

SEPT



2008

MOA # 6

www.4windsbmw.org

RA # 76



PRESIDENT'S LETTER

There's a popular song from a few years ago with the lyrics, "wake me up when September ends." Another successful rally has come and gone with about 250 folks in attendance and new officers to the board will be nominated at the annual arm-twisting meeting at Leo and Holly's place on the third Saturday in September, and when September ends, my 12 hour days as a motorcycle and scooter salesman will be cut back and my sales commissions will gradually wither away. HINT: Riding bikes is way more fun than selling them.

I suppose I owe an apology to the membership of this club for my less than stellar and vigorous performance as President this year. Work pressures forced my absence from meetings and a more proactive leadership role. And let us not forget that there were other members who moved on this year, such as Gary Smith and Rick Gzesh, leaving big shoes to fill with their annual contribution of talent and energy to the rally.

But like Grandpap always said, if you know you are going to be a turkey, you better surround yourself with eagles, and the 2008 board certainly soared to the challenge. And so, in alphabetical order, let's all thank the

*Support
your club!
Throw your
hat in the
ring for an
office!*

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SEPTEMBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., September 20th, 2008 at Leo and Holly Stanton's, 3015 Walton Rd in Finleyville, PA, (Ph.. 412-384-8229). Hamburgers and hot dogs will be provided. Members are asked to bring appetizers, side dishes, and desserts according to your last name: A-H: side dish; I-P: dessert; Q-Z: appetizer. **Directions are on the back page.**

PUBLICATION INFO

The Four Winds BMW Riders Newsletter is published for members' use. Articles' and pictures' copyrights are held by their authors. Author's permission should be obtained before any form of republication.

Editor: Ralph Meyer

Deadline: Articles submitted must be received by the editor no later than 6:00 PM on the Tuesday after the club meeting of the month preceding the month of publication (e.g., Sept. Meeting: Sept. 20; Oct. issue deadline: Tues., Sept. 23rd). Articles/Info rec'd after deadline go in next month's newsletter.

Submission information:

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

Articles on Disk Media mail to:
Ralph Meyer, Editor
See your membership list for address.

Submission formats:

Articles: Send as plain text with headings and hgd depth defined, or in Word Processor (e.g., MS Word) format. Save trees: avoid paper if you can.

Pictures and graphics: Submit in JPEG or TIFF format with clearly marked locations in the article.

Long articles may be split between issues.

National Club Affiliations: Four Winds BMW Riders is chartered club #6 of the BMWMOA and chartered club #76 of the BMWRA

Newsletters in color PDF format are at the Four Winds Site, www.4windsbmw.org. Download a free Adobe PDF reader by clicking the 'Get Adobe Reader' button at www.adobe.com and following the directions thereafter provided.

MEETING SCHEDULE 2008

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

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

September 20, 2008 — Leo & Holly Stanton's

October 18, 2008 — Crooked Creek State Park

November 15, 2008 — Vincent's in Greentree

December, 2008 — No Monthly Meeting

January, 2009 — Annual 4-Winds Banquet

amazing folks who stepped into the voids and provided much needed volunteerism and leadership. Here they are, in alphabetical order ...

Joann Barr (and John) is always there for the club working quietly and diligently behind the scenes without a lot of fanfare or drama.

Ron "Reddy-K" Latkovic delivered the goods, as in lots and lots of nice door prizes.

Ralph Meyer continues to be the voice of 4-Winds, keeping everyone in the loop with a fine newsletter and reminding me of newsletter deadlines.

Dianne Pears really stepped up. I even heard someone refer to her as "the Queen." And in the niciest possible way.

Our perennial eagle scout was Tom Primke who was amazing, again. Without a named Rally Chair, it was decided to do the rally by committee. In most organizations, this would be a recipe for disaster, but Tom was the glue that kept everything together.

Jay Singh served as the defacto President this year in my absence. I hope he will continue to serve on the board in a major capacity.

And of course, all who volunteered for the rally. Yinz pulled it off, again! See you at Holly and Leo's place.

MJEH



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

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

Sun, Sept 21 — *South* at King's, 3049 Washington Pike, off Exit 54, I-79, Bridgeville, 10:00 AM

Sat, Sept 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.



42ND 4-WINDS RALLY



Checkin' 'em in!



Where to camp?



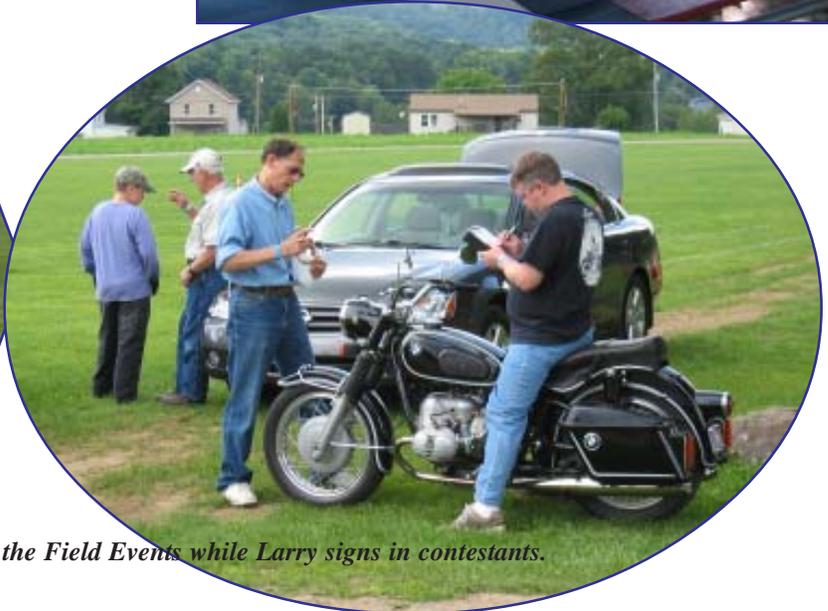
Ahhhh. Kick back. Tent's up!



Maggie chooses door prizes--great selection!



Rob's ready to run the Field Events while Larry signs in contestants.



More on p. 9.



BREAKFAST RIDE EAST JULY 26, 2008

By John Rolin

The usual suspects showed up on Saturday for the East ride and we started the day with an excellent breakfast at Dick's Diner. Ralph was unable to join us for the ride so, after bidding him farewell, Sonny Robison, Dave Manfredo, and I talked about where we might go. It was a cool day with a low probability of rain so weather was not a factor. Since Dave and Sonny had not attended the 2008 President's Ride, I volunteered to lead the group over the same route that Ed (the Syphoon) Syphan took us on that day.

Our ride took us from Murrysville to Saltsburg, via 286. The remnants of the Pennsylvania Canal can be seen in a short walking tour of the area. It is worth stopping and taking a look if you have never been to Saltsburg. Of course, Saltsburg gets its name for the salt mines that were first commercialized in 1817, according to Wikipedia. My understanding is that those same salt mines are now successful commercial storage mines.

We went right through the middle of town to Saltsburg road for some tertiary road riding. This road used to be the main highway to Indiana many years ago. After coming back onto 286 for a few miles, we cut South to Homer City, got on route 56 over to Brush Valley where we picked up 259 South. This stretch from Homer city down to West Wheatfield is one of the particularly beautiful sections of the ride. Good pavement, low traffic, open sweeping turns, etc. all blend together for a very special ride segment.

On the President's Ride we took 259 South all the way to route 30, but I wanted to avoid the more technical section of lower 259 because of difficulty in assessing road surface conditions on that very windy, heavily forested area of 259; so we cut over to New Florence

where we picked up 711. When we pulled into the Sheetz at the intersection of 711 / 271 Sonny noticed his rear brake caliper was emitting unusual noises so we all had a look-see. After making sure it was not Sonny's stomach growling from oatmeal and hot, hot tea, we diagnosed a dragging brake pad which we judged to be a slight issue and something that would not prevent us from enjoying the remainder of our planned ride.

After refreshments, we headed up 711 to Stahlstown, then left on 130 for a quick inspection of the Foggy Bottom Inn. From there we continued on 711 to 31, then North on Clay Pike road; one of my favorite roads off the ridge towards Route 30. We wound our way back to Murrysville for a very pleasant 2 hour trip over some very scenic roads. Total trip mileage ~ 100 miles, total time ~ 2 hours, total gasoline cost ~\$12.00, motorcycling entertainment - priceless.

JOHN



SKYBIKE UNDER DEVELOPMENT

Sent in by Mark Tiedemann

Among the latest ideas for roadable aircraft is Sam Bousfield's Skybike, a three-wheeled two-seat motorcycle that will convert itself, with the simple pull of a lever, into an airplane. Beyond its slippery bullet-shaped design, the most eye-catching piece of engineering on the vehicle will be its patent-pending telescoping wing which retracts the lifting surfaces into the fuselage aft of the cockpit.

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.

The Highest Motorcycle Odyssey in the world: Motorcycling around the Himalayas: Neat read! http://www.royalenfield.com/app/IN/Events/HimalayanOdyssey.asp?utm_source=RE_July08&utm_medium=Newsletter&utm_campaign=HO_2008

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.

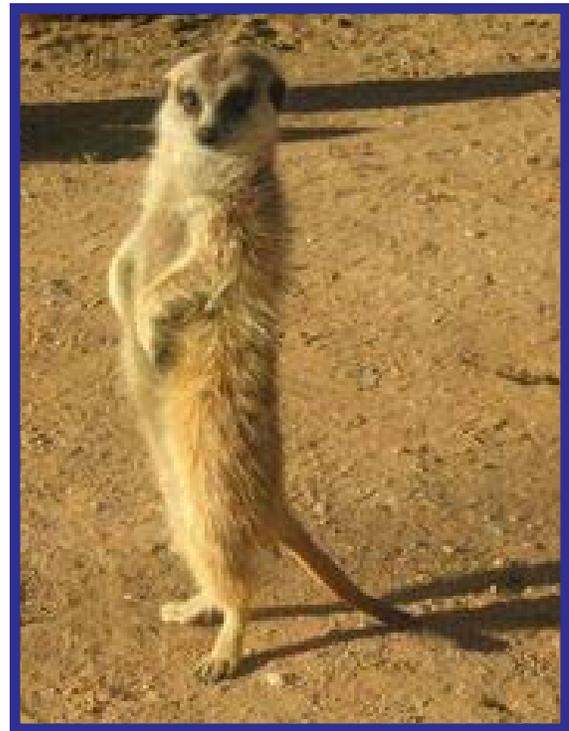
The stress-bearing fuselage will be made from carbon fiber and will house the derated 120 hp motorcycle engine (options being from Yamaha and Suzuki) neatly packed behind the cockpit.

Two ducts, positioned in front of the rear wheels, will feed the fan propelling the aerial configuration of the vehicle. A forward canard will provide flight control as well as limited use in road-going cornering. Tipperons will be used for flight control on the main wings. "We'd like to have a flying prototype by the summer of 2009," claims Bousfield who has contracted Swift Engineering, famed for their work on the Eclipse 400 as well as Indycar racecar designs, to assist with the development of the design. The Skybike is expected to be initially offered as a \$50K kit and will be slipped into the aviation sector as an LSA.



SAFETY TIP

Assuming you have the right of way, ...even when you do... is an invitation to disaster. Even an LT, Harley, or Goldwing is small peanuts in a tangle with an SUV running a stop sign while Ms Gabby Withem in it blathers on her cell phone with her Aunt Petunia, or while Mr. Sockem Trader rattles off his stock purchase orders to his broker on his. The word is: "Don't trust 'em 'till you're past 'em, then watch out for the next one." Keep your guard up! Them Cagers is blind, so they iz!



MC DEFINITION

Sent along by Jürgen Brune, our correspondent in Spokane, WA
Meercat, Meercatting: *n.:* A rider who, upon arrival at a rally while rolling, stands on his footpegs to look for the best spot in which to pitch his tent. *v.:* The act of standing on one's footpegs on entrance to a rally site in order to locate the best camping spot. After the name of an African mongoose who stands on his hind legs to look about for prey.

FOR SALE

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

Yellow Uni-go trailer - Bought a 2006 R1200RT that had a Uni-go "Touring" trailer attached. Don't really need the trailer, maybe someone else does. Pretty cool actually. I do have the mount for R1200RT, wiring etc. included in the sale of the trailer. Mount still on the bike, can provide pics if needed of everything. Yellow in color, some scratches. Very solid. New these things run 2200.00 plus hitch, shipping and any upgrades. Do not have a title. Might be able to get it, but no promises. I am not familiar with DMV laws etc Please check with your local state for requirements. Thanks. Price: \$1600.00/reasonable offer. Location: Middletown, PA 17057. Contact Dave Curci at Telephone 717-554-1267

1996 R1100RT, Blue - 58,000mi., Bmw bags and top box, with keyless entry, two windshields, Day Long seat, head light cover, shelf on dash, Bmw radio and cassette, heated grips, electric windshield, Michelin Road Pilot tires, external fuel filter, new alt belt, new hallfax sensor, new coil. The paint is very good and the bike runs great. ASKING \$ 5,500, Bob Lennox (aka "Cletus"), New Castle, PA area, Ph.: 724-964-8358, e-mail: Cletuscycle@aol.com.

1986 Black K75 Standard: with 15K miles, Side bags, top case, and running lights. Bike is in excellent condition. Asking \$4,000. Jim Dotson. Location: Near Chambersburg. Phone: 717-352-9622, or e-mail mjdots@yahoo.com for further details.





BEAR WARNING

*Pic sent in by
Jürgen Brune*

Warning for those with inclinations to mess with bears. (You know who you are).



WEST BREAKFAST RIDE SAT. AUGUST 9, 2008

By Walt Halaja

Clear blue sky, 66 degrees: perfect day for a ride! Bob Evans: 09:00 hrs.

The 1st time there for me since we changed locations several months ago.

Those present were John Barr, Carl Hartz, Capt. Jerry Hirschfeld, Greg Lievan, Dave Manfredo, Ralph "the Princeton Tiger" Meyer, Dave "2 Spark" McLaughlin, Jeff Ritter, and Paul "PW" White. Good food and a lot of BS. A long breakfast we had because we didn't get under way till approx 10:40 hrs.

Carl & Ralph headed for the BSA rally at Clark's Campground near Toronto Ohio. The rest of us headed for the 28th National Pike "Steam, Gas & Horse show" off Rt. 40 in Washington county.

I started the lead and made it to the Steubenville Pike & Rt. 978 where I wanted to make a left turn on 978. We had the red light when I heard this voice from behind "YOU CAN'T MAKE A LEFT TURN HERE"! It was "PW"; he had seen two "no left turn signs." I said, "I always make left turns here."

He said, "You can't!"

I said, "You can!"

Those signs spooked him, which, in turn, spooked me a bit. Well, when the light turned green, there was a green arrow for a left turn that finally cooled PW down, and I didn't let him forget it for the rest of our fine ride. We took a pit stop at the Consol Energy plant on rt. 231 where Capt. Jerry and Jeff turned back toward home. I split the lead with 2 Spark who took over on Rt. 221, which was covered in part with stones at the end of a left turn that scared the daylight out of me and the others. I thought I was going to leave the roadway, but thankfully we all made it safely around the bend and through the 5 to 10 miles of stone chips.

2 Spark got us to the show at 13:20 hrs. with 99.5 miles on my clock: surely the long way was the better way. 2 Spark, however, had to hightail it home to go back up and pick up his wife at the airport, so we lost him—which is the way breakfast rides work. While at the show, PW phoned his good friend, Larry Snodgrass, whom we saw there last year, (no answer), but lo and behold, just a few minutes later PW spotted Larry walking by. It was really great to see Larry! He went to the RA rally with us & is a really cool guy.

We spent about 2 hours there then headed home.

When we reached I-79 off I-70, PW did his usual & took the lead, I waved him by, but kept close enough to keep an eye on him. Near the exit to Rt. 519 I was in the left lane when a rice burner passed me in the right lane at good speed, which surprised and startled me because I didn't see him coming and I thought all the bikes behind me were of our group. Well, when he passed at a good speed I still had an eye on PW so I figured "Uh-oh if he passes PW how fast do I have to go to keep up?!" I have seen PW in action when our HOG brothers pass him, so I was wondering: "What's he going to do about this screaming rice burner?" Well, this guy made the Canonsburg exit and didn't pass PW, so we will never find out what would have happened.

I arrived home at 16:53 hrs with 147.9 miles: just enough!

Walt

Addendum:

While the other fellows were headed for the Steam, Gas, and Horse Show, Carl and I (Ralph) headed out old Rte 22 for Ohio, to new US 22 through Steubenville, and up rte 7 to Costonia, South of Toronto, OH, to Costonia-Mt Tabor Rd/CR 56 to Clark's Campground where the Ohio Valley BSA Club was having its Rally. For lovers of Brit Bikes, that was the place to be for sure. Along with every kind of BSA bike imaginable, there were Nortons, Triumphs, and Royal Enfields along with some I'd never even heard of before that were quite rare.

I'd always wanted to attend a Trials meet to watch what some of those riders could do with a bike, but had never done so. However, at 1:00 in the afternoon, the club was holding trials competitions in 2 places--one across the 50' wide rocky bottomed creek running by the lower portion of the campground, and the other course in the woods above the campground on the other side of CR 56. The 'cherry' on top of that Sundae was that Carl's son, who brought his trials bike up in his pickup, was riding in the competition.

Around lunchtime, who also should we spy but Max Stanton, who'd ridden over on his Burgman scooter.

We all three grabbed something to eat and drink from the hamburger stand and ate them in the pavilion by the river course, and then adjourned to the bank above the course at 1:00 PM to watch the riders.

They'd laid out the course with 3 levels of difficulty. A few, probably newbie or 1st time riders, chose the easy path, which didn't require riding up the 5' vertical bank on the other side of the creek, and over a 14" log in the middle of the creek along with a couple of other wooden obstacles, one filled with short logs in all kinds of crazy positions.

The middle difficulty course required the bank, the log, and several wooden obstacles a foot or so high on this side of the creek along with riding through the 10' long 'log bin.'

The tough difficulty required going up and over the creek bank on the other side, turning around, and coming back down the path only about 4' from where you went up... THEN riding over a 3' high Electric Cable Spool set at the end of the aforementioned log, instead of doing the log. The wooden obstacles on the flat on this side of the creek were also higher for the high difficulty course than those for the medium difficulty, and of course, the log bin was required.

The referee, as each rider rode the course, held up his fist and would put up a finger for each time the rider dabbed the ground with his foot. 5 fingers disqualified the rider; otherwise at each rider's finish of the course, his score was noted and he then headed off for the other course(s) in the woods. There were quite a few riders, maybe 20 or so, most doing the medium difficulty, and but a few the very difficult route.

As we watched, Carl was telling me about having gone to some of the international trials. He said that they were really something to see as guys had to climb rocks that were vertically 10' high or more, and often had to turn their bikes around while remaining on the same spot. Wow. Even this course, I thought, took some massive skill--both to surmount the obstacles while remaining upright, not to mention riding through the creek on flat and round rocks, none of which were by any means fixed in place or trustable not to rock or spin or otherwise move. One guy even stalled his bike after having made it back up the low bank on this side of the creek, only to kick it back to life again without every putting either foot down. That brought a real round of applause too from all us onlookers. For my money, watching my first Trials competition was more fun than watching a GP! Not that the latter doesn't take awesome stamina and skill, but Trials takes being able to balance and control that bike like nobody's business! Neat!



SYRIA MOTOR CORPS POKER RUN SUNDAY JULY 6, 08

by Walt Halaja

Thru member Alex Walters this poker run was brought to our attention in the May newsletter, page 9. I chose this ride over the north breakfast ride because I told Alex I would go. A few other members and past members attended, and that was exactly what Alex was hoping for. I saw Leo and Holly, Ron "the Camper" Kranz, Paul "PW" White and I had breakfast first at Eat 'N Park on Banksville Rd.; other past members were Theodore "Ted" Beiter, Dan "Scooter Rudert" and his wife, Bill Werksman who, like Alex, was working the event. I didn't see Alex until we turned onto Logans Ferry Rd. where there was no road sign. A pleasant surprise.

This ride was 98.9 miles long, mostly two lane back type roads exp. 286, 380, 981, 217, and 780, and was very well organized. They had good food and plenty of it. There were over 500 motorcycles, mostly Harley folks—who I might add were very very orderly. So, next year you might want to try this ride as I'm sure you would enjoy it.

Before we left the parking lot for home I overheard a fellow say it was pouring in the 'Burgh.. So I mentioned it to PW thinking we might put on some rain gear: the "Frogg Togs." PW quipped, "What? Are you afraid of a little rain?!" OK. It was about 94 degrees out, so off we went without the rain gear. PW said he wanted me to lead, but he always manages somehow to lead anyway and he did. So, getting onto Rt. 28, a Harley Brother without a helmet on got in between us. I passed him, but just before the Fox Chapel exit where you lose the 3rd lane, he passed us on the inside lane. Before we got to the Highland Park bridge we got hit with the rain "Big Time." You've heard the story about PW and our Harley brothers and how he doesn't like to be passed by them. Well let me tell you, this old fellow—and he was old—held his ground with us. I didn't find out till later that PW did pass him right before the veterans bridge. The rain had finally got to the old guy so he stopped below an underpass. What a ride home!

BTW I had two Aces and two Queens for my hand, not bad if I was only playing against 4 or 5 guys, however against over 500 hands that was a sure loser, but the ride and camaraderie sure weren't.

Walt



HOW NOT TO WEAR A HELMET

Wellllll, I guess it depends on whether you fear the sky is falling and you want more protection that-a-way, huh? Good thing it's an open faced one... Don't know what the poor thing'd do with a closed face. (Editor's note: I can't recall who sent this one to me, but it's a good 'un! Looks like maybe one Jürgen would've sent)



THE WAY WE WERE BACK WHEN AUGUST, 1998

by Walt Halaja

1. Four Winds rally Update via Adrian Marini-Co-Rally Chairman: the 32nd Four winds Rally was held August 14-16, at Buttercup campground in Renfrew, four miles west of Butler. They had: A. Four rides of the countryside were planned for Sat. sure to please the curve hungry and the curious viewer of back road beauty. B. Tech Sessions though the day Sat. C. Discussion on "Women Who Ride." D. Children's games. E. Volleyball, Swimming, and Saturday night dinner followed with a large campfire that burned for the telling of good stories and good times. Adults \$30, Children 10-15 \$20, Children under 10 Free (no meal). Day passes \$10 (No meal)

2. "We Rode The Pony Express" Stacy, Terry, Kay: July 23rd, we were anxiously waiting at Dobbins Landing dock for the arrival of the pony Express Tour '98. About ten o'clock, in rolled 30 riders from Akron, Ohio. With little wasted time there was a beautiful and emotional ceremony to transfer the medallion pieces from the princi-

pal riders of the Akron leg to the Buffalo leg. With a police escort and led by Marianne Taylor "Heritage BMW mechanic" on the 86 leg we traveled toward buffalo on Rte. 5. The feeling of oneness and camaraderie among the group was an overwhelming experience that is hard to put on paper. Sharing a common cause like fighting cancer created an instantaneous bond that allowed both men and women to cry for our memories, our survivors, and the hope of ending the disease in the future. The Pony Express Tour '98 was an emotional, inspiring, and gratifying experience.

3. The Road to Travel (or Not) via Sean Barrett: I just got home from a morning ride and thought I would share most of it with y'all. I said share most of it, because occasionally I was not sure where we were. Ed tatters, Don Poremski, Shawn, and I met Sunday AM in Trafford, at the junction of RT. 130 and 993. Shawn led to Jennerstown via Rt. 993 with some back roads to Rt. 30 and east where we stopped for breakfast. The ride continued to Shanksville; then we reached Rt. 31, but I am not sure how we did it. At one point we turned off onto a gravel road in response to a covered bridge sign. We found the bridge (well worth the side trip). If you don't want to take the chance of getting lost (something that has never stopped me, just ask those people who have ridden with me and gotten lost) you might not want to try this ride. The ride was approximately 125-150 miles long and took all morning. It could take longer if there is increased traffic or if ridden at a more "subdued" pace.

4. Don Poremski took on a new job and moved to Canton, Ohio

Walt

Continued from p. 3



Rob, Larry, and Trick keep an eye on the barrel wrapper--This one was almost a winner!



Diane and Nancy keep checkin' 'em in!



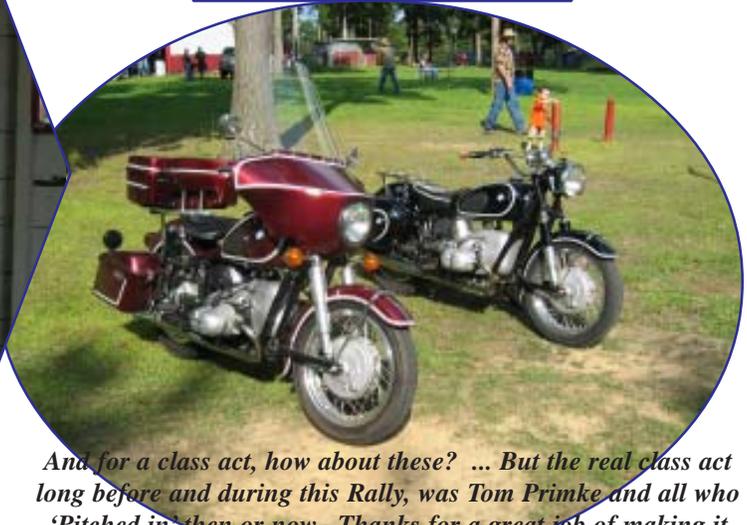
Many, Many Thanks to our fine sponsors!



And to Ron "Reddy-K" and helpers for the great job on door prizes! Not to mention those off stage leading folks down interesting roads--Ed "Syphoon" Syphan, and Jay "Yellow Jacket" Singh, and Rich Villa and Eric Trow for some great presentations.



*That door prize was in the trailer...
Ah, there it is.*



And for a class act, how about these? ... But the real class act long before and during this Rally, was Tom Primke and all who 'Pitched in' then or now. Thanks for a great job of making it go, dotting all the i's, and crossing all the t's. It would'nt have happened without you otherwise!!!

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

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

DIRECTIONS TO THE MEETING:

The regular club meeting will be held Saturday, Sept. 20, 2008 from 2:00 PM** to 5:00 PM at Leo and Holly Stanton's, 3015 Walton Rd in Finleyville, PA, (Ph.. 412-384-8229). Hamburgers and hot dogs and their fixings will be provided. **Members are asked to bring appetizers, side dishes, and desserts according to your last name: A-H: side dish; I-P: dessert; Q-Z: appetizer.**

From Pittsburgh: Take Rt. 51 South out of Pittsburgh. About 8 miles or so south of the south end of the Liberty Tunnels, you'll cross a railroad track and the Hwy 43/Turnpike. About .6 mile after the Railroad, take the Scotia Hollow Rd 'Y' to the right to Ridge Rd. Cross Ridge Rd and Turn Right onto Walton Rd (Walton dead-ends on Scotia Hollow and is the next road to the right after Ridge Rd). Leo's Driveway, #3015, is on the right on Walton, after you pass Dale Ln/Rd on the right. You can also turn right onto Ridge from Scotia Hollow instead of crossing Ridge, then left onto Dale Ln/Rd, then right onto Walton, and right into Leo and Holly's, #3015, driveway.

From the South: Take Rt 51 North, cross the Monongahela River, and get off at the Ridge Rd Exit after the Mon bridge, taking Ridge Rd West toward Finleyville. Turn left onto Dale Ln/Rd, right onto Walton, and right at Leo and Holly's, #3015, into their driveway.

**Note: the board will meet at 1:00 PM--before the regular meeting.