I carefully back her out of the garage, careful not to hit the new Triumph parked to her rear. I have a couple of errands to run and then I thought I would take the long way home. After the post office and bank run, I am cruising along noting how different the Mystic feels after putting several hundred miles on the sportier Sprint RS. This is kind of cool. Having three very different bikes, each one catering to a different inner desire. I had already forgotten about my imminent battery purchase for the G/S. Wait, what's wrong with the clutch? The clutch lever starts to feel weird, like the cable is binding. But, it can't be that as I had just replaced the clutch cable last fall as a part of my preventative maintenance program. The bike won't take off smoothly from a stop. Crap!!! What now?

As I am already heading north, I decide to swing by BMW of Pittsburgh in Wexford to see if they can take a quick look at it. As I pull into the lot I spied John. "Hey John, would you mind checking out my clutch? It feels really weird!" "As soon as I am done changing this tire, Rick." He responded. "John I am in no hurry I will go inside and harass Lee and Glen for a while."

Twenty minutes or so pass and I saw through the window John walking over to my bike. I went out to meet him to explain what I had felt. He squeezes the clutch lever and it is as smooth as you would expect a new cable to be. What is going on? John suggests that perhaps the transmission fluid might still be a little thick from the cold winter months or that it might be a fluke. But, if it happens again, it might be a worn output shaft bearing, or it might need a spline lube, or it could be that the clutch is starting to wear out. Translation: be prepared to spend several hundred dollars!!

As I leave the dealership, I am encouraged that the bike felt good. The clutch seemed to be OK. Maybe it was just a fluke. Halfway home, wouldn't you know it? I started to feel the same binding of the clutch that I had felt earlier. Looks like I am going to have to take it back to the shop. I am sure they will be able to work on it right away. Like, right after they prep and service the dozens of other bikes that came pouring into the shop at the first sight of spring. I have to accept that my beloved Mystic will be out of commission for a couple of weeks waiting for an open bay in the shop.





### BLUE CANOE BREW

Back in the day, like the week before Sunday, March 10th, I got an e-mail from our buddy, phamous riding friend, and, according to some well known 4 Winds authorities (unnamed so as to protect the guilty), a dependable bringer of rain on a ride, M'sieu Ed Syphan, (hereandafter 'the Great Syphoon,' 'Syphoon,' or 'Phoon). Ed was looking for somewhere and someone to ride with him on Sunday. I had opted out of the West Breakfast Ride, it being cold, and my having a bunch of stuff around the old house to do, so I didn't immediately look favorably at a Sunday ride either—a sentiment I immediately fired back. To that e-mail I got a return in caps (e-mail yelling format) saying "Hey, didn't anybody tell you that you're retired. YOU CAN WORK ANYTIME!" Having been duly yelled at, and my F800ST needing a wash in the rain that surely should be forthcoming according to 'Phoon's reputation, I asked what he had in mind. Whence he responded with lunch at the Sugar 'n Spice in Waterford as a potential destination. I ran that through Garmin's computer Mapsource program to see how long a ride it would be. It was 2 hours by Superslab; even more by tasty 2 lane roads. Now as many of you know, Sugar 'n Spice is a restaurant that serves delicious comestibles, BUT, 5-6 hours round trip I thought was a bit long, so we began an e-mail conversation about where else. I suggested visiting Drake Well Park in Titusville (1.5 hours one way from here), and, since we'd be doing lunch, 'Phoon, using his trusty Android did a check on Yelp for commisaries in the Titusville area that had better than the normal 'well, maybe' rating and came up with the Blue Canoe Brew Pub and Grill on the corner of Franklin and Spring street there in Titusville. That, sounding like a winner,

we agreed to be the 1:00 PM lunch goal of the ride, meeting up in Franklin for the trek from there to Titusville for beer, and skittles of some form.

We agreed to meet in Franklin around 12:30 PM. I headed out at 11:00 AM, taking my usual miss-that-dang-Butler route: Ridge, 3 Degree, Valencia, Meridian, Benbrook Rds. to 8 north of Butler and thence to Franklin and, having met up with 'Phoon and refilled the F800's tank (dang thing only holds 4 gallons so every whipstich you need to stop for dino juice), out of Franklin on 417 to 8 North of Oil City so as to miss construction 'Phoon knew about on 8 around the old Pennzoil plant there, and thence to the Blue Canoe Brew pub. We arrived there at 1:00 PM and were about the first custom-



ers in. After due consideration we both ordered a cup of their Potato Spring Onion Soup and one of their Cheesesteak toasted Sub sandwiches with French Fries, and drinks. Behaving himself, 'Phoon had a cola, and trying to behave myself (after all, I was riding), I ordered a taste of their Heavy Kevy Scotch Ale—which came in an 8 oz Blue Canoe Brewery glass that, after finishing, was yours to keep



and take home as a souvenir. I, of course, took both home: the ale was delicious and the glass a nice reminder of the ride. Good stuff, all the way around! The Cheesesteak and fries were excellent and their serving size was guaranteed to shame that puny guy on TV's "Man versus Food." Yummy! While awaiting the platters of goodies we had a nice conversation with a tall, comely, nose-ringed, and tatoood waitress who came over and commented on how beautiful our bikes were. Her boyfriend, she commented, drools over a Triumph Tiger that he saw in Erie that is like Syphoon's. She herself runs a Buell she said—the Harley

Engined earlier sort, and when asked, said she was not particularly worried about parts, even though Harley ceased production of Buells, much to the chagrin of those who have and like that fine Marque.

Anyway, after lunch, as it was getting on in the afternoon (one doesn't wolf down a Blue Canoe Cheesesteak Submarine and fries in anything resembling a 'quick hurry'), we decided to forego a look at the museum where Drake first drilled up some fermented dynosaur juice back in 1859 and instead take a different and as tasty a way home as we had sandwiches and getting there. We finally left the Blue Canoe around 2:30 PM and headed East on 27, then South on 227 through Oil City, taking 57 and 257 South out of Oil City through Seneca and Cranberry (the northern Cranberry, where my kids went



to High School) and thence on to Kennerdell Rd West to a delightful overlook of the Allegheny and then on to 308 South. Partway down



308 we split, Ed heading Northwest to Hermitage and me on down 308 to 8 and home—this time just continuing through Stoplightsville: i.e., Butler. Amazingly, the city Fathers (& Muthers mayhap?) apparently had at long last gotten their stoplights organized, as, when the one I was stopped at turned green, the rest of them all the way south out of town turned green in order as well, so the only place I had to stop again was just before hitting the long bridge over the RR yards south of town. Will wonders never cease!!! Anyway, rolling at a wee bit over the speed limit down 8 South of Butler, I had the BMW Pony in the barn brushed down and on the center stand by 5:00 PM. Unbeknownst to me, as I had hopped off 8

onto Heckert road, riding across the Red Belt to Meadow Lane and passing Mr. C's Pizza, our buddy, Walt and his son Wayne & family were inside celebrating Walt's Great Grandson's 3rd birthday. I only found that out Monday when Walt e-mailed me that he saw me coming back from the ride and would have waved, but he knew I wouldn't see him inside Mr. C's.

I didn't get much done around the place, but what the hey, as the Great 'Phoon e-shouted at me to get me bum in gear, I'm retired AND CAN WORK ANY TIME. Besides, a ride with the 'Phoon to enjoy a delicious lunch is better'n work any day, and twice on Sundays, which it was! Many thanks to Ed for the Android-taken pictures of the two of us becoming well filled motorcyclists out on fine roads on a day with such lovely weather for it!

RALPH



### TESTING F800--s

From: Calvin Wilson, Sent: Tuesday, March 05, 2013 7:29 PM

To: Ralph Meyer

Subject: Test rode F800GT today...

Ralph,

I rode my RT to Lee's shop and test rode the F800GT and F800GS.

First the GT and its positives: I took the standard 'test route' up Pine Creek, then I-79 for and short ways, and back to the shop. The GT felt very small, almost tiny, with a very light feeling. Engine is peppy, like there is no flywheel...maybe there isn't. Seat is low — no problem flat-footing it with a good amount of foot splay. The heated grips offered relief from the 38 degree air, but not nearly as effectively as my RT. The bike is handsome — would not scare small children.

Now the not so positive: The riding position is sportbike like. Certainly not as much as an ST, but enough that my knees wouldn't like it more than an hour. The windscreen delivers a blast of air chest high, but not turbulent. Interestingly, the wind off the screen seemed greater than that from the GS, which has practically no screen. With the GT, it's as if the screen gathers a greater amount of air over a wider area and then funnels it into the rider.

Now the GS: Rider position is wonderful (for me) — upright with dining-chair knee-bend. I could tell no difference in engine power between the two bikes. Apparently, I am not that fine-tuned of a rider.

On the down side, the bike is tall. Even though I could flat-foot the bike on level ground, my feet were not splayed any appreciable amount. Since the bike is so light, that may not be a problem. (I suppose there is always the lower F700 GS.) It was clear that the heated grips were not as efficient as those of the GT. Apparently, the GT fairing does route some air off the hands. I don't think the fairing is suitable (for me) for long rides, but 80 degree weather could change my mind. One thing I don't like are the spoked wheels — too hard to keep clean. The chain could be a plus or a negative, depending on the individual. Another negative, depending on one's eye for beauty, is the GS is butt-ugly. I might scare small children and some women, too.

A trip up the Interstate at 80mph on both bikes seemed to be much the same regarding the amount of air hitting me. Neither produced turbulent air, just lots of near naked bike air.

I started the test ride sort of as an obligatory ride prior to negotiating a deal for the GT. After riding both, it's clear that the more comfortable riding position makes the GS the best choice for me. It would need a different wind screen, though. (I would have to warn Betty ahead of time so she wouldn't be frightened the first time she sees it.

Now I have to decide between the F800 GS and the F700 GS. The 700 GS is lower, and doesn't have some of the features nor the power of the 800 GS. I didn't test ride the 700, but need to.

Decisions, decisions.

CALVIN

On Mar 6, 2013, at 10:05 AM, "Ralph L. Meyer" <meyer@zoominternet.net> wrote:

Calvin,

Thank you, kind sir, for the fine ride report vis-à-vis the F800GT and the F800GS. I was afraid of that with respect to the GT—not quite a good riding position, and without an after market windshield, not nearly as well protected as the R1200RT as a touring bike. I wish BMW would one of these days get the riding position on bikes they claim to be tourers right instead of trying to make them quasi-crotch-rockets. If the GS had a decent full fairing, it would be the way to go (other than its being so tall you have to have the legs of Wilt Chamberlain to get one's feet solidly on the ground. I have no idea who they listen to in designing their ergonomics, but it 'sure ain't a long distance touring rider'. And yeah, the GS leaves a vast amount to be desired in the looks department (i.e., as you mention, its looks remain capable of scaring the ladies and small children!). At least the



Old STs and the new GT are nice looking bikes, and the power is all one might desire, if only the ergonomics were out of the ‘does my ass look fast on this bike?’ category. I don’t care how fast me auld bum looks, I DO care how my knees and neck and back feel after a half hour—and pain therein does not endear me to whomever designed the relative locations of ‘bars, seat, and pegs. I’m with you all the way around.

Seems to me the GS would be fine in the summer, especially the F700GS, which I understand is lower to the ground and probably has the same riding ergonomics as the F800GS, but to fixe the thing up for wintertime running, an after-market windscreen would definitely be in order (as it is on the ST and GT), along with... if somebody makes them, lowers to protect the legs, and handgrip covers (they do make those!) to keep the wind off one’s hands so the heated grips do some good. BTW, another possible lighter bike would be the R1200R ... but it too is a naked bike (lotsa cold wind in the winter unless toolled up with windshield, hand guards, and some kind of lowers) and peg lowerers (if the new ones are anything like the older R1150Rs whose pegs had my knees brushing my chin [at least figuratively if not quite literally]). The R bike has one thing going for it over the ST—decent sized side cases (at the usual BMW prices somewhere up in the sub-stratosphere).

Anyway, I wish you good luck and much joy in the process of decisioning! (And it’s probably a good thing you got over to Euro-pean when you did, given what’s outside today!)

RALPH

Oh, BTW, would you mind, if I need some stuff for the newsletter, if I stuck our discussion in as a report on the new F800GT/GS? I think what you say is kinda neat! Others in the club might be interested too (as we all seem to be becoming more mature and wanting more leichtbau bikes as time passes).

From: “Calvin Wilson” <ecwilson@consolidated.net> To: “Ralph L. Meyer” <meyer@zoominternet.net>  
 Subject: Re: Test rode F800GT today...  
 Date: Wednesday, March 06, 2013 12:04 PM

Ralph,

Yes, certainly you may use my remarks if you think they might be useful to others.

I’m going to try to test ride the F700 GS Saturday, weather permitting.

CALVIN



**NORTH BREAKFAST  
 (SUN. MARCH 3RD., 2013)**

*by Walt Halaja*

Hello fellow Riders... Just a wee note to let you know we had 9 members attend the North Breakfast Ride breakfast... no photos were taken... But these members were present: Larry Morley, John Allen, Dave “2 Spark” McLaughlin, Ron “the Camper” Kranz, Jack “Vespa” Bramkamp, Ed Tatters, Carl “Free Breakfast” Hartz- -because the waitress spilled water over Carl’s shirt, Frank Beatrous, who was our “Hero” because he was the only one who rode, and of course, me, Walt Halaja ... it was a good breakfast I might add ...

WALT



<b>BMW Riders Club</b> <b>Laurel Highlands</b>	 <b>2013</b>
	
<b>11th Annual - PA</b> <b>Laurel Highlands</b> <b>BMW Riders Campout</b> <b>June 14, 15, &amp; 16, 2013</b>	
<p>We return to Pioneer Park Campground  <a href="http://www.pioneerparkcampground.com">www.pioneerparkcampground.com</a>, located in south central Pennsylvania. Pioneer Park is a terrific full-service camping resort with excellent showers and facilities, minutes away from the Pa. Turnpike Exit #10, Somerset, Pa. or the Donegal exit #9.</p> <p>Directions: From Somerset, Rt. 31 W. 7 miles to campground. From Donegal, Rt. 31 E 12 miles.</p> <p>\$40.00 preregist and \$45.00 @ the gate for the full weekend includes, two nights camping, meals, doors prizes, self-guided ride info and 11th Annual rally pin for the first 100 registrants.</p> <p>Friday evening Gourmet Dump Stew (bring a can or 2 to add to the pot), hotdogs &amp; snacks till their gone. Morning Coffee &amp; tea.</p> <p>Saturday evening "Catered Dinner", tons of door prizes. Sunday Hearty send-off breakfast!</p> <p>Pavilion, picnic tables, hot showers, campfires allowed!  Motels &amp; Restaurants nearby.</p> <p><a href="http://www.lhbmwr.com">www.lhbmwr.com</a> for more info.</p> <p>Info: George Blackham IV, <a href="mailto:gjbiv1stsgtusmc@yahoo.com">gjbiv1stsgtusmc@yahoo.com</a>  or Jason Kaplitz: <a href="mailto:gsjay@kaplitz.com">gsjay@kaplitz.com</a> (814) 535-8669  Pre-registration appreciated- Send check/name/ contact info to:  LHBMWR C/O 840 Basin Dr. Windber Pa. 15963</p>	

## 2013 LAUREL HIGHLANDS CAMPOUT

You'll find the campout registration form is on the next page. Please note too that on Saturday, June 15th from 12-3 PM our regular 4 Winds BMW Riders Club meeting will be held at the Laurel Highlands Campout with a bring your own brown bag lunch! In the past, those wishing to join the Laurel Highlands club members for supper have been able to put in an order for supper as long as its gotten in to the LH registrar in plenty of time ahead of time.

### 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.

**BMWMOA Group Riding Instructions:** Excellent and very complete and detailed information about group riding and Ride Group Leaders: [http://www.bmwmoa.org/news/general\\_interest/motorcycle\\_tourism\\_group\\_riding](http://www.bmwmoa.org/news/general_interest/motorcycle_tourism_group_riding) .

### FOR SALE

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

**25" tall Cee-Bailey Windshield for F800ST** - Clear. Already has Velcro strips for attaching EZPass Transponder. Asking \$125.00, OBO. Contact: [meyer@zoominternet.net](mailto:meyer@zoominternet.net) .

**Big Al Vangura's Kymco for sale:** We are selling Big Al's Kymco Scooter. If you are interested or know anyone that would want to purchase this scooter, please contact us or pass this message on. This is a 2009 Kymco 250 Ri Scooter. We are asking \$5,000 or best offer - It has on it 19,940 miles, and includes an extra long wind shield, Special brake light, cover, and Top trunk. If interested, please call: 724-736-2884 or 724-557-0802. Dee Vangura. Please see the pictures of it and its accessories on page 16 of the March newsletter.

# 11th Annual Laurel Highlands BMW Riders Campout 2013

## June 14, 15, 16, 2013

Name Rider \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email Address \_\_\_\_\_

Miles ridden to Rally \_\_\_\_\_

Make & model, year \_\_\_\_\_

Name Passenger \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email Address \_\_\_\_\_

\*\*\*\*\*

Club affiliations: \_\_\_\_\_

Camping: Yes \_\_\_\_\_ No \_\_\_\_\_ Motel (-\$5.00 pp/pn) \_\_\_\_\_

Number of Attendees \_\_\_\_\_ X \$45.00 at gate - \$40.00 if preregistered by 5/31/13

= \_\_\_\_\_ Pd. Cash \_\_\_\_\_ Pd. Check # \_\_\_\_\_

**Please read and sign the following release:**

I understand that the Laurel Highlands BMW Riders cannot assume responsibility for my personal safety in this event. I choose to participate in this event voluntarily, based on my own assessment of my abilities, the route conditions and facilities, and therefore assume all risks. I release and hold harmless LHBMWR; it's officers, agents and members from any and all injury and/or loss to my person or property that may result from my participation in this event. I further certify that my vehicle and I are in compliance with all applicable license, insurance and financial responsibility laws applicable to my participation in this event.

All participants under 18 years of age must have their parent or guardian sign the following additional release. As the parent or guardian of the above participant, and being informed or familiar with the risk normally associated with motorcycle events, I hereby consent to his or her participation in this event, and accept and adopt all the representations and assumptions of risk set forth in the foregoing release.

Rider \_\_\_\_\_ Parent or  
Signature: \_\_\_\_\_ Guardian \_\_\_\_\_

Passenger  
Signature: \_\_\_\_\_

**Make Checks payable to LHBMWR and mail to:**

Stacey Papinchak  
840 Basin Dr. Windber, Pa. 15963



*Thanks for the heads up on this one, Diane!*



Smoke Chasing is a self-paced BBQ/"Smoke" nationwide Grand Tour that combines your love of motorcycling and great food.

This GT can be completed in any state or states at the discretion of the rider and the GT concept is simple. A rider simply documents visits to 20 or more BBQ and Smoke restaurants, streets or cities while taking photos featuring their motorcycle cycle, GT Flag and signs.

SCGT13 is a perfect complement to your day trips, weekend rides, team rides, club rider events, and can easily be part of your long distance adventures and rallies. SCGT13 is open to all makes and models of motorcycle and all types of riders.

Registration opens on February 15th and riders can register through June 30th. The GT runs from March 1st to November 30th 2013.

Your \$27 entry fee includes a "rally flag" to document your ride. All finishers will receive a certificate and a chance to win prizes.

**Visit [www.smokechasing.com](http://www.smokechasing.com) for more information.**



# DINER HUNT CONTEST!



## 2013—Hunt for Diners!

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OK, Riders... In 2013, if you want to ride, but lack a destination, or are out riding and want to contend for a prize (the latter(s) to be decided later), go hunt for diners. That's right—those neat eating places in town or country where you often find good food at reasonable prices in a friendly hometown atmosphere the exterior of which looks like one of the old Railroad Diner cars, or which has a sign that says it's a diner.

To get credit for finding a diner, you have to **a)** take a picture of the place and/or its sign\*(if not convenient to get both with your bike in the picture) with your motorcycle prominently appearing (and you too if you wish), and **b)** e-mail the picture, with your name and the name of the diner and date shot to our newsletter editor, Ralph Meyer, at: [meyer@zoominternet.net](mailto:meyer@zoominternet.net) .

Ralph will keep a record of all paid-up club members and the number of diners each has found along with a copy of the pictures sent him so that at the banquet next year the pictures can be used to make up a show, and a prize or prizes as finally decided upon by the board, can be awarded to whomever found and pictured the greatest number of diners... and, in case you were wondering, no, the diner doesn't HAVE to be in Pennsylvania. It can be in Timbuctoo if you and your bike can swim that far! Multiple bikes with riders can appear in a single picture and all riders will then get credit. But—in this case bikes AND riders must both appear in the picture and be named in the e-mail.

So, riders, get out there and hunt for those delicious eating places...Please note, however, the club will not be responsible to Weight Watchers or your waistline should this hunt prove fattening. Be forewarned!

\*The sign MUST say 'Diner' if the Diner involved doesn't sort of look like an old railroad dining car (from whence, we think, the term originally came—the purchase and use of old used dining cars as small restaurants, though through the years there came to be companies having nothing to do with railroads that began manufacturing and selling Diners that never saw service on tracks.)



Here are some URLs for lists/DVDs of Pennsylvania Diners:

[http://en.wikipedia.org/wiki/Pennsylvania\\_Diners\\_And\\_Other\\_Roadside\\_Restaurants](http://en.wikipedia.org/wiki/Pennsylvania_Diners_And_Other_Roadside_Restaurants)

<http://www.urbanspoon.com/f/252/26712/Pennsylvania/Diners>

<http://www.urbanspoon.com/s/252/Diner%20Pennsylvania>

[http://www.shopwqed.org/prod-Pennsylvania\\_Diners\\_and\\_Other\\_Roadside\\_Restaurants\\_DVD-178.aspx](http://www.shopwqed.org/prod-Pennsylvania_Diners_and_Other_Roadside_Restaurants_DVD-178.aspx)

Here are a handful of diner sites that identify some terrific places in PA sent in by Eric Trow (Principal and Chief Instructor, Stayin' Safe Advanced Rider Training):

<http://www.agilitynut.com/diners/pa.html>

[http://en.wikipedia.org/wiki/Pennsylvania\\_Diners\\_and\\_Other\\_Roadside\\_Restaurants](http://en.wikipedia.org/wiki/Pennsylvania_Diners_and_Other_Roadside_Restaurants)

<http://www.physics.drexel.edu/~goldberg/princeton/states/PA.html>

<http://www.urbanspoon.com/f/252/26712/Pennsylvania/Diners>

A couple of the sites include family restaurants beyond the pure "diner" definition, but there's certainly plenty to choose from. Should be fun!

ERIC



### THE RIDING SEASON...

Some say riding season starts in April and ends around the beginning of October...Wimpy, wimpy, wimpy...unless, of course, you're a skier, whence you trade the bike for skis around the time snow flies and the hills and powder beckon. But here's Calvin Wilson (reminding those of us whose riding season ends Dec. 31st and begins Jan. 1st, what fun that season is! Go to it, Calvin! Yippee. Many good BMW motorcyclists have been there, done that, and got, if not the T-Shirt, at least the Gerbings or Widder, huh? Thanks for the picture, Calvin, good reminder of this year, especially here of late when winter and March seem to have caught up with each other. Now where did I leave my bike keys? It's snowing outside...





# BMW Motorcycle Club of Ottawa

Advanced Rider Training (ART) School - Monday, 27 May 2013  
Calabogie Motorsports Park ☐ a Rain or Shine Event!

The BMW Motorcycle Club of Ottawa will present a one-day **Advanced Rider Training (ART) School** program for novice and intermediate riders, Monday, **May 27, 2013** at Calabogie Motorsports Park.

**Program: ARTS 2013 is for you if you:**

- want to improve your skill and confidence in cornering at highway speeds;
- want to improve your bike handling skills by learning from both theory and practice;
- think that you can learn from instructor/ coaches with proven track experience.

**Objective:** the objective of our program is to maximize cornering skill development. The program will include classroom sessions and supervised track sessions.

**Groups:** Riders will be grouped according to skill level. All class time, control, monitoring and assessments will be led by coaches with safe riding training and track / race experience. If you are a cautious or less-experienced rider, please let us know and we ☐ ll make absolutely sure you ☐ re riding with a compatible group.

**Riding Apparel:** All riders must wear approved full-face helmets, one- or two-piece motorcycle-specific armoured riding suits, gloves and boots.

**Note:** All motorcycles must also pass a pre-track Technical Inspection and Sound Check.

**Registration and Cost:** This year ☐ s price is **\$20.00** for paid-up members of any **BMWCC Club**; **\$275** for all others. Registration is limited to **45** and closes **April 15, 2013**. Late entries will be considered only if space permits. Make cheques payable to **BMW Motorcycle Club of Ottawa**; mail to: P.O. Box 8503 Main Terminal, Ottawa, ON, K1G 3H9. **As this is a Rain or Shine event, no cancellations will be accepted after April 15<sup>nd</sup>; however, substitutions may be allowed if replacement riders are available.**

**ATTENTION.** The liability **insurance coverage** included in the ART School fee is for the benefit of Calabogie MotorSports Park and the BMW Motorcycle Club of Ottawa. If you have any questions concerning your personal insurance coverage for advanced rider training school programs, you should contact your insurance agent.

**For more information, contact the following members of the ART Committee:**

**Tony Street**

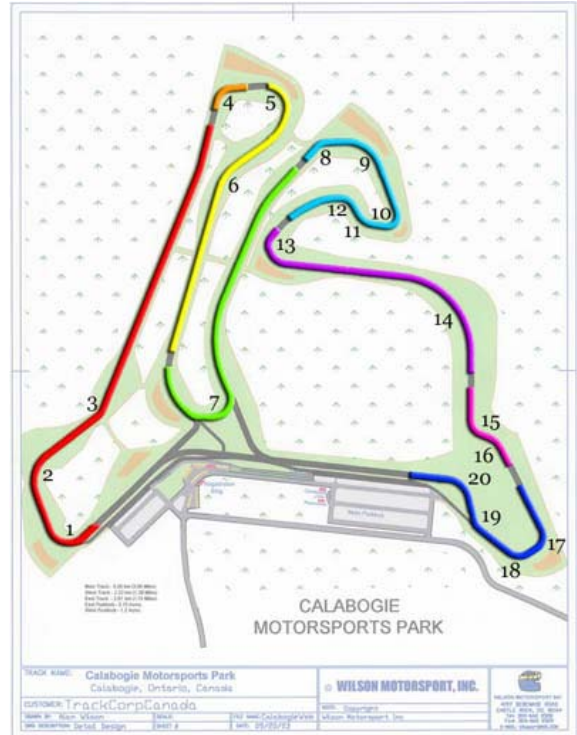
[tstreet08@gmail.com](mailto:tstreet08@gmail.com)

**Don Dobson**

[dondobson.99@gmail.com](mailto:dondobson.99@gmail.com)

**Ginette Lagace**

[ginette.easey@rogers.com](mailto:ginette.easey@rogers.com)







**Advanced Rider Training - 27 May 2013 - Registration Form**

<b>Section 1 - Basic Personal Info</b>	
Name (first, initial, last):	email address:
Home address:	Drivers License No:
City, Province:	Date of Birth:
Postal Code/Zip:	Gender: Male <input type="checkbox"/> Female <input type="checkbox"/>
Home Phone:	Medical: please show your OHIP or Qhip No. _____
Cell Phone:	OR your Insurer's Name and Policy No. _____
<b>Section 2 - Emergency Contact info</b>	
Name:	Relationship:
Day Phone:	At Track with you: Yes <input type="checkbox"/> No <input type="checkbox"/>
Other Phone:	
<b>Special Medical Condition:</b> if you have a particular condition that we should be aware of or medicine you must take, please prepare a sealed envelope with all necessary details and deliver it to the "Registration Coordinator" at the track. It will only be opened in an emergency.	
<b>Section 3 - Motorcycle Details (the one you plan to ride)</b>	
Year/Make/Model/ CC's	How long owned? Years _____ Months _____
Total Km's/Miles on the odometer:	How many Kms/Miles have you ridden it? _____
<b>Section 4 - Your Riding Experience</b>	
Total No. of Years Riding M-C's:	Total Lifetime Mileage (Km's or Miles): _____
Average annual TOTAL mileage (Km's or Miles):	Average annual mileage on THIS M-C (Km's or Miles): _____
Formal Training: Basic <input type="checkbox"/> Intermediate <input type="checkbox"/> Advanced <input type="checkbox"/>	(e.g. Ottawa Safety Council, M-C Safety Foundation, etc.)
Prior ART School; Year 2007 <input type="checkbox"/> '09 <input type="checkbox"/> '10 <input type="checkbox"/> '11 <input type="checkbox"/> '12 <input type="checkbox"/>	Last ART Class Designation: A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/>
Other TRACK schools (FAST, Turn 2, Pro 6) How many taken? _____	Year of Last course _____
Lapping Days (no formal instruction) _____	How Many Days? _____ Year of last outing? _____
Tracks Ridden: (e.g. Mospport, Calabogie, Shannonville, Mid-Ohio): _____	
<b>Section 5 - Your Preferences</b>	
Language of Instruction: English _____ French _____	
Do you want to be placed in a group with a friend? If so - rider's name: _____	
Note: you will be placed in the group appropriate to the least experienced rider	
<b>Payment:</b> Tuition for 2013 is \$275 or \$250 for BMWCC members (Can or US\$) per participant; make cheques payable to: BMW Motorcycle Club of Ottawa and mail them to: P.O. Box 8503, Main Terminal, Ottawa, ON, K1G 3H9.	

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

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**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 APRIL MEETING:**

The regular 4 Winds BMW Riders Club meeting will be held April 20, 2013 from 12:00\*\* PM to 3:00 PM at the Sharp Edge Brasserie, 102 Gallery Drive, just off Rte 19 near McMurray. Phone: 724-942-2437; Web Site: <http://site.sharpedgebeer.com/brasserie>.

*From North of McMurray:* Get on US Rte 19, Washington Rd., and head South to Gallery Drive in McMurray. Turn right into Gallery Drive, go a short way up the drive and then right into the strip mall parking lot. The Sharp Edge Brasserie is at the East end of the mall.

*From South of McMurray:* Get on US Rte 19, Washington Rd., and head North to Gallery Drive in McMurray. Turn left into Gallery Drive, go a short way up the drive and then right into the strip mall parking lot. The Sharp Edge Brasserie is at the East end of the mall.

\*\*The Board will meet at 11:00 AM.

Approximate Latitude & Longitude co-ordinates for GPSs: N40.28944  
W80.11276.