

Nov



2012

MOA # 6

www.4windsbmw.org

RA # 76



The President's Column

Leaves have turned to beautiful colors and are now falling. You know what that means. The cold weather is coming, so get out your electric gear for that cold ride and start thinking about what work you want to do on your bike during those cold, dark months of winter.

Years ago, we had the "Shack" at Gary Smith's garage where we would work on bikes one night a week for the winter. It was a great garage: plenty of space, tools, lifts and the expertise of multiple long term "wrenches" such as Gary and Al Vangura. Unfortunately, Gary sold his garage when he moved to Florida and we have not been able to find a similar place that we could use to work on bikes.

That doesn't mean that we can't work on bikes this winter. Many of us have small garages where we work on our bikes, all we need to do is come up with a project and invite members over. Several winters back, we did extensive work on Trick's R65LS in my garage. It is a small garage but we had 3-10 people there one night a week for quite a while and it was great. So, if you have a winter project in mind and have space to work on it, let every one know about it. Having a group working on it is a lot more fun and is a great way to while away the winter. If you don't have a place to work, ask around the

MARK YOUR CALENDARS: THE ANNUAL BANQUET WILL BE HELD AT PETER'S PLACE ON THE WASHINGTON PIKE SOUTH OF I-79 EXIT 55 FROM 6 TO 11PM, JANUARY 19TH, 2013!

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NOVEMBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., Nov. 17th, 2012 at the Cornerstone Restaurant and Bar—301 Freeport Rd. Aspinwall, PA 15215; phone: 412-408-3420 <http://www.cornerstonepgh.com> from 12-3PM. Mealtypes at 3PM. Lunch 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., Nov. Meeting: Nov. 17; **Dec. issue deadline: Tues., Nov. 20th**). Articles/Info rec'd after deadline go in next month's newsletter.

Submission information:

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

Articles on Disk Media mail to:
Ralph Meyer, Editor
4 Winds Newsletter
6056 Meadow Lane
Bakerstown, PA 15007-9720

Submission formats:

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

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

Long articles may be split between issues.

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

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

MEETING SCHEDULE 2012

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

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

November, 2012 — The Cornerstone Restaurant and Bar— 301 Freeport Rd. Aspinwall, PA 15215.

December, 2012 — No Monthly Meeting

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

2012 SHACKS

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

club, you might find someone near that would love to have a winter project in their garage.

Just because the roads get icy, that doesn't mean that we can't play with our bikes!

Hope to see ya at the Nov. meeting.

RIDE HARD, RIDE SAFE,

SEAN



ONGOING EVENTS

Breakfast Rides, et al.:

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

COME! EAT! CHAT! RIDE!

Ride Schedule — Month:

Sun, Nov 4 — North at Eat 'n Park, I-79 & Rt 910/Brandt School Rd, 10:00 AM

Sat, Nov 10 — West at Bob Evans, Rt 60 & Campbell's Run Rd, 9:00 AM

Sun, Nov 18 — South at Eagles Landing, Rostraver Airport, Rte 51, 10:00 AM

Sat, Nov 24 — 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.



Four Winds BMW Riders

October 20, 2012 Meeting Minutes

Location: Sharp Edge Beer Creekhouse, W. Steuben St., Pittsburgh, PA
Board Attendance: Sean Barrett, Tim & Diane Pears, Jeff Harlich, Tom Furey, Joyce Elk, and Kevin Hart

The meeting was called to order by President Sean Barrett at 1:10 pm with 20 people present.

Officers Nominations for Next Year: Of the four nominations for the 2nd Director at Large position, Kris McLain, Fred Maskrey, and Tim Pears declined, therefore Ralph Meyer will become the second Director and no election is necessary.

Banquet: Peter's Place in Bridgeville, right off of Rt. 79, has been booked for our banquet on January 19th, 2013. The price should stay around \$20 - \$25 per person. They have a lounge available for after the banquet and there is a hotel a half mile down the road.

Brochure: Tom Furey is going to have 100 copies printed of a plain version to have something to distribute at Lee's dealership for now. Ralph Meyer will see if he can do a better layout with photos.

Website: Diane Pears reported several web designers gave estimates. Lots of research has been done on the various techniques available that would best meet our needs, but stay within a reasonable price range for us.

Shane Rolin (John's son) with Amixa, a local company, custom coded for maximum security and ease of use, including hosting was \$2 - \$3,000 plus \$360/yr. Greg Chambers, member of Chicago BMW club, was \$1,800 plus \$180/yr. hosting and support. He's recommending a CMS like Joomla , but can do custom coding as well. He is familiar with building and being webmaster for several motorcycle club sites like ours. Christian Musuraca, a local professional who did Tom Furey's Hi Viz site, would update ours for \$1,000.

Kevin Hart made a motion to hire Greg Chambers to build a completely new website. Seconded by Tim Pears. The motion was carried by majority vote.

Newsletter Mailings: Discussion on the few people who still get newsletters mailed. Should they pay extra annual fee to cover postage and printing? Joyce Elk suggested they pick up their copy at the meeting, which would mean the location and directions would have to be published two months ahead. Sean suggested we table the issue until next meeting for more investigation.

50/50: Won by Ron Kranz

November 17th Meeting: Cornerstone Restaurant, Aspinwall
301 Freeport Road, Pittsburgh, PA 15215 www.cornerstonepgh.com

Respectfully Submitted,
Tim Pears, Recording Secretary



Lee S. Marks
Owner

BMW MOTORCYCLES OF PITTSBURGH
DUCATI PITTSBURGH
TRIUMPH OF PITTSBURGH

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MANY THANKS EUROPEAN MCs OF PITTSBURGH!

A big special Thank You! to Lee Marks and European Motorcycles of Pittsburgh for their fine contribution to the Rally and its Grand Prize and door prizes. Every year, Lee and the folks at his dealership have been strong supporters of our club in many ways from providing space for one of our monthly club meetings, to inviting us to track days, and to providing our rally on occasion with its main prize as well as numerous door prizes. We're most fortunate to have a fine BMW dealer in our Pittsburgh area, and we much appreciate the European folks' support.



AN INVITATION

by Walt Halaja

On Thursday, September 27th, I received an invitation from Dave "2 Spark" McLaughlin to join in on a ride to Kingwood WV for their Buckwheat pancake festival along with Big Al Vangura, Dan "scooter

Rudert" who many of you know and that many years ago moved over to the slower side! I thought "Why not?" And besides, I had never before ridden with Big Al or Dan, if my memory is correct!



So, on Saturday, the 29th, I met "2 spark" at the GetGo in Richeyville on Rt. 40. We headed East on 40 to Uniontown and, at the McDonalds, met up with Big Al & his friend Gerry, and Dan. Leo Stanton was there too! "Heavy

Duty!" OK, this was the lineup: Dan & Al were on scooters, Leo & Jerry were on 250s, Dave was on his KLR, and I was on Traveler—my new R1200RT. What a crew, I thought. Dan took the lead and chose some very good roads, but the one I would like to point out would be the "Wharton Furnace Rd." that cuts off Rt. 40 to the right a bit East of Jumonville as one is going down the hill. Wharton Furnace turns into Rt. 381 and runs to the Pa.—WV. line. A great road you should try if you have never been on it. I'll bet Dan Weaver knows it and has ridden it!

We arrived without a hitch and Dan got us a parking spot at a bargain bin price, but I think Leo paid for it and wouldn't take a dime to let us help out with the cost. We took a shuttle up to the



festival. Boy, was I surprised and thought this was really "Big Time" for a place like Kingwood WV. There must have been one to two thousand or more folks walking around and enjoying themselves.

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.

A man and a motorcycle--From Walt Halaja: http://www.youtube.com/watch?v=uqU2BsNj_Wc&feature=youtu.be&hd=1

GS Around the world trip by Murph: <http://www.wherethehellismurph.com>



We headed for the pancakes and really enjoyed them; Leo put down 16—the most of all of us. In his defense, I have to say they were very thin, but very good too!**

We split on the way home with Big Al and his friend, Gerry, heading back home the same way, while 2 Spark led us back another way! Dave doesn't like to lead, but he sure knows the good roads down his way. I logged 213 miles and boy was I tired when I got home! Do you think it was the pancakes? Jerry broke down and he & Al had to have Jerry's bike hauled home. A sad note, Huh? If you get an Invitation to ride to the Buckwheat festival next year "take it" and be sure to ride down "Wharton Furnace Rd.

WALT

**At the October 4 Winds meeting at the Sharp Edge Creekhous, Leo said Walt didn't exactly do a bad job on the 'cakes either, having downed an even dozen! —Editor



"RONNIE JAY" SINGS THE OLDIES

by Joyce Elk

That's right! Ron (AKA our very own "ReddyK" Latkovic) has a great voice! So come enjoy the many delicious teas and coffees that Mike and his staff at the Coffee Buddha have to offer. Then travel back in time listening to the music that will bring back so many great memories.

See yinz there to sip great coffee and tea while listening to "Ronnie Jay." The Coffee Buddha also serves delicious snacks to go with the coffee (some you can dunk if you've a mind to).

When: Saturday, November 3, 2012

Time: 6 PM to 8 PM

PLACE: The Coffee Buddha

964 Rt. 19, Perry Hwy.

Pittsburgh, PA 15237

one mile north of West View

JOYCE ELK, FOUR WINDS BMW RIDERS CORRESPONDING SECRETARY



FOR SALE

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

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

1988 K75S rolling chassis. 5300 miles. Previous owner CUT the wiring harness to get a computer (fuel, I think). He has a new computer & harness. Baby literally needs new shoes, so he wants it out of his way. \$750. Yes, seven hundred fifty USD. 724-863-6424 ask for Shawn.

Red 1982 R100RS 62K miles. New tires & battery. \$3500. Ask for Shawn at 724-863-6424.

Motorcycle Lift: Heavy duty, hydraulically operated. Asking \$375. For information, contact Ron Kranz at 724-935-1875 or e-mail ronmcb@yahoo.com. For a picture, see p. 8 of the September newsletter.



**A FINE FOUR WINDS SUNDAY
10/7/2012**

Sundays are always nice, especially for fun, food, and find camaraderie. This being so, Sunday, 10/7/2012 was especially good with two activities going on. First there was the regular North Breakfast Ride at the Eat 'n Park that sits at the conjunction of Rte 910 and Brandt School Road just off the Wexford I-79 exit. Ten o'clock saw 6 riders out to enjoy the menu and delicious breakfast buffet Eat 'n Park provides to tempt the discerning palate, not to mention benefiting those who wish to tastily expand their waistlines. John Allen, Frank, Beatrous, Ron Kranz, Dave McLaughlin, Ed Tatters, and I tucked in to the goodies and conversation on the occasion. Despite threats from the weather mavens concerning a generally chilly atmosphere (My F800ST ambient temp readout never went above 44°) and rain (claimed to go from 30% to 60% possibility), the parking lot sported Frank's KLR, Ed's recently acquired Suzuki V-Strom 1000, and my F800ST, along with John's well beloved Bimmer, Ron's SUV (he coulda walked, but didn't), and Dave's Miyata (known both for showing up at Cold Wet Breakfast rides and at any and all Miyata rallies within striking distance). The usual ride enhancement discussions went on till almost half till noon, whence I figured I'd better get my bum back in the saddle and head for the Narcisi La Vita Restaurant as I'd told both Vince and Ed Syphan I figured on being there. I ate just a bit light at the breakfast in order to leave room for some good Italian comestibles at noon, and, having paid my bill, while the other fellows were still chatting, headed out around 11:30 so as to get to the winery, I hoped, around 12.

As dour a day as it was (grey, in the 40s, with promises of rain) I wondered how many might make it to the Italian Lunch and possible ride to Foxburg (the latter being canceled due to it being... a dour day with, as Ed Tatters said, a Steelers game on the TV to be followed by several great GP races—Ed did say he'd have to get a nap after the game and maybe the first of the GPs as the next one came on at Midnight and he didn't want to miss that one. I can identify with that approach, though admittedly I've been known to snooze while reading, watching TV, and doing any old thing save riding. Walt calls it either 'taking a power nap' or 'having a food coma'—especially if the foodie goodies have had gorgeous amounts of carbos available. Anyway, since no one else at the breakfast said they were going to the lunch, I headed out on my own. At least I thought no one else was going that way, as nobody said they were.

When I got to the Narcisi winery, Vince's F800GS (well broken in with a cross USA ride this summer he told me) was the only bike there, though he'd said he'd heard John and Marge Humphrey planned to come, and I'd talked with our good friend the Great Syphoon (Ed Syphan) earlier in the week, whence he said Michele wanted to make it as they'd not been to the Narcisi for a coon's age, so I figured there'd be at least 6 of us. Lo and behold, Ron (Reddy-K) and Jeannette Latkovic arrived, Ron saying he hadn't made the breakfast because he had thought the Breakfast ride had been called off because of Vince's noon N-Meal. Shortly after that, John and Marge rolled in on the R1150RT, and Joyce Eck (sans Jack Blue Knight—who seems to have forgotten they were going to the lunch and left

himself get scheduled for work at the golf course...poor fellow!) arrived. So, counting Vince, John, Marge, Ed, Michele, Joyce, Ron, Jeannette, and I, that made 8. A nice crew. While we were doing the usual preparatory tire kicking outside the winery, we heard the distinctively lovely sound of a neat 90° V-Twin and around the curve into the parking lot came Ed and his V-Strom. I told him that had I known he was coming, I'd have waited, but he said he wasn't staying but just came to enjoy a bit of a ride, to say hello to the folks, and then to beat it back home before the game started. After a bit of a chat with everybody, Ed had the V-Strom turned around and headed back out, while the rest of us headed in to do some wine tasting, and then get ushered upstairs to La Vita's nice balcony for an enjoyable 4 Winds Lunch and confab party.

As the day was cool with rain promised (the promise I know was fulfilled as I ran into the drizzle just on my way from the Narcisi to

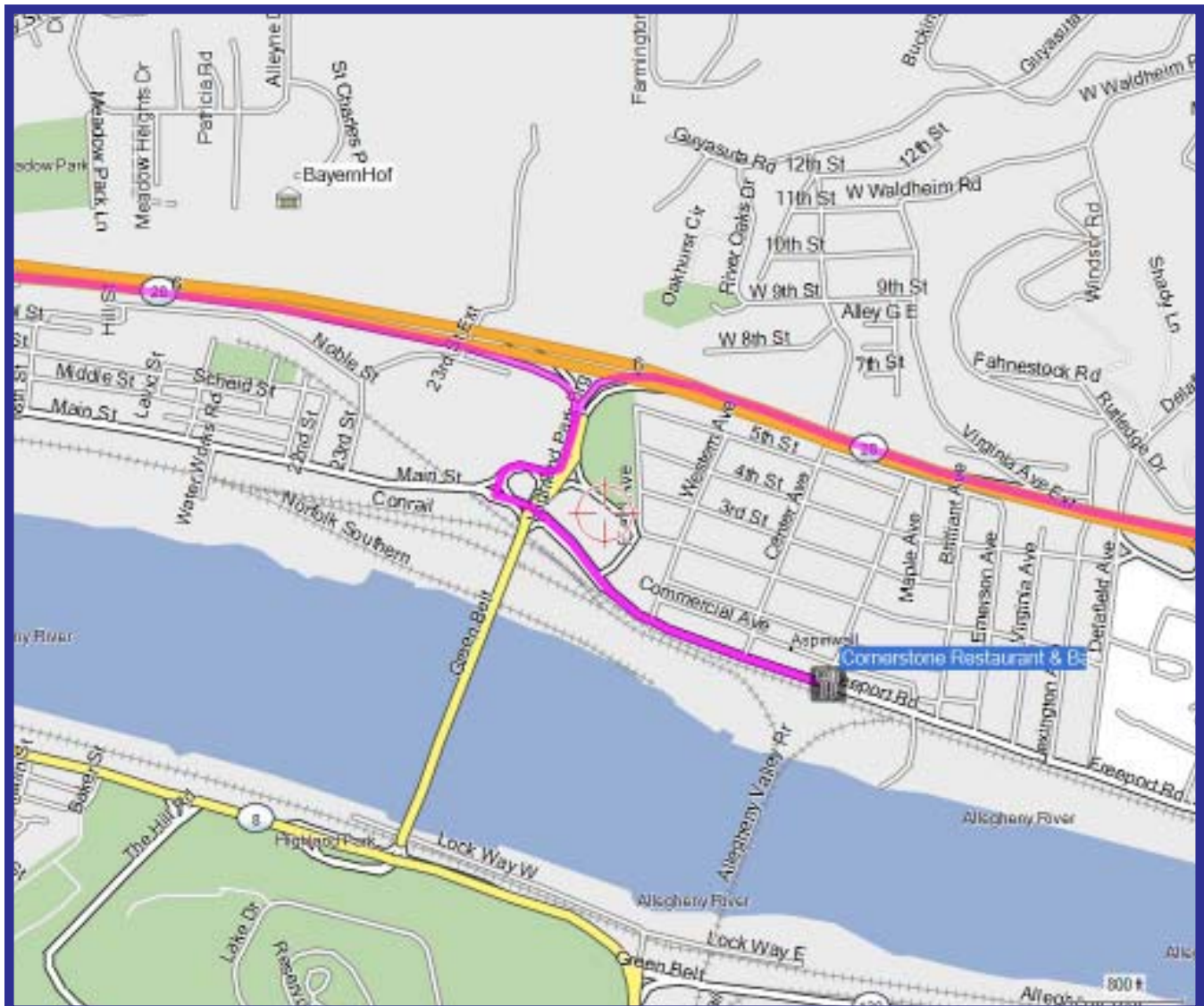
Bakerstown and home), Vince said he figured that we wouldn't bother with the ride to Foxburg, and we all agreed that was the better part of valor, but we all enjoyed the delicious lunch, conversation, and company. Furthermore, it should be noted that the preceding wine tasting had it's beneficial effect, as it was to be noticed that at the end of the lunch several bottles, well wrapped, had been purchased and were heading out to the bikes and cars and to home with us. Narcisi does do good Italian food and wine, so it do! It also, when populated with a nice bunch of 4 Winds folks, makes for a nice lunch and afternoon. Vince said he thought it would be a good idea to do the same next year. That got a unanimous 'Yea' vote from us all. A finer Sunday couldn't be gotten IMHO!

RALPH

Thanks to Ed (the Great Syphoon) Syphan for the picture--shot with his iPad.



**MAP TO THE NOVEMBER MEETING
AT THE CORNERSTONE RESTAURANT AND BAR, ASPINWALL, 12:00 PM TO 3:00 PM**





WEST BREAKFAST RIDE SAT. OCT. 13, 2012

by Walt Halaja

On Oct. 9th, I posted on our 4 Winds web-site that Rt. 88 in WV was back in very good condition and worth the ride if you get a chance—and besides, this is fall foliage time! Guess what! Dave “2 Spark” read it and posted “I’ll make it this week. I’ll see you Sat. at the WBR.” Well, if I’m going to go to breakfast, one other friend/member is enough for me! But, to my surprise, Ralph Meyer, Dave Manfredo, besides 2 Spark and I made it as well! NICE! We had a long breakfast with much BS-ing I guess.



Just as we were getting ready to leave, Ralph spotted someone walking around our bikes and on a 2nd. look I said “That looks like Bob Hall.” And sure enough, he must have read that post too and wanted to take that ride on one of my favorite breakfast loops. Ralph had to go home for some chores, so he went home and the rest of us took the long way:

“Rt. 978” just to get on Rt. 50. It was a somewhat spirited ride and I just loved it! Yeah, we had some nice pit stops also, two at Cross Creek Reservoir and one at the Sheetz on RT. 40 and 88. This ride was a bit more relaxing to me than my Kingwood ride I guess because it was only 140 miles vs 213. The temperature range was 35 to 68 degrees: just a perfect day for a ride! By the time you read this, you might note that it shouldn’t be too late to do this loop and catch some fall foliage yet!

WALT

PS.: ... Do you think you can get a slight case of “Tennis Elbow” from pulling the clutch in on Rt. 88 & 231? There is a lot of shifting up and down on those two roads when riding an RT so as to keep the RPMs up where they need to be. Well, my elbow was a bit sore and I think I got that there from working the clutch!



SECA AND YE SHALL FIND

By Don Poremski

Well, if a person is going to renege on a promise to quit riding motorcycles, then he might as well do it big time. The resolve to stay off two wheels crumbled when offered an ’82 Yamaha Seca by a friend. “You gotta help me get some room in my garage. Be a pal!”

The same pal and others were headed for the Twin Valley Riders rally to be held (unfortunately) on the same weekend as the author’s home club’s “Oktoberfest” in Shreve. The location was the Meadows of Dan in Virginia. The bike had already seen some awesome southeastern roads from attendance at the Riders of Knoxville rally, but it had been brought there on a trailer. This time it would be ridden to the rally site to join an august troupe of Pennsylvanian apex strafers that had been formed around Easter trips into the same general area.

Not far from the Blue Ridge Parkway, Willville is a motorcycle only camp-ground just east of Hillsville, VA. The thought was to enjoy the best riding roads already known to arrive there for dinner on Friday. 562 extra miles later, dinner had been over for three hours. The problem? First it was a squealing speedometer cable. It was loud enough to get past the wind noise and through two deeply implanted ear plugs. Remove, lubricate, replace and it was good for about 75 miles. Next, it was road choice.

Oh yes, the enjoyment was there, but the plethora of curves and the number of small towns to be negotiated was slowing my southward progress. Name names you say. Okay, OH 800S to Woodsfield, 255E to Sardis, cross the Ohio River at New Martinsville, 180E to Middlebourne, 18E to Jacksonburg, 20E to Webster Springs, 15E to Valley Head, 219S to Rich Creek, 460W to Interstate 77S to exit 14 toward Hillsville on 58E. That took fourteen and one half hours. Quite a return to riding one would say. Yes, but there you are on what’s known as the Blue Ridge Escarpment, and man, does it hold some good roads for a bike!

If you look up Twin Valley Riders you’ll see the subtitle for their club is “Sport Touring Enthusiasts of Southwest Virginia”. The Saturday “spirited” ride was lead by Mark (whose last name shall remain undisclosed to protect his license) on some of the most challenging roads on (and on both sides of) the BRP.

It was good to know that my friends had also made it their safely; also, to know that they called my home to find out if I had a

problem along the way. Note to self: call wife when running really, really late to a rally. Yes, we all attended the Saturday ride, but problems had not been totally solved.

It has been said that the BRP has some ingredients that make it abrasive, thus reducing the mileage on bike tires. That shall be the blame for not checking the tires and having a fellow rider tell you about the threads visible on the rear. Now, to impart some wisdom. If you need a tire and the only thing available at 4:00 p.m. on a Saturday is the correct size **front** tire, buy it, but install it with the reverse rotation. Who knew?

Partly because of the new territory with a reverse rotation rear tire, partly because fourteen hours were not available for the trip home, it was Interstate 77 all the way. Not fun, not exciting but the route gave one plenty of time to reminisce on the previous two days. This story written one week after the event finds the author still smarting from that brick of a saddle. Friends, an '82 Seca is not a sport touring bike. Keep your trips to 100 miles and you'll love it. Beyond that, wear two pairs of bicycle shorts and put up with the disrobing at comfort stops.

DON



IT'S TO LAUGH THE ELDERLY PICK-UP LINE?

Sent in by Big Al Vangura

A rather elderly gentleman (mid-eighties) walks into an upscale cocktail lounge. He is very well-dressed, smelling slightly of an expensive after-shave, hair well-groomed, great-looking suit, flower in his lapel. He presents a suave, well-looked-after image.

Seated at the bar is an elderly fine-looking lady (mid-seventies).

The gentleman walks over, sits along-side of her, orders a drink, takes a sip, turns to her and says, "So tell me, good looking, do I come here often?"



THE WAY WE WERE BACK WHEN

Prepared by Walt Halaja

Issue 11

PRESIDENT'S LETTER

It's not quite time for me to say goodbye, but the elections are over and the votes have been counted. And I'M NOT ON THE BOARD NEXT YEAR! I guess that you could say (and several of you have already done so) that I'm a lame duck. Of course, that's not going to keep me from doing my job until the end of the year. You will have to listen to me for one more meeting and then we have the banquet to look forward to.

Speaking of the banquet, in this issue you will find a form to reserve your spot. Please do so in a timely manner. We need to have 75 people in order to break even, so bring your significant other, and anyone else you can think of. The banquet is always lots of fun. And this year we have valet parking!!! Are we getting classy, or what?

You also still have time to nominate someone to receive the MOA medallion. Just drop me an e-mail or call, or you can even send in the form.

Hope to see you all at the meeting.

QUACK! QUACK!

Nancy

Extra Innings

by Holly McMunn

With over 60,000 miles on my R11, I thought that it was about time I learned how to take care of it myself. That's why I decided to offer up my precious steed to the Shack Pack. From their perspective, I think it was an opportunity to show what they knew about making it run right. In other words, removing "the dreaded oil head surge". To tell you the truth, I had just come to accept "the surge" and didn't even notice it anymore.

I was told that the project for the evening, adjusting the valves and synchronizing the carbs and throttle bodies, was ambitious. Just how ambitious, I was still to find out. I got my R11 over to Celento-Henn's workshop the evening before the October 16th Shack. My sister followed me in her car and the next night Rick Gzesh was lined up to ride me to the Shack so I could ride my bike home.

The Celento-Henn workshop is quite a place with lots of room and all the right tools and spare parts to make the big job we had selected easy and fun. The hospitality was great, too... great catered spread with an assortment of microbrewery beers!

I arrived to find a terrific turnout for the evening. There were people in attendance that I hadn't seen in years! With a great deal of BMW knowledge accumulated under one roof we got down to business. About 20 pairs of hands descended on my precious R11. Taking the lead were Al Vangura, Gary Smith, Dave Celento, Dick Holland, and Kevin Hart. I saw wrenches turning and body parts flying. I tried to keep an eye on everything. I tried to participate. Hey, I was there to learn, hands on, about my bike! But with all the activity, I wasn't sure that something wasn't going to get lost and began to wonder whether I had made the right decision.

Soon the activity slowed to a low rumble as the job got more involved. Fewer hands were in the fray. I came to feel more comfortable that all was under control and I began to dig in and get my hands dirty.

The first three innings of this game were devoted to setting the valves. It was interesting to see the methods of finding top dead center on my engine. It may have been a bit more work but was more reliable to use the "peep hole" (that's a technical term) on the right side of the engine and look for the "O" followed by the "-" which we centered in the window by turning the crank from the front of the engine with a ratchet.

Dick Holland and Dave Celento talked me into changing my valve setting from the factory settings to the "Lentini" settings which Dick said will allow my bike to breathe better and give me more mid-range power without hurting fuel consumption (my big issue). I set the intake valves at 14 and exhaust at 12 and found that using a feeler gauge was just that... developing a feel for the valve settings.

We put the valve covers back on around 10 pm and went into the 4th inning... synching the carbs. Dave had his trusty TwinMax (a carburetor and fuel injector throttle body balancer) ready for the job. It was already getting late and most of the gang was making their exit. We had used the TwinMax a month before on my bike to balance the throttle inputs. It was easy and fun so I had no fear that we would soon be done with the job and I would be on my way home. But this was not to be this evening. We backed the bike up to the open door and started her up, I am sure to the pleasure of Dave and Rebecca's neighbors.

Nearing 11 pm we discovered an oil leak on the left cylinder around the spark plug gasket.

Fortunately Dave saved the day with a spare.

Eleven o'clock came and went and I went into a 7th inning stretch-out on a folding chair while Dave, Dick and Kevin tried in vain to balance the right carb. Ross Baker stayed to provide moral support. This was turning into a 0-0, tie game, and heading toward extra innings. No matter what they did, they just couldn't get the right carb reading to budge. I was beginning to lose hope. When they talked of my leaving the bike overnight and completing the work the next evening, I drew the line and said, "Let's do the best we can 'cause I'm taking this bike home with me tonight."

It was midnight, the bottom of the 9th and Kevin Hart was at bat. We were all grabbing at straws by that point but something that he said clicked and we soon came to realize that the TwinMax was not working properly!

Into extra innings, Dick Holland ran home to get his big slugger... an official BMW Synchronizer. Up to bat in the bottom of the 11th we finally had the game in hand. The carbs and throttle bodies were in synch and my R11 was purring like a kitten.

The R11 and I pulled out of Dave's at 1:16 am and headed for home... with plans to return for a smaller, more manageable project in November.

YEARLY MILEAGE

by Sean Barrett

Well it is that time of the year again. For those of you not familiar with our mileage "contest", once a year I collect the ending mileages for that year and tally them up. It isn't truly a contest because no one wins or loses, but we do come up with some interesting numbers. I calculate total miles, average miles ect. and publish them in the newsletter. I also encourage riders to include a little note with their mileage letting me know how they put on those miles so I can add this information to the article.

Anyone who submits mileage now, I will count as finishing mileage for 2002 and as starting mileage for 2003. See the form in the newsletter. The following riders submitted starting mileage for 2002, so be sure that you send in your finishing mileage:

Ed Tatters	Holly McMunn
Frank Beatrous	John Oldenburg
Dan Weaver	Margaret Weaver
Kevin Hart	Walter Halaja
Paul Cronin	Ed Syphan
Gerry Mihm	Sonny Robison
Lois Marini	Adrian Marini
Steve Skupas	Fred Fornataro

Sean Barrett

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

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

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

DIRECTIONS TO THE NOVEMBER MEETING:

The regular meeting of the 4 winds BMW Riders will be held at the Cornerstone Restaurant and Bar—301 Freeport Rd., Aspinwall, PA, 15215; phone: 412-408-3420 <http://www.cornerstonepgh.com> from 12 noon** to 3:00 PM. We'll order lunch from the menu..

From the North: Take Rte 8 South through Etna toward the R.D. Fleming Bridge.

Before the bridge, take the ramp to the left towards Sharpsburg onto Pa-28N. Take exit 6 off Pa-28N to the right toward the Highland Pk Bridge towards Pa-8 S/Aspinwall and before the bridge take the ramp to the right towards Sharpsburg/Aspinwall taking the exit ramp to the left towards Aspinwall. Continue East on Freeport Rd about 0.5 mile from the exit to the Cornerstone Restaurant & Bar on your left.

From the East: Get on I-376 W and drive west. Take exit 79B (old 10A) to the left towards Pa-130/Churchill. Turn right onto Blue Belt/Pa-130. Stay on 130 and take the Highland Park Bridge ramp to the right towards Pa-28. Cross the bridge and immediately take ramp to the right towards Aspinwall and continue East from the ramp exit about 4/10ths of a mile on Freeport Rd to The Cornerstone Restaurant on your left.

From the South and West: Get on I-279 N and drive east; continue on I-279 N towards North Shore, then take exit 7C to the right onto Pa-28 N towards Chestnut St/East Ohio St/Etna. Take exit 6 off Pa-28N to the right toward the Highland Pk Bridge towards Pa-8 S/Aspinwall and before the bridge take the exit ramp to the right towards Sharpsburg/Aspinwall, taking the final ramp to the left towards Aspinwall turning Left out of the ramp, going East onto Freeport Rd. Continue about 1/2 mile from the exit to the Cornerstone Restaurant & Bar on your left.

**The board will meet at 11:00 AM.

GPS Coordinates: N40 29.373 W79 54.213. ...MAP: See p. 7.