



Four Winds BMW Riders

May 2004

MOA # 6

www.4windsbmw.org

RA # 76

PRESIDENT'S LETTER

E-Newsletters!

This is it, the official launch of the E-Newsletters in with the May issue of our Four Winds BMW Riders Newsletter. This is a new process, but my expectations are high, and I really can't wait to see this thing evolve as time and effort produce our club's new work of art. Okay Ralph and Frank, let 'er rip! Sure that's easy for me to say because I am not doing all the work, but I really think we have a great team working on this project. Remember to keep your feedback constructive, and we are sure to see this thing through a successful launch and development. Everyone get moving on submissions, and see the website info on the appropriate file formats for your submissions. There is info there on submissions both to Frank and to Ralph. Remember that if you want to opt to continue receiving your paper copy, it's all cool. Just remember to send in your paper form or register online at our website.

April Meeting!

We should all call and give a word of thanks to the management at Houlihan's in Monroeville. Restaurant managers get complimentary phone calls about once in a blue moon. As last year's Vice Prez, I can tell you what Rob is going through this year to make arrangements with nice places happen. To find a restaurant that allows us to have our own space AND order right off the menu is indeed a rarity. I personally appreciate their great effort in accommodating us. I just gave manager Ed a call and thanked him on behalf of our club. Guess I better call the Spaghetti Warehouse too!

May Meeting

Our next meeting will be at Mr. Al Vangura's in.... Oh, that's right, Mr. Al moved and so we all have to pay attention. Sorry to those

Continued on page 2



INSIDE THIS ISSUE:

President's Letter	1
May Meeting Info	1
Board Of Directors 2004	1
Publication Info	2
Ongoing Events	2
2004 Meeting Schedule	2
2003-2004 Shack Schedule	2
Wanna Ride?	3
April Meeting Minutes	3
Upcoming Events at BMW Motorcycles of Pittsburgh	4
Why Are We Messin' With The Newsletter?	5
For Sale	6
On the Net	6
Continue Mailed Newsletter Option Form	7
Ten Covered Bridges of Greene County	9
Bridges in the mist?	10
Covered Bridges in Washington County	11
Rally Update - May 2004	13
Factoid	14
"Return to Trenton, Ontario Rally" Invitation	14
The April 10th West Breakfast Ride 15	
Untrivial Trivia	15

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MAY MEETING INFO

The regular Meeting and Spring Bike Cleanup will be held Sat., May 15, 2004 at Al and Dee Vangura's, 510 Roosevelt Circle in Perryopolis, PA. from 2-5PM. Meal at 3PM with general meeting afterwards. Bring food, depending on the first letter of your last name: **A-H:** Appetizer; **I-P:** Side dish, **Q-Z:** Desert. Directions to Al and Dee's are on the last page.

PUBLICATION INFO

The Four Winds BMW Riders Newsletter is for the use of its members. Copyrights of articles are held by authors. Author's permission should be obtained before republication.

Editor: Ralph Meyer

Deadline: Issue articles must be received by the editor **by the Wednesday after the monthly meeting preceding the month of publication** (e.g., May meeting: Sat., May 15th; June issue deadline: Wed., May 19th). Articles/Info received after deadline will go in next month's newsletter.

Submissions:

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

Articles on Media (Zip/Floppy disks/CD-ROMS) should be mailed to:

Ralph Meyer, Editor

4 Winds Newsletter

6056 Meadow Lane

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Submission formats:

Articles: Should be in electronic plain text (ASCII/ANSI) or Word Processor (e.g., MS Word) format, w/ headings and heading depth clearly defined. Please avoid hard copy (paper stuff).

Pictures and graphics: Best in JPEG or TIFF format. Mark locations in the article.

Newsletters in PDF format are at the Four Winds Web 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.

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

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 — May:

Sun., May 2nd — North at King's, I-79 & Rte 910/VIP Dr., 10:00 AM

Sat., May 8th — West at Eat n' Park, Rte 60 & 22/30, 9:00 AM

Sun., May 16th — South at C & K Cycle, Rte 51, 10:00 AM

Sat., May 22nd — East at King's, Rte 286 & Presque Isle Dr., 9:00 AM

2004 MEETING SCHEDULE

Please mark these dates on your calendars, but please remember... All meeting sites are tentative. Please check the web site and newsletter for changes and updates.

Sat., May 15, 2004 — Al and Dee Vangura's

Sat., June 19, 2004 — TBA

Sat., July 17, 2004 — TBA

Fri., August 20–Sun., August 22 — The 38th Annual Four Winds BMW Riders Rally — Redbank Valley Park, located 2.5 Miles North East of New Bethlehem on Route 28 in Western Pennsylvania. GPS Coordinates: N41° 00.94' / W79° 17.52'. Check-in begins 12PM Aug. 20.

Sat., September 18, 2004 — TBA

Sat., October 16, 2004 — TBA

Sat., November 20, 2004 — TBA

December — No Regular Club Meeting

President's Letter - Continued from page 1

of you who have been to Al's meetings in the past so darn many times that you could get there while slumbering gently and dreaming of the new GS. Can't wait to see his new digs, and see Al again. Let's make this a record-breaking event! Er, sorry Al.

The Arrhythmia of Trivia

The first launching of Ed Syphan's trivia contest was a success with a whopping ONE PERSON who had the right answer. Hmmmm. I intend to fully jump on this bandwagon if getting a prize is that easy, that is,

Continued on page 3

2003-2004 SHACK SCHEDULE

May 5 — Picnic at Al and Dee Vangura's

Note that this will be the final Shack Session of the 2003-2004 'Season.' Keep an eye out next fall all you lady and gentleman wrenchers and attendees out there, when the Shack will, most likely, again appear in all it's glory to help keep us smiling through the winter, and keep 'em rolling!

WANNA RIDE?

Here are some good ones coming up!!!

May 29 - 31, Adrian and Lois Marini's led tour of Southwestern Ohio. There will be *two overnights* at the Best Western Lancaster Inn, 740.653.3040. When you make your reservations, mention that you are with the 4 Winds group. Contact Adrian and Lois for additional information.

May 8 - 9, The Dayton Air Museum Ride. Meet 8:00 AM, May 8th, at Kings Restaurant, Rt. 60 (Steubenville Pike) & I-79. This will be an *overnighter*, so as to have sufficient time at Wright-Patterson. A block of rooms has been reserved at the Hope Hotel at the base. Make your own reservations by phoning the hotel at 937.879.2696. Tell them you are with 4 Winds when you call. Questions? Contact esyphan@yahoo.com . Original plans were to stop at the AMA museum in Pickerington, Ohio, but there won't be time for that. That'll be another nice ride at a later date.

Wednesday, May 26 - 9:00AM Start... Track Day at Beaverun, Sponsored by BMW Motorcycles of Pittsburgh. For reservations, call 724.934.4269. Cost for the general public for the day will be \$120. For those who bought their bikes at BMW Motorcycles of Pittsburgh, the cost will be \$70. Lunch is included in the price.

APRIL MEETING MINUTES

Four Winds BMW Riders
April 17, 2004

President's Letter - Continued from page 2

unless of course the rest of you also jump into the game. Give it a try! It's kind of fun. Once again, do YOU know the answer?

One More Time!

I want to again express my thanks on behalf of our club to Nancy Barrett for her long service as Newsletter Editor. President several times, and always there for the club events in an active capacity, Nancy represents the best of our folks. Perhaps we have a few members who have done as much, but has anyone done more? The fact that the question can even be reasonably asked makes any attempt at a real answer inconsequential in lieu of the point to be established by even initiating the inquiry. Thanks Nancy!

The good weather is here! Quit reading my literary mélange and go RIDING!

Thanks for being a Four Winds BMW Rider. See you at the meetings, and see you on the road!

Lance

The meeting was held at Houlihan's Restaurant in the Monroeville Mall. It started at 3:35 PM with President Lance Hough presiding. Thirty-four members were present.

Old Business

Newsletter – The posting of the newsletter on the website will begin in May. Lance recognized Ralph Meyers as the new editor taking over for Nancy Barrett. The club was reminded that members can opt to receive the newsletter by mail if they contact Ralph either through the form in the newsletter or online at the web site. There were no questions or discussion from the floor regarding this change.

Four Winds Gear – Rob Berner informed the group that the board has decided to go ahead and select Embroidery Etc. as the club's supplier of embroidered clothing and hats. The club will pay a one time set up fee of \$110 to have the club's logo digitized. The vendor is starting a web site that will be linked to our website for ease of ordering. There will be a selection of items to select from or you can have your own items embroidered at a cost of \$7.50 per item for a left chest logo. The advantage is a la carte selection with no minimum order quantities which prevents the club

from having an inventory. This vendor will also be supplying the rally shirts and pins. Rally shirts will be 100% cotton and quoting Rick Gzesh "they have a good hand". She is planning on attending the rally as a vendor.

New Business

Motorcycle Safety – Rick Gzesh emphasized the importance of motorcycle safety. He briefly described his accident on the Parkway East and stressed the importance of proper gear. Rick feels that his gear saved him from much more serious injury. He reflected on the fact that it is early in the riding season and you skills may not be up to mid-season form. You need to ride with a sharpened sense of what is around you and your limitations. It is critical that you remain in control of your situation and keep safety space around you at all times.

2004 Rally – Tom Primke updated the club on the rally. The picture advertisement for the BMW MOA ON magazine was submitted and will appear in the July edition. The committee meeting and rally ride will have to be rescheduled at a later date. Tom has contracted with the musician from last year who will bring an amplifier with him. Ed Syphan suggested that we check with Peter Bombar about upgrading the PA system.

Pittsburgh BMW Track Day – will be held at BeaveRun on Wednesday, May 26th. Bike

Continued on page 14

UPCOMING EVENTS AT BMW MOTORCYCLES OF PITTSBURGH

Wednesday, May 26th – Track Day at BeaveRun

Our last Track Day was a huge success, over 50 riders and every one had a blast. Bring your bike to BeaveRun for a fun day of instruction and track riding. Invite a friend or bring your “non-BMW” bike because **ALL** types **AND** makes are welcome! For more details, safety requirements, directions, and registration please call our shop at 724-934-4269.

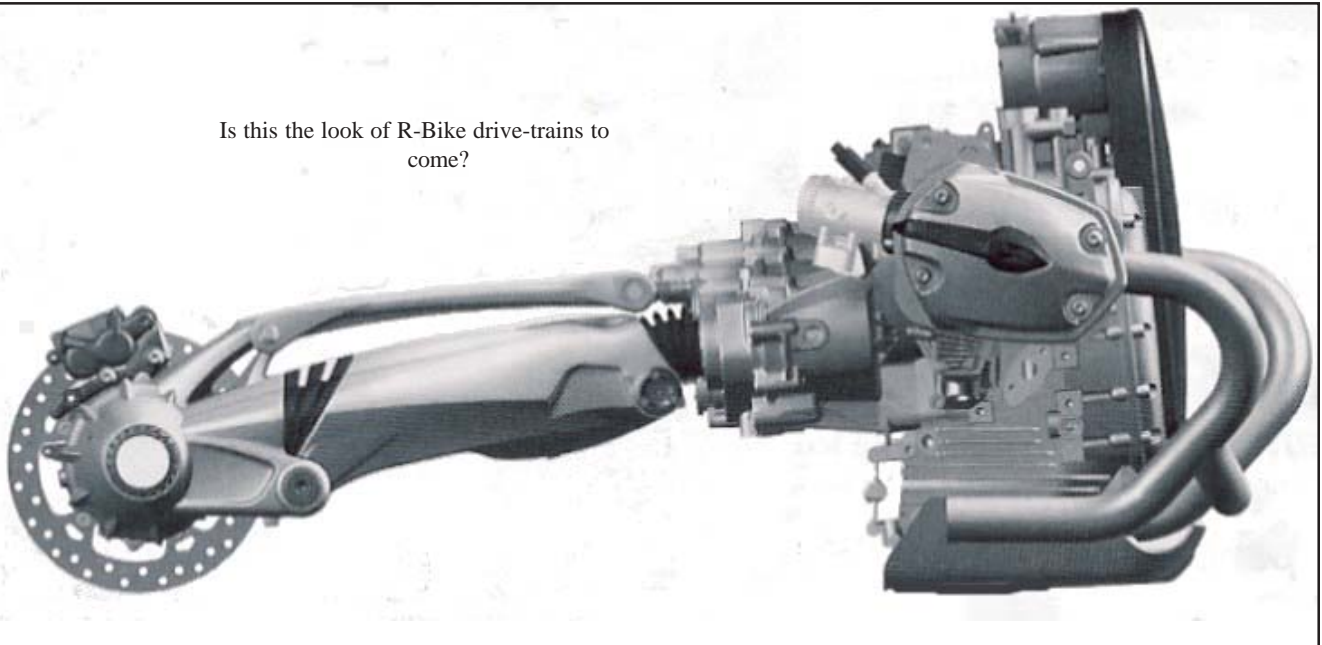
Don't forget to check our website www.bmwpgh.com for our up to the minute list of events and rides.

BMW Motorcycles of
Pittsburgh

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Is this the look of R-Bike drive-trains to
come?



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March 22, 2004

WHY ARE WE MESSIN' WITH THE NEWSLETTER?

Rick Gzesh, Director at Large

Recently the 2004 Four Winds Board of Directors made the decision to bring our club into the 21st Century by posting our Newsletter on our website. The intent of this article is to address any concerns that you might have concerning this monumental change.

There are basically two issues at play here that I would like to address: First, the finances and second, to better serve the membership of our club. I will do my best to relay to you the thought processes and issues that the current board, of which I am a member, considered before coming to the conclusion that it is time to make this change.

First, the financial stuff. This is probably the easier of the two to explain as it is a matter of dollars and cents. If you have been a member for at least a couple of years, you have no doubt heard at least one discussion concerning this issue. The issue being that with the increase of postal rates over the years, our very reasonable annual dues does not cover the expense of printing and mailing the newsletter to our 100+ membership 12 times a year.

The various solutions available are: to raise the dues, change the newsletter to a quarterly publication, shop around for cheaper printing, or to eliminate the newsletter altogether. Though the option of reducing the printing costs was considered, it was determined that the savings would be minimal at best and would be offset by future postal increases (another one is on the way). The other options we felt would be detrimental to the club. The final solution that we looked at was also one that other clubs have adopted with mostly positive results. That solution is to publish the newsletter on the club website. I do have to admit that our ultimate goal is to eliminate the printed newsletter altogether except for a limited amount of copies to be distributed to the local dealers or for other promotional purposes.

Believe it or not, the savings to our club will be substantial when the printed newsletter is eliminated--around \$1500.00 per year! Not a small chunk of change. In the near term, our goal is to reduce the printed newsletter by at least 50%. For that to happen, we need your help and co-operation.

That brings me to the second set of issues. Other than the financial stuff, why will this be good for the club? If you are already Internet savvy and are using our website (or others), the answers are pretty obvious. Information is easily exchanged via the Internet. Do you want a riding buddy? Post it on the web! Do you want to sell that bike, or spare part? Post it on the web! Do you have a tech question or tip? Post it on the web! Have a great picture? Post it

on the web! Do you want to ruffle some feathers? Post it on the web!

I think you get the point. The Internet has quickly become one of the best ways to exchange information and ideas. The 2004 board sees our website as the key to our future. More and more men and women are using the web to research their hobbies and passions. We anticipate that we will attract new members and keep more members interested in our club through the web, thereby reducing attrition to our membership base. We also anticipate that our currently underused website will see increased usage when the newsletter is on line. Increased usage means that you will find that riding buddy, sell that bike, get answers to your tech question and if you must, ruffle some feathers!

So what do you say? Are you willing to help improve our club by eliminating the printed newsletter? Of course, you can still print your own personal copy if you like. You can even read it in your porcelain library if you want, just like the old days. But this newsletter will have color pictures, additional articles, and new features that we haven't even thought of yet.

As a final note, I would like to reiterate what has already been stated elsewhere. For the time being, any member who still wishes to receive a printed newsletter by snail mail will still be entitled to do so. With the timetable that we are working on, you will have at least 2 issues after the first newsletter is posted on-line, to make your decision. Or, if you need a longer time to decide, return the form saying you want to continue to receive the printed B&W version (no color). You can always change your mind later.

As for me, I will be electing to improve the club, by opting out of the printed version. How about you?

Rick

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 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 copies of the Newsletter in PDF format there! Check it out if you haven't already done so.

Dianne Pears says this one is good for **K Bikes' history and mods**, with links for everything under the sun: <http://flyingbrick.freeyellow.com/>

FOR SALE

1978 R100/7 - Color: Roseish purple, miles: 90,000ish, runs good, roadworthy, front brake sticking, can be ridden but could go for a new clutch. New Corbin seat w/ backrest. Asking \$1500. The Rodmans: 412-384-5132.

1985 BMW RT with 1991 Volerex - 37,331 miles, BMW side bags, battery charger plug, Huff front end, good tires. Sidecar cover & extras. Call Ross at 412.761.8773.

CONTINUE MAILED NEWSLETTER OPTION FORM

As discussed at the meeting held on February 21, our club faces a dilemma every year due to the cost of postage for mailing the newsletter. Our dues do not cover the costs of printing and mailing the newsletter.

In an effort to stabilize our treasury and begin to put the use of dues to better use, as well as to avoid an immediate dues increase, the Board unanimously voted in favor of presenting a motion for a vote by the General Membership. The subject of this vote was to provide the newsletter via our club's website (www.4windsbmw.org) in order to better promote the club, save money on postage and printing and allow for better features such as color graphics and archived issues and articles. The motion also granted individual members the option to continue to receive the newsletter by mail if they so desire.

The General Membership passed this motion at the February meeting.

Beginning in April, the newsletter will be on the Website in Adobe Reader (*.pdf) format, which is a widely used method of sharing documents. *Adobe Reader can be obtained for free at www.adobe.com.*

While using the website to obtain your newsletter is encouraged in order to save the club money, it is not mandatory. You may continue to receive hard copies through the mail. In order to do so, please complete and return this form to Ralph Meyer by June 23. Thank you.

(Check Box) **YES: I would like to continue receiving my Four Winds Newsletter in paper form through the U.S. Postal Service.**

Name (please print): _____ **Date:** _____

NOTE: Members who do not return this form by June 23 will no longer receive the Newsletter in paper form through the mail beginning with the July issue.

Four Winds BMW Riders

Return To:

Ralph Meyer

6056 Meadow Lane

Bakerstown, PA 15007

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TEN COVERED BRIDGES OF GREENE COUNTY

By Jürgen Brune



Ralph Meyer and I met at the Bridgeville exit of I79 on this bright, sunny Monday, March 29. Ralph on his RT with a shiny new magnesium valve cover (that's another story) and I on the trusty R850R.

I led the ride starting out on Rt. 50 West through the villages of Gladden, Cecil and Hickory (known for its apple orchards and the apple festival in fall), then down Rt. 18 south. Good riding, clean roads except for some leftover gravel in the turns and intersections. Wound our way through Washington, PA, continuing on 18 through coal country (there is active mining just south of Washington), past the hamlets of Lagonda and Van Buren and through the famous town of Prosperity (named after the economic upswing caused by coal, oil and gas, that continues to this day) and Sparta (named for "luxurious" living in those good old days?). Rt. 18 briefly joins Rt. 221 at Prosperity and continues right about a mile south.

By chance, we encountered our first covered bridge, the Day CB, about a mile past the turn, to our right just off Rt. 18. Can't miss it - still Washington County, GPS N40 01.760 W80 17.563. The bridge crosses Short Creek.

We continued through Old Concord and turned right on Sr. 4015 about a mile after Rt. 231 turns off to the right, following a sign to Graysville, where we hit Rt. 21.

That's where my local knowledge came to an end, and I suggested that Ralph lead us to the next CB target, the Scott CB right off Rt. 21, about 5 miles east.

Ralph followed his electronic instinct (GPS) whose routing ability led us on a great circular dirt ride. Instead of following Rt21 east, we turned right just outside of Graysville on an 8-mile loop past several farms and all gravel roads along ridges with spectacular views. Dust flying (I found myself eating his dust), blazing sun and three large turkey vultures circling overhead, we managed to find the way back to Rt. 21. Riding coarse gravel is an interesting experience - the front tire wobbles across the gravel, yet the bike stabilizes itself automatically with little rider input. With a light touch on the bars, even an RT plays GS on that stuff.

Thinking that we had missed our bridge, we ran back to Graysville, THEN finally consulted the map. OK, head back on 21 East where we found the Scott CB about 1.5 miles east of Rutan, crossing the South Fork of Tenmile Creek. Can't miss it - N39 53.270 W80 19.530.

I took the lead again to Bridge number 3, the Shriver CB, following the verbal descriptions in Ralph's excellent guide. Rt. 18 turns off Rt. 21 about 2 miles east of the Scott bridge. We continued 0.5 miles past the West Greene Middle School and made a left onto Hargus Creek Road. The Shriver Bridge crosses Hargus Creek about a mile past the turn, N39 51.156 W80 16.732.

For number 4, we headed back to Rt. 18 and continued south along the winding road for about 7.5 miles. At Nettle Hill, we turned right (NW), about 4 miles, to Aleppo on Sr. 3012. At Aleppo, Sr. 3012 continues west but we went straight on Sr. 3001 for another mile to the Wren's Nest CB crossing the South Fork of Dunkard Creek, N39 50.487 W80 27.222.

To get to number 5, we headed back to Rt. 18 north. I pointed my GPS at the target and let the e-brain take over. I had remembered reading something about Triumph (the town, not the bike) so I made a right turn (prematurely, as it was) onto Blockhouse Run Road following a sign to Triumph. Easy dirt farm roads but we had to get around a valley and could not get to the King CB directly. The dirt road ended in Pine Bank and we got back to Asphalt to Brave, PA, after briefly crossing the Mason-Dixon line into West Virginia. In Brave, we turned left onto Sr. 3013 north towards Kuhntown. The King CB is 2.5 miles north of Brave on the left, N39 45.419 W80 16.369 and crosses Hoover Run.

Number 6 was the Woods CB, still on Sr. 3013 north, about 2 miles south of Rt. 21. Great riding along a narrow, winding road with very little traffic. It bridges Pursley's Run on the left side, another can't miss - N39 51.782 W80 14.074.

Heading back to Rt. 21 East, we were ready for lunch at the Golden Corral in Waynesburg - except it appeared to be out of business so we settled for the frugal gourmet cuisine at Wendy's.

Number 7, the White CB (aptly named for its color), is an easy target. From Waynesburg, we slabbed it down I79 to the Kirby exit and continued east towards Garards Fort. The White bridge is about 2 miles from I79, just off Sr. 2018 to the right, spanning Whiteley Creek, N39 48.383 W80 03.659.

About 0.4 miles further east, Sr. 2015 is closed since the Red CB is out. A game commission officer said that was the name of the former bridge and told us that it burned down 5 or 6 years ago.

To get to number 8, the Carmichaels CB, we turned left at Garards Fort (about 1.5 miles past the missing Red bridge) onto Sr. 2017 and followed it to Carmichaels. There is a monument in the center of town, turn left on North Market Street. The bridge is 0.2 miles further on your left, crossing Muddy Creek, N39 53.914 W79 58.650.

Number 9 is easily reached via Rt. 88 north to Dry Tavern (we did not care to find the tavern...), then Rt. 188 west 2.5 miles past Jefferson, then turn northwest on Rt. 221. The Cox Farm CB is almost 2 miles past the turn, on the left, crossing Ruff Creek at N39 56.579 W80 07.558.

Another missing bridge, don't know the name, burned down a few years ago also when kids set a car on fire on the bridge (according to a police officer whom we queried). We believe that it was located off Rt. 221, 1 mile west of the Cox Farm CB - it appears to have been replaced by a concrete slab.

The cop was nice enough to point us to number 10, the Bailey CB that spans Tenmile Creek. We continued west on Rt. 221, under I79, then onto Rt. 19 north. There is a bar called Rinky Dinks on your left, and shortly after this bar we turned right on Sr. 2020, crossing a large concrete bridge. The Bailey CB is off to the right, about 3/4 mile past the turn, N40 01.265 W80 11.744. I missed it because I had understood that it was in Marianna - Ralph found it and I turned back after I lost him in my rear view mirror... This last bridge had interesting, load-bearing arches, hand-hewn out of oak, pieced together from 6 - 8 foot sections rather than the usual King or Queen posts - fascinating engineering design, making it the highlight of our day.

The return trip was uneventful - slabbed it back on I79. 10 covered bridges in an easy, 8-hour ride. Great weather, great company, great pictures and memories.



BRIDGES IN THE MIST?

The 3/27/04 East Breakfast Ride

by Ralph Meyer

OK. Determined not to be late to breakfast this time, I... a) left home for King's on 286 at 7:50AM, b) stopped only momentarily at the Sheetz across the river from New Kensington to top off the RT's tank, and, especially, c) paid absolutely NO attention to the GPS V's directions that, the last time, took me to 22, then wanted me to get on the turnpike in order to get to 286N to King's for the East Breakfast Ride. This time to the GPS V, using Gen'l McAuliff's famous answer to the guy who wanted him to surrender Bastogne during the Battle of the Bulge, I said, "Nuts!" went my own way and got to King's 20 minutes early. After dehelmeting, degloving, and de-whatever-else-ing I sat on the edge of the bike's seat, waited, and watched 286 and the King's driveway like a hawk, hoping to see other 4 Winds riders shortly. A red bike did come in the driveway below with a fellow wearing a matching riding outfit but he disappeared from sight, and I figured (happily mistakenly I found out) he was a kid on a crotch rocket just doing a U-turn through the parking lot to go back south on 286. Another

10 minutes passed and I saw black shoulders topped by a silver helmet flowing up 286. "Aha!" I said to myself, "Sonny!" But then it seemed an eternity passed before the black outfitted, silver-helmeted fellow appeared in the lower driveway. I waved, the rider nodded, disappeared behind parked vehicles and soon reappeared heading in my direction around the end of the line of parked cars in the lot. It was indeed Cap'n Robison, the muted pattering of the R1200 as it approached being music to my ears.

Soon, we were joined by the fellow with the red outfit I'd thought was a guy on a crotch rocket... Lo and behold, it was Ted Sohler. And the Rocket was his snazzy red K-bike which he'd parked elsewhere in the lot. As we three walked down to the Kings, we saw two more helmeted bikers flow by on 286, and soon Leo and Holly Marcheck appeared around the end of King's off Presque Isle Drive. Sonny and I pointed to where we'd left our bikes, and soon Leo and Holly's K and R bikes had joined them. We hadn't seen Walt Halaja although he'd e-mailed me he was pretty sure he'd be coming, so we went on into King's, waited a bit for Walt, then ordered and enjoyed breakfast. By the time we were done, Walt still hadn't arrived, so we headed out. After arrival home around suppertime, I found an e-



mail from Walt's nice 'roommate,' Mathilde, saying he was not feeling well.

Sonny had mentioned that it was supposed to rain toward the south so that maybe we ought to wend our way northwards, as there the day, despite being grey and misty (play me 'heavy misty'!) so far that morning, was supposed to clear up and be nice later on. Fortunately, this time the prognosticators of the weather persuasion turned out to be right. We began the ride north, having decided to seek out the bridges in Indiana county, Sonny leading us up Rte 286 through Saltsburg and on to Indiana, the home of that well known school, Indiana University of Pennsylvania (Eat-cher heart out, Indiana University of Indiana!). Passing the University, we picked up Rte 954 and headed Northwest out of town about four or five miles, hanging a left onto SR4002 where 954 goes right and Northeast. Sonny, Ted, and I rode right past the road (TR414) to the Thomas Ford Bridge, a view of it seeming to be blocked by a railroad overpass. Leo, however, spied the bridge and he and Holly halted, figuring we'd eventually notice their absence... which, a mile or two down the road, we did. Sonny pulled over and Ted

and I followed. Pretty soon, Leo rode up to us and told us he'd seen the bridge. We did a U-turn, and headed back and turned off down the little dirt road through the underpass. No sooner had we gone under the railroad than there the bridge was, through a little woods and around a curve across a field from us. We rode through it, turned around, parked the bikes, and explored the bridge, getting some good pictures of this well-kept span.

At that point, Leo and Holly left us, as they had to get back to Pittsburgh, so, wishing one another continued safe journey, Leo and Holly headed back south, and Sonny, Ted, and I soldiered on Northwards. Returning to Rte 954, we followed it for another 5 or 6 miles turning onto SR4006 when we reached it. Since I had the bridges marked as waypoints in the GPS V, Sonny waved me ahead to lead, thinking we might find them easier. He needn't have, as, topping a bit of a rise a mile or two along, one could see first the Trusal, then the Harmon's, as they both cross South Branch but a little over half a mile from one another.

These bridges we couldn't ride through, as they'd been taken out of vehicular service, with stout posts planted at their entrances on both sides to prevent anything but pedestrian traffic or bicycles from going aboard. The roads they once served, meantime, had been routed around them and across South Branch on ye auld usual open air plain-jane concrete and steel spans. The Trusal was a nice bridge, in good shape, while the Harmon's leaned a bit left toward haywire... the result of advancing age and strong West Winds perhaps? We got some nice pictures of both bridges, riding to the road next to each, in turn. Ted discovered that some had certificates and notices regarding their historicity stapled inside their entrances, and so we examined them too.

By then, it was early afternoon, and Sonny, ever the good tour leader, and unfailingly equipped with a vast store of information on goodies around Western Pa, said he knew of a great restaurant in Smicksburg that would provide a fine repast for hungry bikers, so, with the Sonny again in the lead, we returned to 954 and headed North through Amish country to Smicksburg, enjoying the vistas of neatly kept farms and implements from a quieter era. We discovered the Amish, however, are not unlike motorcyclists when it comes to keeping the last speck of dust, if possible, off one's machine, as we passed an Amish hausfrau busily a-work with soapy pail, rag, and brush, scrubbing the family one-horsepower buggy, sides, top, spokes, and all. Cleanliness, after all, says the old saw, is next to godliness! She appeared well determined to have the means to prove it!

Upon arrival in Smicksburg, a lovely little Pennsylvania Victorian town, we parked at the post office just across the alley from Thee Village Eatinghouse (that's right, 'Thee'—it's not a typo!). Had we not been hungry before, there was no way, upon entering the Eatinghouse and passing the display case of pies, cakes, strudels, and other assorted yummys, we would not have been made ravenous! We ate out on the screened porch, all three of us choosing to test out their pulled pork on Kaiser roll sandwiches with pasta salad and pickle. That was the kind of test I like! Makes me hungry again just to think about it. Sonny had said that he and Peg sometimes drive up there just to enjoy a meal at that restaurant. After that lunch, there was no need to ask him why. Next door to the Eatinghouse there was a sort of Antique store cum fudge confectionaire's — country style, of course. Sonny said they had great fudge, but we passed on that, being well-filled already at the Eatinghouse.

We had one bridge in Indiana county left to go, the Kintersburg, to the Southeast of Smicksburg. So, Sonny leading, we headed back south on 954, hung a left onto 85, following it again through lovely country onto 119 South at Home, to Gableton, whence we picked up SR1005 toward Kintersburg. After a mile or so, there was the Kintersburg Covered Bridge on our right alongside T512.

As with the Trusal and Harmon's, the Kintersburg has been taken out of vehicular service, again with the standard pilings driven in the ground at both entrances to prevent ought but pedestrian traffic, though the Kintersburg also had nicely painted lattice screens stretched between the pilings. Pictures taken, we walked around in the bridge examining its construction, and the certificates inside the entrance.

Having explored the bridge, we returned to 119 South and picked up 286 East of Indiana, following that route through Indiana and south. After Saltsburg, we swung onto 380 for variety and followed it back toward our original jumping off spot. I left and headed West for home at Sardis Road, while Sonny and Ted continued South on 380 for the Parkway, and their homes.

Were the bridges in the mist? Nope. We were... In the morning... Off and on... for maybe the first hour or so on the road after leaving King's following breakfast, but after that, the weather turned out progressively better and better and became fully a bluebird day, and, aside from Indiana, which gave a nice, slow, stop-light punctuated break from the lovely sweepers we'd been enjoying, there was little traffic on our route. Riding to bridges in excellent company on great roads under puffy clouds and a blue sky... combine those ingredients with some fine meals, and a day just doesn't get any better than that.

Ralph



COVERED BRIDGES IN WASHINGTON COUNTY

By Jürgen Brune

Ralph Meyer and I met on April 6 to visit some of the many covered bridges in Washington County.

Starting on Rt. 50 from Bridgeville, I led out west to Hickory and turned on Rt. 18 north. "Covered Bridge Road" turns off 18 to the east. It is an easy dirt road, both coarse and fine gravel, and was nice and dry on this sunny spring morning. The road leads past several farms and homesteads to the Krepps CB just before the intersection with Sr. 4015, crossing Raccoon Creek. GPS N40.34073 W80.33117. (Note: After meeting and talking to a bunch of GPS folks this week, they convinced me that the decimal degrees format is best and easiest for reporting coordinate locations, rather than degrees – minutes – seconds.tenths or degrees – minutes.thousandths. I found out that most Internet maps use decimal coordinates as well. Those formats can be set on your GPS, if you need assistance, [email me jurgen@brune.ws](mailto:email_me_jurgen@brune.ws).)

We followed Sr. 4015 south back to Rt. 50 west on good black-top (could have figured this out earlier to avoid the dirt, but would have missed out on the fun).

I finally get it, Don: This covered bridge thing will turn the 4W members into decent dirt riders at the end of the year. Thanks for a great idea and opportunity!

About 1.5 miles west of the Rt. 18 south turnoff we made a left onto Sr. 4035 south. Again, easy dirt riding, though the tracks were rutted out deeply, and the middle mound was covered with coarse gravel. The road was lined with beer and pop cans, as well as plastic bottles, stuck on the branches of trees and bushes on both sides. Almost looked like artwork...

After almost 2 miles, we made a left at the "T" onto Cross Creek Road. The Wilson Bridge spans Cross Creek after 0.1 miles on the left – The cover is gone, and the wooden trusses were replaced by massive steel I-beams whose red paint probably indicates they had originally been used to strengthen the covered bridge that once graced this location. The road surface appears to be original. Apparently, the bridge burned down in 2003. GPS N40.25974 W80.37785. For you fishermen out there – this seems to be a great fishing spot with a lake east of the bridge.



We returned to Rt. 50 the way we came, continuing west to Meadowcroft Museum north of Avella. Sr. 4018 or Meadowcroft Road is well marked from Avella and leads to this famous old farm museum. We parked in the main lot and walked to the Pine Bank CB, GPS N40.28809 W80.49018. The sign on the bridge had the toll rates: Wagon with 4 horses \$.25, 2 horses - \$.15, 1 horse - \$.10. Had we been able to cross it with our bikes, we wondered for how many horses they would have charged us?

The bridge appears to have been re-located because there is no major creek it crosses, just a small ravine with intermittent runoff. (Editor's Note: An absolutely correct deduction: the bridge formerly spanned Tom's Run in Greene County and was moved to this location in 1962 to be part of the museum according to Evans and Evans's *Pennsylvania's Covered Bridges*.)

Number 4 was the Sawhill CB along Rt. 221. We returned to Avella, where I had a bit of trouble finding my way to Rt. 231 south. We ended up going northeast on Cross Creek Hill Road. After about a mile I recognized my error (thanks to Garmin) and turned back, finally heading south on Rt. 231. After crossing Rt. 331 west of Brush Run, Rt. 221 turns off southeast. We passed 2 serious slope slides that had consumed half the road and found the Sawhill CB about 2 miles past the turnoff. It crosses Buffalo Creek at GPS N40.18020 W80.41602.

We continued south on Rt. 221 to US 40 west, to West Alexander.

Looking for the Mays CB, we briefly ventured into Wild and Wonderful West Virginia, guided by a lawnmowing lady who had assured us that we were on the right track. Since we did not have any map or info on WV bridges, we turned back after about 3 miles and asked again. This time, a friendly neighbor pointed us in the right direction – Sr. 3023 crossing under I 70. 2 miles past I70, Sr. 3023 turns sharply east at a "T". We made a right and followed the unnamed, paved road west along Middle Wheeling Creek for 0.5 miles to the Erkskine CB. GPS is N40.06663 W80.51631. On the way back, I almost ran over a chicken (crossing the road – why?) This reminded me of several chicken episodes in Sumatra, Indonesia, in 1988, where the going rate for damage payment to the owner was \$5...

We finally found number 6, the Mays / Blaney CB after backtracking north on Sr. 3023. We followed the GPS map, turning right onto a gravel road that looked like someone's driveway just before crossing under I 70. This 0.4-mile shortcut led us to Waynesburg Road where we made a right, going south again. After a mile of nice dirt road, we found the bridge at GPS N40.08845 W80.48756. On

the way back, I found myself chasing a raccoon who escaped up the bank of the gravel road.

We slabb'd it back on I 70 to the Claysville exit, where we had lunch at King's (for lack of better options.) The girl at the cashier was excited to tell us that she had just purchased an 800cc Suzuki Intruder Volusia and already put 120 miles on it. She was scheduled to take the MSF class in two weeks...watch out.

To get to number 7, we rode into Claysville to pick up Rt. 231 south for about 6 miles. The road makes a sharp left uphill at the State maintenance yard. We turned right at the bottom of this hill onto T414 west to arrive at the site of the Brownlee CB after 0.4 miles. The bridge was out – all we found were two of the massive, 12x12 inch oak beams that served as roadblocks. The Templeton Fork of Big Wheeling Creek had been bridged by a concrete slab next to the CB location, GPS N40.04391 W80.39759.

We crossed over that new bridge, continuing west on T414 for about 0.3 until we found a nice, unnamed dirt road that led us north towards number 8, the Danley CB. After about 1.5 miles of coarse gravel, we hit Burnsville Ridge road, nicely paved, continuing west. The paved road turns left after 0.5 miles, but my GPS told us to go straight – back on the dirt road. It was a steep descent, 300 ft elevation over 1 mile, to get to the bridge, GPS N40.05529 W80.43935, crossing Robinson Fork of Wheeling Creek..

There are several more bridges in that general area so we will need to come back. For this day, we were done – returned to Claysville via some more, interesting gravel roads, just following the GPS, and then slabb'd it home.

Jürgen



RALLY UPDATE - MAY 2004

April is almost over and our 2004 Four Winds Rally is now less than 4 months away.

As most of you have learned at the April club meeting Rob Berner and the club board have taken over on the Rally T-shirt and Rally Pin procurement effort after Don Poremski submitted the winning (and only) entry to the T-shirt design contest.

T-shirt front (over left breast):



T-shirt back:



The board determined that Rob Berner's T-shirt source can provide T-shirts and pins at a very competitive price. There is however one problem that needs to be resolved before we place an order for the T-shirts: The Motoman logo is copyrighted by BMW and cannot be used without permission. Since I don't want to risk that our T-shirt

sales people are arrested at the Rally I have applied to BMW of North America's legal department for permission to use the logo on our 2004 T-shirts. Some research on the Internet indicates that our chances of being granted permission to use the logo are slim at best, and it is very well possible that we have to come up with a replacement for the Motoman within the near future.



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\$35 Adults • No Pre-Registration

Info: www.4windsbmw.org or contact Tom @
(412) 828-3413 or <tomprimke@juno.com>

The rally picture ad (right) was sent in to the BMW ON editor on April 6. If everything goes according to plan the ad will appear in the June and July issues.

With the help of Don Poremski I have contacted Ed Amman, the musician who performed at our 2003 Rally. Ed will join us again this year and he will bring an amplifier system to enhance his performance.

By the time the May newsletter gets published I will have met with the Redbank Park manager Justin Clouse to determine the details of a potential fix-up project at the Redbank Park. I will report about the trip at the May meeting.

My call for suggestions for what could or should be improved about the Saturday night pig-roast dinner yielded three requests: Several club members asked that the service needs to be accelerated, and Diane Pears recommended that the meat should be served with a (or more) sauce. Finally, Tom Primke proposed that a vegetable should be substituted for a salad - we do not necessarily need a pasta and

potato salad. While in New Bethlehem to meet with Justin Clouse I will also pay a visit to Scott Shirey from M&S Meats to discuss these suggestions.

Last but not least I want to renew my call for Rally volunteers. Whereas I have received quite a few offers for help with various Rally activities, there is still a shortage of volunteers for committee chair functions. I have found volunteers for the Registration, Field Events and Door Prize rally chair positions but still require candidates for the Security, T-shirt sales and Clean & Tidy functions. Don't wait until only the Clean & Tidy position is left - give me a call at (412) 828-3413 or e-mail me at tomprimke@juno.com.

Tom

FACTOID

According to the 2000 Motorcycle Industry Council Statistics, motorcycle registrations accounted for 2 percent of all motor vehicles registered for use in 1999. There were 2.5 motorcycles in use for every 100 persons living in U.S. in 1998. California, Florida, Texas, New York and Ohio represented over one-third (34 percent) of the motorcycles in use in 1998. By region, the South had the highest motorcycle population in 1998 with 28 percent of the total motorcycles in use. The West showed the highest motorcycle penetration, at 2.8 vehicles per 100 persons. The Midwest had 2.7 motorcycles per 100 persons, East had 2.4 motorcycles per 100 persons and South had the least motorcycle penetration compared to all the regions with 2.1 motorcycles per 100 persons.

An estimated 4,809,000 "on-highway" motorcycles were in use in 1998 compared to 3,650,000 motorcycles in 1990, an increase of 32 percent between 1990 and 1998.Two thirds (66 percent) of the motorcycles in 1998 had an engine displacement of over 749 cc compared to 40 percent in 1990. The percentage of motorcycles for all other engine sizes has decreased from 1990 to 1998. These data indicate that motorcycles with engines over 749 cc are becoming more prevalent.

Quoted from the DOT HS 809 271 June 2001 Technical Report



"RETURN TO TRENTON, ONTARIO RALLY" INVITATION

This is your club's personal invitation to the "Return to Trenton Rally 2" from August 5 - 8 in Centennial Park in Trenton, Ontario Canada, on the shores of the Trent River.

This year the City of Quinte West has built a special covered pavilion that will seat probably 300 people and possibly there will be sides to the pavilion as well to protect us from the sun. We are also going to be entertained by a band on Friday night and Saturday night for your dancing and listening pleasure.

We are really looking forward to seeing you and your members at this event, so make your plans and mark your calendars and remember "To come early and stay late"

Don Faichney

President Loonie-tic BMW Riders and Rally Chair
The Kiltmeister
BMW MOA Ambassador #59106
go to <http://geocities.com/ltbmwr/> for the rally registration form



Secretary's Minutes... Continued from page 3

preparation needs to be done if you are participating. Contact Pittsburgh BMW for complete details. The club may set up a tent so we can have a club area for members.

Club Rides – Adrain Marini detailed the planned Memorial Day weekend trip to Southern Ohio. There are 26 bikes planned to attend and more are welcome. The ride will leave from Washington, PA and head through the Wayne National Forest in Southeast Ohio. We will stop at Marietta for lunch then proceed to Lancaster area to the hotel. Sunday can be used to explore the Hocking Hills area with return on Monday. Contact Adrian if you are interested.

Lance expressed thanks to Lee and Craig for letting the club set up an information table at their booth at the Rev 'n Roll this weekend.

Trivia Contest – Ed Syphan will have a trivia question every month in the newsletter. No one had submitted a correct response to the questions "who was the only person to win a championship on both 4 and 2 wheels". Ted Sohler provided the correct answer at the meeting – John Surtees. He won a tool inflator.

Guests were Mitch & Hillary (no last name provided) who moved to the area from Florida. They ride a K-75.

Rob announced the May meeting will be at Al Vangura's new residence. The June meeting will be the President's ride ending at Pittsburgh BMW.

The 50/50 prize of \$49 was won by Jim Dodson.

The 3 door prizes - \$10 Sheetz gift cards were won by Fred Mastrey, Lance Hough, and Nancy Barrett.

The meeting was adjourned at 4:16 PM

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THE APRIL 10TH WEST BREAKFAST RIDE

by *Walter Halaja*

A message was posted on the 4-Winds web site of my plans to attend the breakfast, so, checking the site and finding no hits Sat. morning, I decided to go anyway because not everyone in the club has a computer. I invited my 'roommate' just in case no one showed. Well, at approx. 9:10, while Mathilde was reading a letter to me from her car, one bike appeared in the lot. She heard it, but I didn't. She pointed me toward the bike, but when I saw it I said, "He doesn't belong to the Four Winds 'cause it looks like a Rice burner!" Well, lo & behold, that bike pulled up to us, and it was Frank Beatrous on a 650 thumper Kawasaki KLR; ...his Beemer was down! So, instead of Mathilde and I going over to Bob Evans if no one showed, we three had a good breakfast at the Eat 'n Park.

Frank said he would like to do Rt. 88 in West Virginia to the back of Oglebay Park. I said that would be fine and that I knew the way 'cause I did this ride at least five or more times. Well, it was exactly KDKA time 10:20 when we left. We did back roads to pick up Rt. 980 at McDonald to Rt. 50 West to Rt. 88. At Rt. 88 I gave Frank the lead. It looked like Frank was having a ball on this road until he got caught behind a slow 4 wheeler. We followed that cage for a few miles 'till Frank couldn't take it any more; so he did the unthinkable: he crossed the line... that is, the double yellow line... and I followed him! After that, Frank seemed happy with no blockers in his way! He led the rest of the trip. We arrived at a Perkins for a short pit stop at 11:45 with 55 miles logged. Frank couldn't recall doing Rt. 231, a popular 4 Winds road, so off we went: Rt. 40 west to Claysville to Rt. 231 north to Rt. 50 East. We split at Rt. 50 & 980 as Frank wanted to hit I-79 ASAP, & I wanted to do the back roads home. I arrived home at 2:15 PM with 133.7 miles logged from Eat 'n Park, a very good 4 hour loop! If you haven't done it yet, you should try it! No covered Bridges on this ride, but it was a very good ride for me and I'm glad Frank came!

Walt



UNTRIVIAL TRIVIA

by *Ed Syphan*

Last month's question proved too difficult for all except Ted Sohler, that is. If you missed the meeting, the answer was the great John Surtees. So, this month I will make this "Grant's Tomb" easy. Any BMW rider worth his salt can tell you what the "R" in R100 stands for, right?

- A: Radial
- B: Rad
- C: Round
- D: Reliable
- E: Rugged

Put your answer and your name on a piece of paper and bring it to Al's house. Remeber, you must be present to win!

Ed

THE 'NEW' NEWSLETTER

Hi folks. Nancy has just handed off her newsletter editor baton to a (much) slower runner. This is the first issue I've put out, so I hope you'll be patient with any goofs, errors, fooferaws, or other glitches you may run across, and let me know about 'em so that maybe I can weed 'em out next time around.

Rick, in his fine note, said we were messin' with the newsletter. He hit the old nail bang on the head with that one! We're messin' with it in at least 2 ways I can think of... One is putting it up in PDF form on the 4-Winds Web site (Thanks, Frank!), and the other is kinda what you see in your hands here... fiddoodlin' with new formats, color graphics (sorry folks, they'll only show up that way on the Web Site and on your color printer if you download the PDF file from the site to your Adobe Acrobat Reader, and tell the reader to print the newsletter on your color printer...) that show up in the mailed version as Black and White graphics (I hope... -as I write this, I haven't seen what will result when the color printed NL master copy goes through the copy folks's Black and White copy process). The Board hopes most folks will choose to enjoy the color version if they can, rather than having the newsletter continue to be mailed, so as to avoid having to increase dues, and to enable the club to do other goodies with the funds available to it (See Rick's letter on pages 5 and 6 for the full scoop).

Anyway, here 'tis. Those who, after June, still want the printed version mailed to them, will, of course, continue to get it so, still in glorious Black and White (Heck, MCN's in Black and White and it ain't all that bad!). As before, the 'new' (actually 'old' - obvious in the creaks of the old bones when I roll out in the morning) editor welcomes all comments, suggestions, ideas, ideers, and whatever else you want to heave in his direction. If you've got a good thought or two or four, as they say down souf': "Lemme no!" Constructive criticism is welcome too.

One last thing 'er two... Take a look at the publication information on page 2. The deadline for incoming material is there, as is information on formats for materials, pictures, and articles submitted as well as info on where and how to send 'em. If you have any questions, by all means ask. If I know the answer, I'll let you know. If I don't, I'll do what politicians do: stonewall! (My wife says I suffer from selective deafness betimes!)

Anyway, y'all be good out there! Be careful around those cages! Have fun, Ride safe, and I'll C'ya down the road!

Ralph



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

DIRECTIONS TO THE MAY MEETING:

The May 15, 2004 Four Winds BMW Riders' meeting and Spring Bike Cleanup with Al and Dee, will be held at Al and Dee Vangura's, 510 Roosevelt Circle, Perryopolis, PA

From Pittsburgh:

Head south on Rt. 51.

Approximately 5 miles south of Interstate 70, turn left at the traffic light at Independence Street into the town of Perryopolis.

Turn left onto Liberty and cross over Constitution.

Take the next left into the cul-de-sac. It's the only blue house in the plan.