

JANUARY



2005

MOA # 6

www.4windsbmw.org

RA # 76

THE PRESIDENTIAL VIEW

Welcome to the year 2005. I trust everyone had a happy and safe Holiday and New Year's celebration.

The New Year is a traditional time for change, for the Four Winds Club that means a change of the guard so to speak. This is when the current Board of Directors turns over the reigns to the newly elected Board to guide our great club throughout the coming year. The 2005 Board will consist of both 1st time and returning Board Members giving a nice balance. We will be able to continue some of the innovative ideas that were started in 2004 and will hopefully be able to initiate some of our own. As your President for 2005, I certainly hope that I am able to encourage everyone's participation, not just the Board Members, but the entire membership of our club to bring forth your ideas and to participate in club events. After all this is your club!

One of the ideas that I have for 2005 that I would like to develop is a safety program for the start of the spring riding season. A warm up of our riding skills that will help us shake the cobwebs from our winter dormancy. I recently shocked myself when I added up how many riders I personally know, who were in an accident this year! I stopped counting when I reached 8. That number is way too high! Several of those were very early in the season (such as mine), perhaps when we were still a bit rusty. I have already been in touch with a former MSF instructor to conduct a spring training session. The exact format that this takes will be discussed and formatted over the winter.

Another idea that I would like to explore is for our club to return to our roots as a riding club. One of the reasons that I joined our club was to find other riders with similar machines to ride with, as I did not have many riding friends at that time. Over the years I have heard many members, often newer members such as me (5 yrs or less) also say that was



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JANUARY BANQUET INFO

The 2005 Banquet of the Four Winds BMW Riders will be held on Sat., Jan. 22, 2005 at Pittsburgh's Grand Hall at the Priory from 6–11PM. Cost is \$34.50/person. Cash bar is open at 6, Dinner is at 7. **RESERVATIONS (See pp. 7-8) MUST BE IN BY JAN 3RD!**

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 for the February issue must be received by the editor no later than the Wednesday, January 19th. Articles/Info rec'd after deadline go in next month's newsletter.

Submission information:

E-mail submissions: Send as **attachments** with "4 Winds Newsletter Article" in the e-mail 'Subject' line to:

<meyer@zoominternet.net>

Articles on Disk Media mail to:

Ralph Meyer, Editor
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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 possible.

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 2005

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 22, 2005 — Club Banquet, 6-11 PM, at The Grand Hall of the Priory, 617 Pressley Street, Pittsburgh.

February, 2005 — TBA

March, 2005 — TBA

April, 2005 — TBA

May, 2005 — TBA

June, 2005 — TBA

July, 2005 — TBA

August, 2005 — **Friday, August 19 to Sunday, August 21**
39th Annual Four Winds Rally

September, 2005 — TBA

October, 2005 — TBA

November, 2005 — TBA

December, 2005 — TBA

2004-2005 SHACK SCHEDULE

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

their reason for joining as well. Sadly, some of those members did not find what they were seeking and have elected not to rejoin. From what I understand, our club was founded by a bunch of BMW Motorcycle enthusiasts who wanted to ride together. Our club has since grown to accept other marques, but to me it is still about the camaraderie surrounding motorcycles and riding with BMW our preferred brand. So I propose that we put our trivial club politics aside, focus on what is necessary to run our club and then put RIDING back as the main reason for us to exist. During the coming year you can expect more "ride to" meetings as well as additional club sponsored rides. The board will be encouraging

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:

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

Jan 8 — West at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Jan 16 — South at Bernie's Restaurant, Rt 51, 10:00 AM

Jan 22 — East at Dick's Diner, Rt 22, Murrysville, 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 so the board doesn't get cluttered.

all members to participate and to get more involved in our club. So, whether it is a regularly scheduled Breakfast Ride, an organized weekend event or a small group going out for a weekend blast, consider inviting one or two additional members or friends to join you. Better yet, organize your own club ride. Post it on our website. Write it up for our newsletter. Get BMR Points! And please ride safe and have some fun riding!

RICK GZESH, 2005 PRESIDENT



BEEMER, BIMMER, BMR

by Don Poremski

A Beemer? Brother or sister, if you don't know that as the two-wheeled machine from Bavaria by now you'd better check your membership card. The Bimmer is for those who prefer more comfort, rain protection and passenger carrying capacity (and two extra wheels)-but it's still from Bavaria. The BMR is not an attempt to confuse those who know neither, but to recognize the former. Lemme 'splain.

A BMR is a decal that shows the world that you are a participating member of the Four Winds BMW Riders of Pittsburgh and stands for BMW Member Recognition. Four years ago it was a program started in the club to recognize those that not only participate in the fun activities of the organization, but provide the skeleton and muscle to keep the club going, sustaining the club's reputation as one of the original BMW owners' groups and a trailblazer for BMW oriented rallies.

You as a member can help keep things going in 2005 by providing your input as to what sort of target could be used to gain points like the covered bridges were this year and most likely will be next year along with other destinations. These targets are a great excuse to get out on your machine with other members, or by yourself, and see our great state of Pennsylvania.

The nearby Cleveland club picked up the program as it was established with the Four Winds and has had a twenty per cent increase in those securing points AND those becoming eligible for the DOER prize. Their targets for 2005 will be state parks, forests, and preserves, and war memorials. Perhaps you'd choose that type of target or another. In any case, make yourself heard about that issue and any other activity you think deserves a point award. Complete listings of how points are presently awarded are found on the web site, but a short list includes: meeting attendance, ride attendance, club officer, rally chairman, and activity committees, breakfast rides, rally attendance and more.

I have had a great time administering the program from its inception, but someone else should take it up in order to keep the ideas flowing. If you'd like to do so, get in touch with Kevin Hart. The totals are easy to keep track of with an Excel spreadsheet program. Having the verifying photos come to you is a good way of keeping in touch with the club's pulse and you'll be both appreciated by fellow members and rewarded with, you guessed it, BMR points...25 to be exact!

So, now that you know it's not a boomer or a bummer, maybe YOU should get with the program.

DON

P.S.: In 2004, there were 135 persons who earned at least one BMR point during the year and 48 who are eligible, having posted at least ten points, for the DOER prize. **Just remember, You have to be at the Banquet to pick up your Doer prize if you are the winner of the Doer drawing!**

FOUR WINDS RALLY 2005

WANTED - RALLY T-SHIRT AND LAPEL PIN DESIGN PROPOSALS

Tom Primke, Rally Chairman

Winter has finally arrived and it seems we will have to take a break from riding for a while. The cooler weather is a perfect time to sit down, get creative and develop a flashy proposal for our 2005 Four Winds Rally T-shirt and lapel pin design. Imagine, your artwork could be printed on more than 100 T-shirts and 300 lapel pins!!

Before you get started, here are some simple things for your consideration:

1. Keep it simple.
2. Limit the number of colors to 4 - preferably less, incl. black and white
3. Avoid the use of photos
4. If you are planning to incorporate trademarked or otherwise protected design elements in your design, such as the BMW roundel, Motoman, etc., please be advised that for legal reasons they cannot be used unless they are significantly altered.

I learned rule number 4 the hard way when I wrote to BMW, asking for permission to use the Motoman logo for our 2004 T-shirt design. BMW kindly advised me that they would never ever - I repeat never - give us permission to use the logo and that the unauthorized use of any BMW trademarked design elements is absolutely VERBOTEN. They threatened that violations of BMW trademark rights are punishable with jail time in a German Concentration Camp and to make matters even worse, they will never sell you another motorcycle again.

So, if you have an idea, however sketchy it may be, either e-mail it to tomprimke@juno.com or mail it to

Tom Primke
512 White Birch Court
Pittsburgh, PA 15238

All proposals will be presented and put up for vote at the April meeting.

I am always looking forward to your ideas and suggestions about what can be done differently at the Rally or what events and features you would like to add. Last year several club members came forward with excellent ideas. Unfortunately some were presented so late that we did not have enough time to implement them. Remember, the 39th Four Winds Rally is less than 9 months away (August 19 + 20) and it is never too early to get involved with the Rally planning.

TOM

TELL US, TELL US!

It's always fun hearing how other motorcyclists got into riding. If you'll be so kind as to send me (newsletter editor) your story about how you got into riding motorcycles, or what bikes you've had, or what your favorite bike is or was, we'll publish your story here. Let other club members know how you 'fell into' this delightful sport of motorcycling, and what you like (love???) about it, or the bike(s) you ride or have ridden! You fellow club members would like to hear about it!



FOR SALE

2000 R1100RT with all the trimmings - Excellent Sport-Tourer, just broken in. Miles:15,000; Includes system cases, new rear brake pads and tire, plus safety features: driving lights, running lights, Hyper-Lites (super bright red LED additional tail lights that blink when you put on your brakes). Included: 1 year old Odyssey battery. Well cared for. Color: Red. Asking \$10,200. Jim Dotson: 724-468-0207.

Better than Thermarest mattress - Brand new (in package) self inflating, cross-cored foam Thermarest-type mattress made by Pacific Outdoor Equipment. Two solid brass valves, DWR water & stain repellent coating, anti-fungal treatment, repair kit, lifetime warranty, carrying sack. The thickest (4"), warmest one ever made. See more at this link: <http://www.pacoutdoor.com/index.cfm?action=product&productID=14&groupID=6&familyID=1> . This one is 25"x78"x4" and rolls up to 8"x26", weight 7 lb. 8 oz., insulating R-value 11.5. Currently, their retail is \$110 for one that is 3/4" thinner. (The thickest ones Thermarest brand makes are 3" for \$200 and 2" for \$150.) Sleep in comfort for only \$90! Tim & Dianne Pears: DTPEars@earthlink.net

BMW Sport Riding Gloves Men's Sz. M/L - Leather BMW Sport Riding Gloves - approx. Men's size 8 1/2, between a Med. & Lg. Soft black leather w/5mm padding on fingers & back for protection, comfort & maximum grip. Reinforced leather index finger & textured nylon lining. Long cuff w/Velcro fastener. Like new. Can bring to rally. \$39. Tim & Dianne Pears: DTPEars@earthlink.net

Brand New HJC Sy-Max Flip-Up Full Face Helmet. Size: XXL (fits 24 1/8" - 24 7/8" head size), Color: Black. In original box with all the literature, Helmet sack, etc. Worn once. Paid \$224 for it. Asking \$150 O.B.O. E-mail meyer@zoominternet.net or phone: 724-443-4937. Nice lid, but I'm getting too much of a collection of 'em and my son's in Chicago and doesn't ride around here any more.

1983 Alaska Blue R100RS with only 31,000 original miles and a fresh tune up. Asking \$4750. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

1973 R75/5 in blue. Asking \$2750. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

2002 K1200RS in Pacific Blue with silver pinstripes. The bike has 8,000 miles and comes complete with system bags, luggage rack, quick-detach passenger backrest (about 5 seconds off and on -- this accessory makes a HUGE difference for passenger comfort) and brand new tires for \$10,500. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

1998 "Centauro Sport" Moto Guzzi: a very rare beast - one of only 51 "Centauro Sport" models imported in green (with distinctive factory white stripe package). The bike has all of the desirable upgrades (Creedon chip, crossover pipe, etc.). The engine is the high performance 1,000cc 4-valve Daytona motor (not your run-of-the-"mill" 2-valve Moto Guzzi). I'd want at least \$7,500 for the Guzzi. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

2000 Yamaha RT100 trail bike - virtually new. The bike has very few hours on it. In fact, the original tires still have the nubs on them. My son grew up too fast. It starts first kick and runs very well (the bike, not the kid). I'd take \$750 for it (it was around \$2,200 new). Comes complete with the manual, tool kit and title. The bike is... you guessed it: blue. If interested, E-mail Eric Trow at etrow@fscmc.com or phone: 412-758-1916.

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.

Complete Report on the new R1200RT that's due at dealers this spring, <http://www.oneweeldrive.net/index.php?option=content&task=view&id=175&Itemid=91> . Also bookmark <http://www.oneweeldrive.net> for a neat motorcycle news location. Found and put on the web site by "Ranger Rick" Gzesh.

WANNA BE WARM???

by Dave Razorcek

SALES MANAGER FOR BMW MOTORCYCLES OF PITTSBURGH

As winter is here, many motorcyclists had long since stored their bikes before the first snowflakes fell. If you ask any of them why they put their bikes away so early you will hear "it's just getting to cold to ride."

These are comments made from people who are unaware of the Gerbing's products. What is Gerbing's you may ask? Gerbing's is the miracle product that transforms ordinary people like you and me in to people with super hero powers to overcome the cold and get the most enjoyment possible out of the machines we spent so much money on. Remember the "fool" you saw on their bike when the temperature was 20 degrees and they were sitting beside your car at the traffic light with a smile on their face? Well odds are that person was wearing Gerbing's Heated Clothing. The same is true for many of those people you see riding snowmobiles and ATV's in sub-freezing temperatures.

What initially started as a side project in the early 1970's by Gordon Gerbing to keep a few of his motorcycle riding employees warm and comfortable in the cold and wet Seattle weather, quickly grew to a full-time project as others learned of his creation and wanted a jacket for themselves. The small hobby of one man has grown into a successful business focused on bringing warmth to its customers and providing the best customer service possible.

Gerbing's fundamental product is a jacket liner that retails for \$199. It has seven heating pads strategically placed on the back, chest, arm, and neck areas. I consider this liner a must have for anyone who travels on a vehicle that does not have a roof. The liner has a very high quality feel yet it is designed to be thin and packable. Made from a layer of thinsulate covered by a teflon-coated nylon it does a pretty good job of keeping wind and rain off of you if your riding jacket is not currently weather proof. It is very difficult to find the heating pads inside the jacket yet they are noticed instantly once power is applied. Temperature is controlled one of three ways. For the person on the go (and who owns multiple bikes) a portable variable controller is available for \$69. A permanent solution is also available via a \$79 kit which mounts to your bike and provides a professional look. A simple on/off switch is also available but I would advise against it for the simple reason when the switch is on everything is on, hot. And wow, is it HOT. You will have to turn it off periodically to cool down which is a distraction while you are riding. This stuff works that good.

A vest is also available for \$139 but for the extra \$60 for the jacket liner you get warm arms and a convient way to add heated leather gloves for \$139. Gloves can be added to the vest but because of the lack of sleeves there is also a lack of wiring. The gloves do come with a Y-harness that runs underneath your jacket but you do lose a small amount of convenience and have dangeling wires underneath your protective layer. In addition to the jacket and gloves, Gerbing's also manufactures pant liners for \$199 and socks for \$59: all of which are very simple to connect together. For the motorcyclist that has not yet purchased a good armored jacket Gerbing offers an "Ultimate" line of apparel.

This review took place on a BMW K1200RS traveling from Pittsburgh, PA to Woodcliff Lake, NJ. The seven-hour ride started a little later than planned at 5:00 PM, with the temperature at a modest 65 degrees. With the sun shining there wasn't an apparent need to power up the Gerbing outfit just yet, but since I was anxious to try it out I plugged it in and turned it on, adjusting the temperature to low.

A few miles down the road my anxiety got the better of me and I just had to start playing with the controls. The first thing I did was to turn the unit off. Up to this point I thought the reason why I was comfortable was because of the insulation of my gear. I couldn't believe what a difference it made just from going from low to off.

The next test was to see how hot everything could get. Wow, was that a mistake or was that a mistake? I'd say the best time to perform a test like that is to wait until the temperature drops to the sub-zero range. The Gerbings can make you feel as if you are sun tanning on the beaches of Maui. I don't believe I was able to let the gear work its way to peak temperature. It became so hot I had to turn it back down to low. Quickly I saw the value of purchasing the variable controller instead of the on/off switch.

As the ride progressed and the sun set, I slowly raised the temperature on the controller. The last fuel stop was at a gas station with a digital temperature display that read 39 degrees. I don't know how accurate it was, but I can tell you I was very comfortable. The controller was just about at the 50% mark with plenty more to go. I couldn't even begin to imagine how cold it would have to be to crank the controller up to 100% and not overheat yourself.

Since this initial test ride and the writing of this article, the temperature has begun to drop and the outfit is now used daily. Everything appears to be holding up well with one small wiring issue with the socks. A quick call to Gerbing's and the problem was immediately taken care of by a very professional team. All wiring has a lifetime warranty and everything else is covered by a 1-year warranty.

For more information on Gerbing's and a complete list of products you can visit their website at www.gerbing.com and click on motorcycle products. Be sure to look at their entire site. There are a lot of good products there that aren't mentioned in this article. Do you actively go to outdoor events like Steeler games? Get yourself a battery powered seat cushion or hand warmer!

By now you are probably wondering where you can find this incredible product line? Look no further than Pittsburgh's only BMW motorcycle dealer handling Gerbing's apparel: BMW Motorcycles of Pittsburgh. The crew there will be glad to size you no matter what you ride. Remember this stuff works for ATV and snowmobile riders as well as motorcyclists. Give them a call at 724-934-4269 or visit them on the web at www.bmwpg.com for directions today!

DAVE



MOTORCYCLING ADDICTION EXPLAINED

by Don Poremski

There is little doubt that some members of our club have heard this theory in the past. It usually bubbles forth at the eleventh hour of a good campfire when embers are coned and mesmerizing, accompanied by just a few active flames. Perhaps it is the motion of the flames that brings the theory to mind at that point, or it could be that the night has attained just the right degree of mellowness and the ranks of the flame adorers has dwindled. To those of you who have

been regaled by this theory, no alerting the other members. You who haven't heard it are about to be given no less than a transcendent revelation.

Let's start by returning to the Salacious Seventies during which one could subscribe to Mother Earth News. In an article by Gerry Mander (a *nom de guerre*, perhaps) one found an article about how Homo sapiens is attracted to movement. Although each of our senses can be surpassed by some other member of the animal kingdom, we have sufficient binocular sight and hearing to be able to detect movement, track its maker, and kill it, at least in humanity's early days. A more modern proof of this comes from the entertainment industry's products, especially those for the "small screen," television.

As an exercise, the next time you are watching a commercial on TV, try to count the seconds between what I'll refer to as movement changes. They would be: pans, zooms in or out, scene changes. If you are able to count beyond one second between those events, it is a bad commercial. Also note how TV shows tend to have a lot of chase scenes, crashes, jumps from one character to another. All these amount to movement and we are drawn to that movement from years of evolution and thereby given by this on-screen movement an excuse for being a couch potato.

So, we agree that the human eye is drawn to movement. We laud those of our kind with superior visual acuity. A successful batter has a "good eye." Businessmen with the ability to predict events have "good vision." We "keep our eye on the prize." A femme fatale is a "good looker." Well, maybe not that last one, but you "get the picture." See?

Now put that human eye/brain combination in a situation in which there is constant motion and what you get is mind candy. We feel alive when riding because we are using that most treasured human capability. We are less restricted in this enjoyment because the scene is unfiltered by any other frame of reference. There are no "A" posts, rear view mirrors, sun visors, or windshield wipers to dampen the motion input. We are moving through space and our eyes are hard wired to the brain to manipulate the other control inputs, which are immediately processed by the eyes....ad infinitum.

The biggest addicts in our sport must be the Iron Butt guys. They just can't get enough while others are satisfied with more modest bursts of eye-evo-enjoyment. How many times have you expressed your delight when riding on a two-lane road through a virtual tunnel of trees on a warm summer day? Who among us doesn't enjoy an occasional tunnel to sharpen this ocular input? Even riding through the "tunnel of night" created by your headlight beam can be appreciated.

So, there you have it. Your addiction explained. Well, some of us are more addicted than others by another element which can be introduced by velocity, but that's another article. Now if I hear another Harley rider tell an eager reporter that the reason he rides is the "freedom, the smells, feeling one with nature" I'll just add, "Hey, brother. Open your eyes!"

DON



RIDIN' 'ROUND PITTSBURGH THE EAST BREAKFAST RIDE OF 11/27/2004

Ralph Meyer

The line-up of pilots and bikes this morning consisted of Carl Medgaus and his new R1200GS, Ken Havelka and his R1100RT, Sonny Robison flying the R1200, Eric Trow who came to breakfast on his R100RS, and Walt Halaja and Ralph Meyer on their R1150RTs. I left Bakerstown around 8 and got to the previous East Breakfast Ride Restauranty Venue, King's on 286 around 8:50, having stopped for gas at the Sheetz in Arnold at the corner of the presently defunct Orange Belt and Freeport Road, there to wait for 20 minutes in case any East Breakfast Riders showed up who hadn't gotten the word that the ride locus had changed to Dick's Diner on 22. Finding no one else arriving, and having discovered that my Gerbings, plugged in, and turned on but slightly was not enough to toast me on the way there in 35 degree



weather, I unplugged it, stuffed the wiring back in the top box, where I decided it would thenceforth stay until the weather dropped below 30, and continued on to Dick's with the Gerbings, unplugged, keeping me toasty, but not toastedly, warm beneath my trusty BMW Drei-Phasen Jacket. Between the Gerbings and a lovely pair of black long-johns from LL Bean beneath the BMW Savannah riding pants, I was as snug as a bug in a rug, and having a heckuva lot more fun, since a bug in a rug doesn't ride a Beemer, and I do.

Having left Kings at 9:10, I got to Dicks at 9:25 to find this fine and presigious foursome already in evidence: Walt Halaja, Ken Havelka, Carl Medgaus, and Sonny Robison. We all trooped into Dick's, to be joined shortly after being seated by Eric Trow who arrived some minutes after I had. We enjoyed a fine breakfast and, as always, a delightful discussion of things of motorcycling and otherwise interest.

Eric had to return home after breakfast but had come to enjoy the camaraderie, Carl said he would go with us for a while wherever we were going and then peel off and return, as he had to be back home by noon. We had a discussion as to where we might go, and Morgantown, WV, or South around Pittsburgh to Washington (PA, not D.C.!), were possible choices, with Washington agreed upon by mutual consent, with Sonny leading, using his usual uncanny knowledge of all the Good Roads as the means of getting us there, and beyond. So we headed out. The roads were, as ever, great... meaning traffic was as usual nil, and the roads themselves about as curly as one of those ribbed Christmas ribbons becomes after you swipe it across the back of a pair of scissors. Along the way, Carl waved goodbye and headed back the way we came so as to reach home around noon as he'd planned. We continued our way West, South of

Continued on page 9



Where people gather to celebrate life!

Ph. (412) 323-9394 FAX (412) 231-4838

Web: pittsburghsgrandhall.com

Come Celebrate with us at this Beautiful Pittsburgh Historic Landmark!!!

Four Winds B&W Riders Annual Banquet

Saturday, January 22nd, 2005

6 PM Cash Bar - 7:00 Dinner,

Awards, Friends and Dancing 'til 11:00 PM

Entrée Selection Style Dinner Featuring:

Number of Dinners (_____)

Dinner includes:

Bibb and Red Leaf salad with Sweet Mellon

Garni or White Balsamic Dressing

Roasted Red Skin Potatoes with Garlic and Herbs

Fresh Medley of Vegetables

Strawberry Mousse Terrine

Oven Baked Rolls and Sweet Butter

Freshly Brewed Gourmet Blend Coffee or Tea

£ *Submit Your Choice of:*

£ *Rosemary Roasted Pork Loin with a Roasted Garlic Demi Glace.*

(quantity _____)

£ *Baked Atlantic Salmon, Olive crusted, Lemon Beurre Blanc.*

(quantity _____)

£ *Vegetarian grilled Portabella Mushrooms, stuffed w/ cantalini bean pate'.*

Roasted vegetable cuscus topped w/ red pepper cream. (quantity _____)

\$34.50 Each, Members/ Associate Members

\$34.50 Each, Guests/ Non Members

Valet Parking provided (gratuities customary)

The Grand Hall is a Non Smoking Facility, however one may indulge

Banquet Reservation form here

Outside, or in the Foyer.

Please RSVP by Monday January 3rd, 2005

Simply Send Check or Money Order to:

> Holly Marcheck - Treasurer <

165 Grouse Drive

Elizabeth, Pa 15037

My name is: _____ # attending: _____

Enclosed (# attending x \$34.50) = \$ _____

Check # _____ (Be sure to make your Entree selection!)

The Priory Inn at the Grand Hall is offering special room rates to BMW Riders who wish to retire to the comfort of a nearby domicile for the night rather than travel home.

The Basic Queen Room Rate is at \$75 discounted from \$119

Also available are Two Room Suites with Queen Bed and Sleeper Sofa at \$115 discounted from \$155.

These prices do not include tax, however does provide for a continental breakfast.

Call soon for details and make your reservations at this fine Pittsburgh Historical Landmark. Remember to mention that you are with the Four Winds BMW Riders Annual Banquet to secure your special rate.

Contact The Priory at 412 231 3338

Continued from page 6

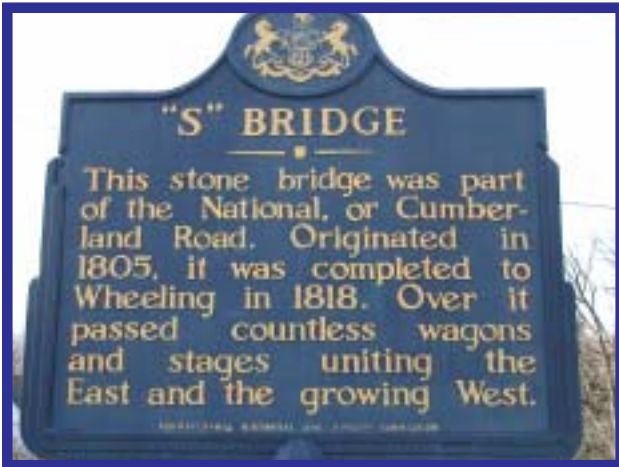
Pittsburgh across the Yoghigany and eventually the Monongahela Rivers. Ken had ridden all the way over to Dick's from Washington for the Breakfast, and so enjoyed the ride to Washington where he left us in early afternoon to head home so as to not have to make a long trip back.

Once we were almost through Washington, we decided to make a pit stop at a BP station near the Franklin Mall to get a drink, lose some used coffee, and plan where to go from there. Since 231 North of Claysville would head us in the right direction at that time of day, and was, into the bargain, a great road to ride, we decided to continue West on 40 to pick up 231N. During the discussion, Sonny commented, "Hey, you know what we forgot to do? We forgot to get pictures of the group back at Dick's." He had his new camera (a great little 5 Megapixel Canon ELPH that he said Peg gave him as an early Christmas present), and I had my (trusty???) old cheapie 2 MP Nikon 'beater' with me, but we were enjoying the conversation and camaraderie at Dick's so much that getting everybody lined up in front of those great bikes, getting the cameras out of the system cases, and getting a picture of the gang just didn't cross our minds. My response was "Awwwww, Foosh! Dang!!!"

At that, we all agreed that we could at least save part of the day on pixels if Sonny, our fearless leader, saw a good spot with some photogeneity, and could pull us off so we could at least get something to pop into the newsletter. I think Walt, the club's walking history encyclopedia, mentioned that there might be an historical spot or two worth photographing on the way to Claysville, and, by gum, there was! As we approached the stop sign at the crossing of US40 and Rte 221, Sonny pointed across the corner, did a quick right turn and pulled us up along the side of 221, for, just across from the stop sign on US 40, on the Northwest corner of the intersection, stood the 'S' bridge, part of the old Cumberland or National Road that, having been begun in 1805, had been completed to Wheeling (according to the historical marker) in 1818, which meant that the bridge, a double-arch stone bridge that truly does make an 'S' from its East to West entrances, must have been completed some time during that span of years, making it nearly 200

years old. Wow! Count on Walt to know 'em! And though now the old National Pike (US40) passes it by just 50 feet or so to the south, and no more vehicles travel across it, it is nonetheless in such excellent condition, though its roadway is now covered with grass between its stone wall 'railings'—no doubt to keep skittish horses from shieing themselves and their owners into the creek below—that it still looks like it could easily handle traffic. It is anything but a derelict, and is beautiful. One could just imagine the thousands upon thousands of families out west whose great-great-great-grandparents' Conestoga or Pennsylvania Wagons passed over it on their way to a new homestead and fresh life. After getting some pictures of this marvelous historic spot, we headed back West again on 40 to Claysville, a lovely little town, and thence north on 231 to 50 to I-79N where the last three of the six Mohicans at the breakfast split for home.

It had been 35 degrees when I left at 8:00 in the morning. It was somewhere around the high 40s or low 50s when I got the RT back into the garage a little after 3:00 in the afternoon. I have to admit, a nice cool day like that is preferred riding to the sweltering days of summer, and so said Walt too. The nice thing about 'cool' is that all you need to do is put in a few more layers or a Gerbings. Hot, there's only so much you can shed before you border on winding up like Lady Godiva, and Momma don't 'low none o' that 'round here! And neither do the smokies! Besides, Godiva must've had one whale of a sunburn! Anyway, not only did the



weather turn out delightful, but the gentlemen on the ride were the

Continued on page 10

best, as usual, so the East Breakfast Ride of 11/27/04 was another great one to put into one's memory bank! Besides, I always did want to see what it'd be like to 'Ride Around Pittsburgh all day!'

Ride Stats:

Trip Odo: 167 miles
Mvg Avg: 40.9 mph
Mvg Time: 4:04
Left home at 8
Got home at 3:10 (according to the GPS)

The Ride Route:

West on Old Wm Penn Hwy from Dick's Diner to
L on Vincent Hall Rd straight across 22 onto Trafford Rd
Continuing on Murrysville Rd to
L onto Meadowbrook Rd to
L onto 130 (Harrison City Rd) to
R onto Paintertown Rd to
R onto Reed St
L onto Station St to
R onto 993 to
L onto Brownstown Rd to
R onto Old Trail Rd and continue straight onto
Robbin Station Rd, then
L on Clay Pike straight onto
Sunshine Rd to
L onto Mars Hill Rd continuing onto
Rillton Sutersville Rd continuing onto
1st St and across the Yoghiogany River on the 1st St Bridge in
Sutersville continuing onto
Douglas Run Rd to
R onto Round Hill Rd to
L on 48 (Scenery Dr) to
L on 51 to
R onto the 136 exit off 51 and SW on 136 across the Monongahela
Bridge into Monongahela to
L on 481 (Park Av) to
Straight ahead onto SR2023 where 481 goes left.
Continuing onto Cracker Jack Rd. and then onto 136 West again to
L on 519 South in Eighty Four to
R on US40 (National Pike) through Washington to a pit stop at the
BP near the Franklin Mall then continuing West again on 40 to
R a few yards on 221 to stop at the historic 'S' Bridge for photos
and to examine the bridge, then,
Continuing W on US40 to Claysville to
R onto 231 North which was followed onto 50 through Avella and
then on East on 50 through to Bridgeville and I-79 North, where
Sonny headed East on 279 to 376 (the Parkway) and home, Walt
continued on 79 North to the Crafton exit and home, and I con-
tinued North on 79 to the Wexford Exit, 910 and home.

RALPH



THREE SLEEPLESS WEEKS... GIVE 'R TAKE.

Kevin and Shirley Hart

The clock reading an early "AM" on a Sunday morning, I quickly open the door to the garage and turn on the lights. The florescence lights up the area and I was pleased to see the girls were not clawing each other to death. Our new-to-us K1200RS Taxi was sitting easy on its center stand and the gorgeous Night Black R1100RT held its usual position near the far wall. "So, ladies...Getting to know one another?" I asked. The lack of a decent night's sleep had reared its ugly head for another night and was obviously playing hardball with my senses, but then that was a good thing. For you to understand the situation, I must backtrack a few weeks.

Oct 1st, Friday

While perusing the classifieds on the ST web site (What else?), I came across an ad that had caught my eye earlier, but that I had felt was not the right time to pursue. However, the seller had lowered the sale price significantly and I sat bolt upright in my chair. Just then, Bill, from down the hall, poked his head into my cube and said, "Did you see the "Taxi" add on the ST website?"

"Yeah, I'm looking at it right now. Can you believe that?"

"No, I can't."

"What's up, what did he do?... Oh, I see... He's taken off all the carbon fiber accessories."

Wow! My mind's now turning because I was really interested in a stock RS to begin with! Have the Gods smiled or what?

Later that evening while watching TV with Shirl we somehow came onto the conversation of the RS. I explained what the gentleman had done and why it was so interesting. She knew from several conversations what I was interested in, but she had heard a few of them for the last year or so since she first suggested that I find another bike for "Guy Trips." I started looking at the K1. It is awesome with chiseled looks and graphics. The Blue/Silver caught my eye and there were several on EBAY at various times. Completely engrossed in researching the K1 led me to the K1100RS SE. I liked its narrow bars and small windshield. Prices for both were workable and I came very close to the K11SE because of the hard bags for storage. But did I really want another Black/Silver bike which is what the SE came as? The K12 RS soon became the finalist for the second bike list. With the introduction of the "S," it became apparent that many were seeking this new model from Germany and very nice early model RS's were becoming available, with low mileages to boot.

"Well, you'd better call about it tonight," she says. "It sounds like a great deal." I sat in stunned silence for all of a moment or two

and then realized I did not print out any of the information regarding the seller's info. So, I call my baby sister, Kelly, in Valencia and have her get it off the web site. Within minutes, I place a call to the gentleman in Michigan leaving a voicemail explaining who I am and how to be contacted. He returned my call the next morning.

So starts the first week of sleepless nights. I keep dreaming about the RS.

Oct 9th, Saturday

We are standing in line with Tim & Diane Pears and Adrian & Lois Marini for the play "NOAH" In Strasburg, Pa. and I am bursting with news I want to share with them. The seller and I have agreed on details and all I have to do is find a way out to see the bike, test ride it, and get it home. Shortly we may be adding a RS to the stable. I ask Shirl if it would be OK to tell them and she gives the nod. Of course both couples are surprised and I backtrack on the last year's events recapping about Shirl telling me to look for another bike and the short list I was working with. The men break off into guy talk about horsepower and handling and from the corner of my ear I hear Shirl telling Diane & Lois what a pain in the @ss I've been. Funny, I thought I had permission. Oh, she must mean the lack of sleep that I'm causing her also.

So starts the second week of sleepless nights. Shirley included. "Share the pain," I always say. I keep dreaming about the RS.

Oct 15th, Friday

The whole week has been a blur. Meet with the Linnemans and, again, the Pears for an after work get together earlier in the week with Tim loaning me his motorcycle ramps for the trip to Michigan. Jim found his way home for a visit and it would be our only chance to catch up. We broke bread at Jim's favorite hamburger joint in Bloomfield, Tessaro's. Nicky was nice enough to print out one of the photos I had sent in a Email, so Heff (Jim) wouldn't be left out of the good news.

Shirl has driven me to work to meet up with our friend/coworker Bill English. Bill has offered to make the road trip. I unload the ramps from my S10 and load them onto his crew cab Dakota, along with riding gear and overnight luggage. We set out about 8:30 AM for what was to be a seven hour drive. Rain and cold the entire drive through Ohio has left me wondering if riding the RS home is possible. The route takes us into Indiana and Bill checks off another state for his Dakota. He would much rather be checking them off for a motorcycle, but riding is on hold for him a little while longer. I hope not too long, as his eagerness to ride is contagious.

Funny how the time zones work. Indiana is one hour behind, but not Kalamazoo, our destination for the day. Thinking we had three hours to kill, I noticed a billboard along the Indiana pike with information regarding the Air Zoo. It's a museum exhibit of WW2 aircraft along with several up-to-date Navy jet fighters including the famous SR-71 Blackbird. No, not the Honda, the real one with titanium construction and huge power plants capable of Mach 3.2 at 85,000 feet. Bill suggests we take in the museum as it's only 15 minutes from the current Taxi driver's house.

The museum is brand new and the displays are incredible. This place is a must see for "Wing Hounds." Included is a 4D movie on a B17 named the "Kalamazoo Gal." Only one of the gal's crew made it out alive on his 21st birthday after the plane was hit by flak over Germany. He thanks his crew mates for the life he was able to lead and recognizes them every year on his birthday by telling them how his year has been and what he remembers of them. Very touching.

Well, it's that time. We leave the museum and the additional

display hangar well photographed and make our way over to the seller's house. Believing we have plenty of time, I'm surprised to see Jon's (current Taxi rider) van in the driveway. Thinking he was able to get off work before 5 o'clock I thanked him for meeting us. Imagine my shock when we found out we are 30 minutes late. We quickly determine that Indiana is the culprit (damn dairy cows!) and get on to business.

My warning to Bill was to make me get into examining the bike and not just stand there with my mouth open like a doofus. Remind me to take someone else next time as he let both of us stand there like idiots when the garage door opened. It was beautiful, even in the dim 60 watt light. I carefully begin the review of items Jon (soon to be without Taxi) and I have already covered through email and phone. Bill kneels down to look for leaks and check tires. I look for broken fasteners, missing hardware, brake pad wear, and body work damage. Jon brings a box full of items he wants to include in the sale but for additional cash. I look outside and realize there is not going to be a test ride as the rain and cold continue as it has all day.

With Jon's permission I turn the key, flip the kill switch to run, check neutral, thumb the starter and take in the most luscious K12 Remus exhaust sound known to man. JHC on white toasted bread. It's not going to get any better than this. Quick Bill, load this baby up before Jon changes his mind. I continue working out details and finalize them with Jon when Bill reminds me he hates me because he was also watching the RS on the same website with interest. Ouch!

Business concluded and the sounds of Remus still in my head, I invite Jon to join Bill and I for dinner. We head off to a place that has Mexican food to knock the chill off of a very cold evening. During dinner conversation Jon reminds me that he has every receipt and document for the RS and that I should review them when I have time. We talk about the weather in Kalamazoo and Jon informs us that the lake effect snow can be overwhelming during winter. A drive just thirty minutes east can have clear skies and no snowfall, while Kat Man Do is getting hammered. Same goes for summer rain.

Saturday morning comes with showers and temps in the very low forties. The 40 mph wind is blowing the rain horizontal. We are up at 6 and both Bill and I shower, catch the Weather Channel and head out the door. A quick stop and Denny's for breakfast and then over to Jon's (no longer a Taxi rider) residence. It is painfully apparent we have to haul the RS home in the back of Bill's Dakota. We assemble the ramps and begin pushing the bike into the bed. This was another reason for the lack of sleep on my part as I've done this before with smaller off-road bikes but nothing like the 600 pound RS with pristine Taxi Graphics. Straps tightened and ramps secure we load the additional items Jon and I worked out in the sale into the back seat of the Dakota and bid farewell to the second owner of the RS. Do I have to tell you that Jon watched us leave? That's a given.

With the wind at the Dakota's tailgate we make great time heading home. The weather through Ohio, however, was a mess: sleet and freezing rain with 40 mph gusts across most of the entire state. Listening to country music passes the time and before we know it we are backing into my driveway in Edgewood. The sun is out and it's a great looking day. Nothing compared to the weather back west. Welcome home, RS. I've interrupted Shirl's open house for crafts and she and Lois Marini come out to see our new acquisition. It quickly meets both of their approval and Shirl runs next door to solicit our neighbor Jerry's help in unloading the bike. It's on the ground and we fire the engine to life and share the wonderful sound of the K12 Remus.

Bill bids farewell, as he has promised dinner to his wife for their anniversary. What interesting conversation is going to take place

over that table? I quickly don my riding gear with helmet and tell Bill I will escort him over the hill to the Parkway entrance. Three streets away Bill and I enter the parkway ramps. He stayed right and I left, which took me on my first ride up the parkway to Churchill. JHC, this thing moves! It reminded me of my GSXR 1100 without the low clips and high pegs. What a hoot! I hit the exit ramp and swing around to the west parkway entrance. Five quick shifts and I'm on the ramp and back down to Ardmore Blvd. Downshift twice and take a left into Edgewood. I pass Lois coming from our house. Give a wave and receive the thumbs up. I head up the hill to home.

Now were do you go on your new scooter? Well, to the Four Winds Club meeting down at Heritage, where else? Just seven miles away, I was there in no time. Too excited to even listen to what was going on during the meeting, my mind was telling me to just go back out riding.

Now would you think I was able to get some sleep that first night I had it home? Of course not. I had to go down to the garage several times and make sure it was still there and I wasn't dreaming, didn't I? So starts the third week of sleepless nights - give or take.

KEVIN & SHIRLEY HART



NORTH BREAKFAST RIDE DEC. 5, 2004.

Ralph Meyer and Sonny Robison

The 4-Winds web site's a fine thing! Many thanks to Frank Beatrous for the grand job of maintaining it for all of us to appreciate! On a cold morning in December, without the site's Breakfast ride topic, it's quite possible no one would have showed up to enjoy some fine camaraderie over breakfast at King's or a neat ride on some northern twisties afterwards. As it was, since the weather mavens said we'd have cool—35-45° or so temps—with partly cloudy skies and no water, frozen or otherwise, descending from above, I mentioned on the site that I'd be checking out the ride by going to King's at 10 for the North Breakfast Ride. Cap'n (Sonny) Robison responded by saying that since the weather looked good to him over in Monroeville as well, he'd be coming, and Ken Havelka had said at the previous East Breakfast Ride that he planned to come too if the weather was fine. And, the little counter on the site that said how

many people looked at a topic even though they didn't respond indicated that a bunch more had given our jawing back and forth a gander.

With that in mind, I got to King's a minute or so after 10, to find no bikes in evidence that I could see. Having removed the bucket, and (Hi, Kev... remember your comment about people talking to BMW riders???) having had a delightful elderly gentleman exit King's and come over to talk with me about his son's Bike (an R11R with the jugs looking like they stick out farther than they do on the RT, though they don't), who should come out of King's also to let me know he was inside but Ron Kranz! So we stood by the bike chatting a bit, and I told Ron I was expecting Sonny for sure and Ken, maybe (as Ken had ridden up just a day too early to find no one there, and wasn't sure he would come up from Washington 2 days in a row). Sonny had already been there he told us when he arrived, found no bikes, and rode to the BP station across the way to top off his tank. But I hadn't seen him at the BP coming in since, instead of coming from the East on 910 as usual, I had to drop off my granddaughter's water bottle that she forgot at our place the day before, and, since she lives just a bit off the Yellow Belt in McCandless, I figured on just dropping it off, getting back on the Yellow Belt, grabbing Brandt School Rd North to 910 and across onto VIP Drive and the King's. But having never gone that way, and Brandt School Rd not being marked where it crosses the Yellow Belt, though I turned onto Brandt School OK, I decided I was on the wrong road and needed to head further west to catch Brandt School. Dumdumdumdumb: the result of only being around this lovely joint known as Pittsburgh for but 2 years. Anyway, having turned off Brandt School onto some road heading West, I was rolling along when a sign said I-79 South just ahead. Ooops! Got myself lost again! So I crossed 79 and grabbed the road North at the next stop sign, winding up on 910, thank goodness, and coming into VIP Drive from the West. Consequently, I didn't see Sonny at the BP. Knowing, however, he was coming, Ron and I hung around outside for a few minutes and soon the lovely quiet BMW mutter of an R1200 was heard, and here he came. Ron headed in to get a table while Sonny and I pulled the bikes into a parking place and locked all the goodies down before heading in as well to a lovely breakfast in the usual excellent 4-Winds company with fine conversation.

Ron, living but a short distance away, and having some honey-do stuff to accomplish at his daughter's immediately after breakfast, had caged it over (which was why I saw no other bikes when I arrived), and headed off for his carpentering duties following the meal. Sonny and I then suited back up, hopped the bikes, and headed out for a short but sweet ride on a couple of roads around to the North and then South that had, I believe, from their demeanor, been fortunately laid out either by a snake that was somewhat unsure what direction his den



BMR PUNKTMEISTER NEEDED

Want to help out your club?

Like to mess around with computers?

Does fiddling with spreadsheets to see what you can automate and see if you can make 'em grow hair give you a kick?

Then you may be just the gal or guy most needed at this point! Our current BMR Punktmeister (BMW Member Recognition Master of the Points), Don Poremski, has retired from the position this past December, having done his usual terrific job in both designing the program, keeping track of all members' points, and handing out those neat BMR reflective stickies that enable you to make your helmet, bike, trailer, system cases, kneecap, boot tops, etc., look like a football Most Valuable Player's helmet, or like all the victories painted on the side of the cockpit of a quadruple Ace. Howsabout volunteering to pick up the baton from Mr. Poremski and make the program floooowwww? If you're interested, contact President 'Ranger' Rick Gzesh, or any member of the Board, and let 'em know! Don has said he'd give anyone volunteering to take over the program a hand to get 'em off to a flying start.

was in, or by a someone during colonial days who had imbibed too much Western Pennsylvania 'Liquified Corn' before heading for his cabin. The two really neat roads we followed (this time Sonny said the ball was in my court to lead since I was from up the northern tier... trusting soul, he!... but he lucked out as I had, on previous explorations, found the couple of nice meanders we rode) wound all over the place. In any event, we headed out to travel Franklin Road that really gets nice the farther north you go from 228, then, once outside of Evans City on 68, we had a chance to blow some cobwebs out of the throttle bodies heading East on that fine surfaced road with nothing more to slow us down than some sweepers until we got to Meridian Road, which we took South until it turned back into Valencia Road where the line of travel again more and more appeared laid out either by the aforementioned snake or the well-lubricated colonial. The roads were quite nice, technically challenging, and made for a fine ride on which our insulated riding togs kept us as warm and comfortable as a couple of bugs in a rug. Sonny said that for the next East Breakfast Ride I should roll 'em up, stuff 'em in the system cases, and bring 'em along they were that much fun! There, from Mr. Winding Road himself, was high praise indeed! He also said I showed him a couple of roads he'd never been on. I think that comment was just a matter of his being nice to a newbie! My experience with the esteemed Mr. Robison is that there are few, if any, roads in this part of the country he doesn't know about!

In any event, we had a grand old time! So..., who says bikes should be put up on their center stands come November and stored 'till spring? Or that one ought only to ride when the temp's above 65? In that kind of nonsense, we just ain't believers, no way, nohow! Next time there's a Breakfast Ride and the temp's down low, and the water's not coming down wet, wild, or snowing, I'm putting on the Gerbings, stuffing my foots into those quilted long-johns and goin' for it. It don't get no better'n that!

Ride stats:

Left King's I-79 & 910 about 11:45, I arrived home around 1:20, Sonny arrived home about 2:30

c. 117 miles—Sonny's ride from home to King's through the ride to home again. See the map for Sonny's track.

Route:

Left King's headed East on 910 to Pearce Mill Rd.

Lt on Graham Rd

Rt on Red Belt (because of Franklin Rd detour)

Lt on Mars Rd

Lt on 228

Rt on Franklin Rd

Rt on 68 (Main St in Evans City)

Rt on Meridian Rd

Continue Straight onto Valencia Rd

Continue Straight across 228 onto 3 Degree Rd

Lt on Denny Rd

Rt at the 'Y' onto Ridge Rd

Lt on Glasgow Rd

Rt on Cunningham Rd 100 ft before Rte 8

Cross 8 onto Sandy Hill Rd

Rt on Glasgow Rd

At the Red Belt, Sonny and I split for home,

Sonny to Monroeville, me to Bakerstown.

RALPH & SONNY

While away those boring winter hours: Stop in at your favorite Pittsburgh dealer and check out the Beemer goodies:

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c/o Ralph Meyer, Editor
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Bakerstown, PA 15007-9720

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

To join, just come to a meeting and introduce yourself. Meetings are listed here in the Newsletter and in the schedule of events on the Web Site, www.4windsbmw.org.

Membership dues are \$15 per year for primary membership, and \$7.50 per year for associate members residing in the same household as a primary member.

DIRECTIONS TO THE BANQUET:

Saturday, January 22nd, 2005, at 6:00 P.M to 11:00 P.M. in the Grand Hall at the Priory, 614 Pressley Street, Ph.: (412) 323-9394.

From The North: From I-279 South take exit 8B, East Street. Turn right at the third light onto East Ohio Street. At the first light, turn left onto Cedar Avenue.

After the turn onto Cedar Avenue, go three blocks and turn left onto Pressley Street. At the end of Pressley Street, turn left onto Nash Street. Valet parking will be available on Nash Street. Pittsburgh's Grand Hall is on the corner of Nash and Lockhart Streets.

From The South: Follow I-279 North through the Fort Pitt Tunnel. Upon exiting the tunnel, get into the far left lane and stay on I-279 North. Take exit 7C, East Ohio Street. At the light, turn left onto East Ohio Street. At the second Light, turn left onto Cedar Avenue and follow the directions above for after that turn..

The URL for the Grand Hall is www.pittsburghsgrandhall.com

VERY SAD NEWS

We deeply regret to report the passing of lifetime club member, Ross Baker, who died December 17. Our condolences go out to Ross's wife JoAnn, his children, and his many friends in the club. Ross so loved being a part of the Fours Winds BMW Riders, and his long years of club participation and motorcycle riding exemplify what our club is all about.

**ROSS'S OBITUARY FROM THE POST-GAZETTE IS BELOW:
BAKER, ROSS J.**

Age 68, on Friday, December 17, 2004; beloved husband of JoAnn (Liberi); father of Ronald J. (Carmen), Richard J. (Maureen), Karen (Ronald) Amoroso, Jackie (John) Cunic and Jaime (Robert) Jones; grandfather of Brittany, Brendan, Caitlan, Mallory, Mario, Susann, Leah, Alec, Connor and Logan. Friends received Sun. only 2-9pm at the THOMAS P. KUNSAK FUNERAL HOME, INC. 3552 California Ave., at Davis Ave. Mass of Christian Burial in Church of the Assumption on Mon. at 11am. Ross was a retired US Marine and Korean War Veteran and member of the Four Winds BMW Club and the Keystone Sidecar Club.

~~~~~  
The Kunsak Funeral Home is at the corner of California and Davis Avenues in Brighton Heights on the North Side of Pittsburgh. From Route 65 at the McKees Rocks Bridge, turn up the hill at that light. Proceed to the top of the hill and make a right onto California Avenue. At the next light turn left onto Davis Avenue to park behind the Funeral Home. You may stop by to express you condolences between 2PM and 9PM. The phone number at the Kunsak Funeral Home is 412-766-5080.

Please, as caring individuals and as responsible members of this club, let JoAnn know that you are thinking of her. Her personal address is 1311 Stokes Way, Pittsburgh, PA 15212.