

DECEMBER



2004

MOA # 6

www.4windsbmw.org

RA # 76

PRESIDENT'S LETTER

2004 Board

As this year comes to a close, I reflect on what was a really proactive year for the Four Winds BMW Riders Board of Directors. My personal thanks to all the the 2004 Four Winds Board members for doing an excellent job. Everyone has been really great, and has created a productive synergy that will stand out in my fond memories for years to come. They all deserve our thanks for a job well done. Rob enthusiastically moved forward with his projects and his belief in the club. Holly showed an unbending concern for fairness to individual members and for prudence in maintaining the finances of the club. Jim anchored our discussions with his organized, thoughtful, and wise approach to examining issues. Scott helped to keep up our momentum with his fresh insights and insistence that we discover the true meaning of the Bylaws. Rick infused us with his energy, spirit, and determination to make our club better. Kevin, rock solid and positive, gave us new ideas and encouraged communication. I am proud to be a part of this club and prouder to have served on the Four Winds Board this year with such fine people. Please thank them for their dedication.

Once again I would like to express my congratulations to the members of the 2005 Board:

- President: Rick Gzesh
- Vice President: Scott Bassin
- Treasurer: Margaret Weaver
- Corresponding Secretary: Holly Marcheck
- Recording Secretary: Nancy Barrett
- Director at Large: Dan Weaver
- Director at Large: Kevin Hart

I am so totally looking forward to a relaxed year of heckling from the "peanut gallery"! Fred and Bob, can I sit with you???

2005 Four Winds Banquet

Our Annual Four Winds Banquet is this January 22nd, 2005. Look for the RSVP forms in



BOARD OF DIRECTORS 2004

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DECEMBER MEETING INFO

There will be no meeting of the Four Winds BMW Riders in December. Don't forget, though: The Annual 4-Winds BMW Riders' Banquet will be held Saturday, January 22, 2005 from 6-11PM at the Grand Hall of the Priory.

The Reservation Form for the Banquet is on Pages 5 & 6. Fill it out with your meal choice(s) and get it to Holly!

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 the third Wednesday of this month (e.g., **January issue deadline: Wed., Dec. 15th**). 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 h2g depth defined, or in Word Processor (e.g., MS Word) format. Save trees: avoid paper.

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.

**HAPPY
HOLI DAYS!**

MEETING SCHEDULE 2004-2005

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

December, 2004 — No Regular Club Meeting

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

February, 2005 — TBA

March, 2005 — TBA

April, 2005 — TBA

May, 2005 — TBA

June, 2005 — TBA

July, 2005 — TBA

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

September, 2005 — TBA

October, 2005 — TBA

November, 2005 — TBA

December, 2005 — TBA

2003-2004 SHACK SCHEDULE

The Shack season has traditionally started, so please see the web site for December Shack information. In September, Paul Cronin was looking for a volunteer Shack coordinator, hosts, and suggestions for activities. Contact Paul if you have ideas.

this edition, and in the mail as well. For those of you who haven't had a chance to attend in the past, this is a top notch event-most elegant, from the superb cuisine to the fine architecture that provides a marvelous ambience. I have been in contact with Ed Youngblood to be our evening's main speaker. Youngblood joined the AMA staff in 1970 as managing editor of American Motorcyclist magazine, and he later served as head of the Association's Government Relations Department before being named president. In ad-

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 — December:

Dec. 5 — North at King's, I-79 & Rt 910/VIP Dr., 10:00 AM

Dec. 11 — West at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Dec. 19 — South at Bernie's Restaurant, Rt 51, 10:00 AM

Dec. 25 — East at Dick's Diner, Rt 22, Murrysville, 9:00 AM

If you're going to a breakfast ride, you might want to notify others:

It's not necessary, but it'd be nice to let others know you're going to a particular Breakfast Ride by putting a notice on the 4-Winds Site Message Board's Breakfast Ride section saying so. That'll help save a rider from discovering too late that no one else is going that day. The Breakfast Ride's URL is: <http://www.4windsbmw.org/forum/viewforum.php?f=9>.

dition to his 28-year tenure at the AMA, Youngblood served 25 years as a delegate to the Federation Internationale de Motocyclisme (FIM), where he rose to the position of deputy president, the organization's second-highest post. He also has served as a trustee of the Clayton Foundation and the Motor Sports Hall of Fame. Ed rides a BMW. We are just waiting for his final confirmation indicating that he can attend our event.

MOA Medallion

The Board has included the important business of selecting potential candidates for our 2004 MOA Medallion. Once again, there are so many great members who qualify as potential recipients, and we have acted as a nominating committee toward the end completing the list of candidates. If you feel we have neglected someone, please email me or

call me and let me know who you like. I will present these to the board for nomination. The currently nominated candidates are as follows.

Frank Beatrous: Webmaster
Ralph Meyer: Newsletter
Tom Primke: Rally Chairman
Fred Maskrey: Redbank Project
Sonny Robison: Breakfast Rides
Walt Halaja: Breakfast Rides

With all the great folks in the club making regular contributions, we understand that this is a partial list. We would welcome general membership input. Please submit any other possible nominees to the Board before December 10th, so that we may include the MOA Medallion ballot as a part of the January Newsletter, which will be published in late December. Thanks for your help!

In closing, as winter ensues and other activities such as shovelling

snow begin to consume our precious spare hours, remember to keep motorcycling in your mind's forefront. Spring will be here soon enough, prepare yourself for another safe and rewarding riding season. Read David L. Hough's books and get psyched to do your spring practice. Get your winter bike maintenance done. Watch for listings for the Experience Rider's Course, and get ready to pile on the miles - safely!

Thanks to all the many club members who put their time and effort into making this another great year for the Four Winds. Thanks for the opportunity to serve the club as President this year!

See you at the Banquet!

LANCE

PS, We are looking for a worthy person to take over the esteemed position of BMR Meister. If there is any interest, please contact myself or Rick Gzesh ASAP!



MEETING MINUTES NOVEMBER 20, 2004

The November meeting was held at the Parkway Tavern in Monroeville. The meeting started at 3 PM and was led by Vice President, Rob Berner. There were approximately 27 members present.

A special presentation was made to Al Vangura by Kevin Hart on behalf of the club. Al was awarded a Lifetime Membership. A plaque was given recognizing Al's decades of service to the motorcycling community. The club gave Al a standing ovation.

Old Business

Four Winds embroidered hats are available for \$10 each from Rob. The vendor's website, www.embect.com will have a link from the club's website. Members can select from many items in the on-line catalog.

The 2005 Banquet will be held on Saturday, January 22nd, at the Grand Hall at the Priory. A reservation form will be included in the December newsletter. There will be a selection of three entrees including one vegetarian entry from which to select. Rick Gzesh encouraged all present to contact other members and encourage them to attend. Our guarantee is for 85 people. Ed Youngblood, former President of AMA will possibly be our dinner speaker.

New Business

BMR Program - Don is retiring as the BMR chairperson. He was thanked by the club for originating the idea and being the chairperson for the last four years. We need someone to step up and volunteer to be the administrator if the program is to continue. Don has software set up and will train the incoming administrator.

MOA Medallion Nominations - The board nominated the fol-



lowing individuals this year: Frank Beatrous, Ralph Meyer, Tom Primke, Fred Maskrey, Sonny Robison, and Walt Halaja. In addition, Leo Stanton was nominated from the floor. Voting will take place in December and the medallion will be presented at the banquet.

2005 Meetings - A brief discussion was held concerning meeting times and locations. Ross Baker asked that meetings be moved to 7 PM. Several members commented that the difficulty with having evening weekend meetings is that the cost increases and that availability is a problem at restaurants. Don Poremski mentioned that the BMWOC has many meetings at parks starting at 7 PM on weekdays. Everyone brings their own food to grill. Rick Gzesh stated that he wants to have more "ride to" meetings in the future.

Announcements

Ralph Meyer reminded everyone that the East breakfast rides will now meet at and leave from Dick's Diner on Rt 22 rather than Kings Restaurant on 286.

Kevin Hart reminded the club that two members are still laid up from accidents. Please call or drop Frank Beatrous and George Mastovich an e-mail.

The Wayne Kelly memorial is at \$210.00. If you plan to donate, please send a check to Holly (with a notation - Kelly memorial) as soon as possible.

The 50/50 was won by Larry Berner.

Door Prizes were won by Dan Weaver, Ross Baker, and Jürgen Brune.

The meeting adjourned at 3:37 PM.

Respectfully submitted



JIM LINNEMAN

TO ALL MY FOUR WINDS FRIENDS,

From Jeff Dunkle [roamrider@yahoo.com]

Well, it's finally certain; I'm permanently relocating to Virginia for a new job, selling motorcycles at Morton's BMW, in Fredericksburg, Virginia. I've been there most of the last two months, coming back to Monroeville every other weekend to keep things going here while I decided if this was really what I wanted to do. But the job's been very satisfying and I've found a place to live, so I'm making the situation permanent. The job is a significant change from anything I've ever done but it's great to get up every morning wanting to go to work. Morton's has grown to become the largest BMW-only dealership on the east coast and they needed another full time sales person. I've known Steve Anderson, their sales manager since before he went to work for them over eight years ago, and in a chance email exchange we talked about me joining their staff. And Jeff and Hannah Massey, the owners, are some of the finest people I've ever met in or out of motorcycling.

As I move out of my Monroeville home I'm finding that one of the hardest things is leaving you all from Four Winds. It was nearly 12 years ago when I happened to buy an old R90/6 and found my way to Gary Smith's Shack Pack, that I found out about the Club. Since then I've had countless wonderful times with you all. Also, in that time, I've ridden over much of the US, attending rallies and getting to know BMW folks from all over the US, and I'm convinced that you <we> in Four Winds have something very unique. Your friendship, love for the bikes, sharing spirit, willingness to take on tasks large and small for the good of the club and each other, all contribute to creating and sustaining something truly special. Many of you have become close personal friends who have shared with me with uncommon generosity when life was most challenging. For each of you, I don't have words to express my gratitude.

One of the finest attributes of Four Winds has been the willingness of so many of you to take your turns serving the Club as board members, rally chair, news letter editor, and ride leaders. Most other clubs I've encountered have a few diehards who fill these roles continuously and the result is a stagnant culture and spirit. Each time one of you serves in a leadership role in the Club you bring a fresh attitude, new ideas, and renewed enthusiasm to the rest of the members. I urge each of you to take your turn when there's a chance. I know you'll enjoy the experience as much as I did.

I intend to stay as connected with the Club as time and geography permit, and will, of course, keep the banquet and rally on my calendar. And, I hope each of you takes the time to stop in at Morton's when heading to, or from, a southern trip on I-95. Come in, have some coffee and say hi. We're just 5 minutes off exit 126 and I'd love to see you.

My best to each and every one of you, and, as always, ride safe.

JEFF DUNKLE



EAST BREAKFAST RIDE, 10/23/04

by Walter Halaja [wbhalaja@msn.com]

I arrived at King's about 09:05 hrs. Sonny Robison wasn't there; he is always on time, so I thought he wasn't coming. I knew Ralph was coming 'cause he posted it, but he wasn't there, so I fueled up and

was back by 09:11, and Ralph was just pulling in. We had a nice long breakfast. Ralph and I chatted on and on. Somehow, Grantsville, MD came up for a possible ride! Ralph, however, said he had work to do at home. I was all fired up about Grantsville and this was a perfect day to do this ride, what with the fall foliage, the smell of dry leaves, fireplace smoke, etc. and with weather conditions being good 'cause the rain was coming from the west!

Well, before we left, Ralph said he would ride to Sonny's house with me so I could drop off a container of Peg's. Mathilde didn't want to return it empty, so she had filled it with chocolate chip cookies and I didn't want to take them back home. So, off we went to Sonny's. It's a good thing Ralph went along 'cause he remembered which was Sonny's house. Since Sonny wasn't home, we dropped the container on the back patio table in hopes that Sonny wasn't gone for the weekend. Ralph and I then split up around 11 AM at Rte. 22 and 286.

I headed for the turnpike, did it to new Stanton, took 119 south past the old VW plant (now the Sony plant), to Rte. 31 and east through Mt. Pleasant. While going through Mt. Pleasant, about 5 to 6 Harleys caught up to me as I passed them coming out of a gas station. Well, the lead rider actually spoke with me at a couple of red lights. I asked where he was heading. He said to Seven Springs to the Oktoberfest, and I told him I was heading for Grantsville, MD. The problem now was that it looked like I was leading those Harley riders and I didn't feel comfortable with that, so since their pace was kinda laid back, it wasn't a problem for me to pull ahead as we cleared town. It was smooth riding and I think I hit Ohiopyle around High noon. I like to take a break about every hour or so, so this was just where I wanted to be, and a 15 minute break was in order. A lot of folks were around along with some bike riders. I had already seen many bikers on this short leg, but not many BMW riders--strange, I thought, maybe they were all doing work around the house, and I missed the boat on doing my own. I wondered too if Ralph forgot he was retired and maybe could have done his work another day--wish he had come along! Well, off I went down 381 to Rte. 40 and East.

What a great ride this was, I thought. The sun was peeking through here and there, but as I approached Grantsville the clouds thickened and the temp dropped 10 degrees. I thought that to be strange because the bad stuff was coming from the West and I was heading East! Well almost at Grantsville while pulling a pretty good Rte. 40 hill I gave the RT all it had in 6th; well, she started to misfire as though I was just running 1 cylinder. Down to 5th. I went and she was still acting up (checked the odometer to see if I was 100 miles from home! Ha Ha) that's important if your bike is under warranty! Well I made it to the top and as I descended down the other side the RT settled down to normal again! I guess I just gave it more than it could handle and one of the plugs just fouled or something like that. I finally hit Grantsville around 1:15--good time I thought.

OK, so what's so great about Grantsville MD? Well, near there is the Casselman State Park, and inside that is the Penn Alps Restaurant! That's the first place I headed because I was a little cool and thought I should get something to eat! This is a fine family-style restaurant run by the Mennonites. I had a bowl of German vegetable soup and a Yoders smoked sausage sandwich, and did that ever hit the spot! ...just warmed my nose up for the ride home. That smoked sausage was so good that I stopped at Yoders meat market store on the way out of town and picked up 4 packs of sausage and 2 packs of smoked kolbasi. Back at the restaurant, I also had picked up 2 loaves of nut bread, still warm from the oven, 2 jars of jam and 1 of jelly for Mathilde. Also, alongside the restaurant is a nice gift shop with a lot of neat stuff. I found a really nice set of wind chimes I would

Continued on page 7



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

Four Winds BMW Riders Annual Banquet

Saturday, January 22nd, 2005

6 PM Cash Bar - 7:00 Dinner,

Awards, Friends and Dancing 'til 11:00 PM

Entrée Selection Style Dinner Featuring:

Number of Dinners (_____)

Dinner includes:

Bibb and Red Leaf salad with Sweet Mellon

Sarni or White Balsamic Dressing

Roasted Red Skin Potatoes with Garlic and Herbs

Fresh Medley of Vegetables

Strawberry Mousse Terrine

Oven Baked Rolls and Sweet Butter

Freshly Brewed Gourmet Blend Coffee or Tea

£ Submit Your Choice of:

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

(quantity _____)

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

(quantity _____)

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

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

\$34.50 Each, Members/ Associate Members

\$34.50 Each, Guests/ Non Members

*Valet Parking provided (gratuities customary)
The Grand Hall is a Non Smoking Facility, however one may indulge
Outside, or in the Foyer.*

Please RSVP by Monday January 3rd, 2005

Simply Send Check or Money Order to:

>Kolly Marcheck - Treasurer<

165 Grouse Drive

Elizabeth, Pa 15037

My name is: _____ # attending: _____

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

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

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

*The Basic Queen Room Rate is at \$75 discounted from \$119
Also available are Two Room Suites with Queen Bed and Sleeper Sofa at \$115
discounted from \$155.*

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

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

Contact The Priory at 412 231 3338

Continued from page 4

have liked to have taken home, but they were too big to carry on the RT, and besides that, they had a hefty price tag too! Well, across the parking lot they have a number of craft shops such as a stained glass shop, pottery shop, and so forth.

Also, in this park is the Historic Casselman stone bridge which was built in 1813 and used until 1933. At the time it was built, it was the largest stone arch in America! This bridge has an 80 ft. span, and if you have never been there, this is a very nice one-day ride out of Pgh. in early spring or in the fall, or, in fact, any time! But first, check it out at www.pennalps.com or info@pennalps.com as I think the craft shops close for the winter! Hey! George Washington and General Braddock crossed there in 1755, and George called it the little crossing! Also, when you ride, if you really like to get HIGH... well..., the highest point in PA is nearby Mt. Davis at some 3,213 ft. Man, is that high or what?! I left for home around 15:00 hrs. and my ride home was uneventful, my RT didn't miss a beat--in fact the day warmed up on the way back and I hit no rain. I pulled in about 17:26 hrs. with 208.4 miles on the odometer, just a little short for one of Ranger Rick's rides! Nice day, nice ride, too bad some others of our 4 Winds folks weren't there! You'd have really enjoyed it!

WALT



ON FAVORITE RIDE LEADERS

Paul Cronin's

My favorite ride is any ride led by Walt Halaja. Walt is a history buff and has led rides to Custer's birthplace, the town that invented Father's day, and to the sites of numerous mine disasters. Walt has been riding since British bikes were reliable and is always willing to share favorite rides.

Ed Syphan has thoroughly explored the Northern provinces and knows the location of the best pie shops and restaurants.

Sonny Robison knows the Red belt like his back yard.

If you're in the mood for a "no scenery" ride, hook up with Trent Denison or Don Poremski.

My most memorable rides, however, weren't great because of the roads, scenery or restaurants, it was all about my fellow riders.

Since I'm cartographically challenged, I enjoy rides led by others.

Lone rides will frequently find me at a crossroads, poring over a map, thinking, "I've been here before, but I was lost then, too."

PAUL

MORE FAVORITE RIDE LEADERS DESCRIBED

Kevin Hart's

The Syphoon: Really has a bad rap for the weather that has plagued him on several outings. However those pie places have changed a little since Ed became the Special K spokesperson. I enjoy his lazy 'hang a right then quick left' pace. Mention Clem's and he wicks it up to be first in line. Don't ever let him tell you he has to take it easy. He was a wolf in sheep's clothing this summer on the Dragon.

Ranger Rick: Oh, woe is me. A true adventure rider with maps hanging from every pocket. Problem is, most are printed on parchment paper. He's the master when reading them on the move. GS rides must be a hoot, they come back for more every August Rally.

FOR SALE

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

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

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

Kawasaki Ninja 250 Yosh Pipe, Jet Kit, K&N. Sounds like a cool little track bike with about 9 ponies above stock, nearly new tires, repair manual, owners manual, extra fender, windshield, matching helmet and gloves (womens medium). 5700 miles, very pretty and very rare Pearl White and Red. Was asking 50,000 dollars, but have reduced to price to \$1995 or best offer. Sweet little bike for the beginner or smaller of stature - Not you Kevin Hart. You would make it look like a pocket bike! Call Lance at 412-741-3822

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

The RED ST: Can't decide who should lead so will pull over in the most terrible places to tell someone else it's their turn. Problem is, no one else is interested. So he will pull out and continue. Then, the riders with him turn off without signaling him. Loses keys often in the Darien. Expert story teller.

Big Al: Shift, Throttle, Brake. Repeat, Repeat, Repeat--in any order. "Who was that guy that just got off that BMW" asks a humbled GSXR rider who tried to stay with Al: told to me by the 2004 Prez. During a ride in 2001, Al did his best to lose this new guy. He was successful, but the lights held him up long enough for me to keep him in sight... most of the time.

Dana Asherman: Dana, ever been on this route number? Answer -- Yes.

Adrian and Lois: "Now we are going to break yenz up into groups, Fast & Slow." Then Adrain and the fast group are going to blow by you somewhere out on the route and suck the plastic off your bike. "If you can write down the route that this takes place on before we leave, you don't have to pay for the beer this evening."

And last but not least -

Don Poremski: I'm reminded of the motto on a Plumbers Truck on the Turnpike: "So much Pipe, so little time"--as applied to any and all roads.

KEVIN

Kev's Wisdom for the Ride: "A good traveler has no fixed plans and is not intent upon arriving" - Lao Tzu (The Old Master)

HELP!

Sent in by Kevin Hart

BLUE RIDGE MOTORCYCLE CAMPGROUND : REQUEST FOR HELP:

Not sure if any of you have ever visited the Blue Ridge Motorcycle Campground just off the Pky just south of Mt. Pisqua, but it is/was simply an astonishingly beautiful camping oasis for two-wheelers. It is one of the few motorcycle-specific campgrounds in the east coast. Run by motorcyclists for motorcyclists. The bad news is.. owners (and friends) Phillip and Leslie Johnson just informed us that they are closed indefinitely due to the damage caused by the string of hurricanes that pummeled them recently. The storms tore out their 100 ft bridge, which was the ONLY way in and did serious damage to some of the cabins, buildings, and roadways on the property. FEMA came in and gave them a whopping \$460.00... Geeez... They are currently trying to figure out if they can reopen at all.

If you would like to help out your fellow cyclists or for more info, check out the camp website at this URL: <http://www.blueridgemotorcyclecamp.com> or see the help information URL: <http://www.blueridgemotorcyclecamp.com/brmcflyer.htm> . For a larger view of the beauty of the pre-storm property see the picture below.





NEAT RIDE REPORTS

Our fellow 4 Winds-ers e-mailed me these short but sweet ride reports on their interesting rides (Editor). Enjoy!

TARHEEL HALLOWEEN RALLY RIDE

Ron Kranz

Hi! I attended the Tarheel Halloween Rally, A friend was going and we have not been able to connect this year... Hey, I need some excuse?

My ride to Roanoke, VA was long, slow, exhausting, cool, and damp. Yet I would do it again. I've attached my route file. Without the GPS I would not have been able to do all the turns. Short memory. Note on the route the short segments. See, I used the Delorme Streets program to map the shortest route to the rally. So the program drew a straight line then used every little street it could find. The flaw in this was that sometimes they may be gravel or even dead ends. After Monterey, VA, my GPS said to turn left onto VA SR 606. It started out normal, but quickly changed. It became a narrow path with dense fog due to the heavy overhanging canopy of trees which were dropping leaves onto the wet path. To add additional 'spice,' the path became a corkscrew. A real corkscrew. The path even slanted as does a corkscrew. First, I screwed my way up, then back down. This path avoids Covington, VA, as you can see on the attached map file (See the Map above). I talked with another rally goer whose girlfriend literally froze while riding that road. He had to go back and rescue both her and the bike. Friday, my GPS failed. Seems it thought Roanoke was the finish? No matter... as SW 220 went to the rally. I can remember one road at least.

The Halloween slant made the rally nice. Friend Elwood, with Meg, led me on a ride for a covered bridge. Again, my skills were tested. He missed a turn and I had to do a U turn. Then, he took me via a gravel road onto a low slung bridge, only to cross over then turn around on a muddy uphill section. Elwood has a 550 lb short wheel-

base machine (airhead). Me: 680 lbs with a long wheelbase. Not nice! My front tire kept sliding in the mud. I made darn sure the rear did not go into the mud.

Sunday I rode the Interstate home--470 miles. Is it the time of year to retire the motorcycles? Seems like this week the weather began its decline.

Anyway, remember VA SR606 should you ever plan a trip South.

RON

A SUNNY SUNDAY SONNY-ERIC RIDE

Sonny Robison

Well—we didn't go with the ride group (Editor's note: the ride Sonny mentions was Southern Cruisers ride starting at the Miracle Mile Mall that Sonny had been invited to go on) — That is Eric and I didn't — Eric wanted to be back early so we went alone and — You and I have got to do this ride — It is great. We went east past Seven Springs and followed 653 past Rockwood then on to 2016, followed by 2007 to 2005, then on to 2004—which is the Mt Davis Road (the highest point in Pennsylvania. The view is (I think) far better than the Pennsylvania Grand Canyon and the roads are curvy and, for the most part, not all that bad (except for part of 2007 which is called the old mule trail on the GPS). Then, we had a meal at Confluence and returned home. However, if a left turn is made, you could end up in Penn Alps—a great place to eat in Grantsville, Maryland and, all in all, not that far from Ohiopyle park. So file that ride for future doing. Ended up with 198.5 miles for the day, but didn't take a camera along: thus, no pics... But next time for sure!

My leaves at the house were mostly blown over the hill into the woods (Editor: You lucky fellow, you!). I'll clean up most of the balance when I cut the grass, etc., this week. Stay dry and ride safe!

SONNY

I FACED-THE-POWER OF THE K1200S

By David Razorsek

SALES MANAGER AT BMW MOTORCYCLES OF PITTSBURGH



The all-new K 1200 S

For years BMW has built the world's best touring bikes. No matter what your style of touring was, BMW had it covered. The only question was which bike fit your style. Unfortunately if you were a sport bike rider and like to be competitive on the track you had no choices. Sport bikes were not something BMW wanted to pursue.



The all-new Duolever

Well, BMW loyalists, I can say that is about to change. This fall, BMW will bring the same level of great handling, safety, technical innovation, and reliability to the sport bike world with the addition of the all-new K1200S!

Unless you have been living under a rock the last month or so you can't but help pick up any one of the mainstream motorcycle publications without seeing a picture and brief write-up of the yet to be released sportbike. While these articles were all very exciting to read at first, I quickly grew tired of reading and re-reading about speculated facts and figures. I wanted to know how it rides!



A transverse engine on a BMW!

That's when early one morning Lee Marks, the owner of BMW Motorcycles of Pittsburgh, presented me with the opportunity of a lifetime. Because of prior commitments he would be unable to attend a special dealer presentation of the K1200S in Germany and nominated me to go in his place. Not only was I going to be one of the first in the world to ride the most powerful BMW of all-time, but I was going to get to do it on the very same race track that bike was developed on, the infamous Nordschleife!

Now, I can go on and on about the truly groundbreaking technical details of this all-new bike, things like the incredible duolever front suspension (a lighter and more responsive version of the telelever suspension), the very handy and easy to use electronic suspension adjustment, and the all-new transverse K bike engine (which produces a BMW unheard of 167 horsepower) but I thought it would be more interesting for you to hear how they work on the road than they do on paper. So let me begin with my adventure.



My room with a view

DAY 1

It's an unusually early rise in the morning for me and I just know something special is going to happen today. I am up at 5:30 AM and VERY restless. I am not a morning person and usually prefer a mid-morning wake-up call than getting up before the sun. Today though is different. A quick morning breakfast with the group and you can feel the excitement. About 50 of us arrived in Munich a few days earlier to watch a special BMW Rider's Wear fashion show and it was time to load up our gear on the bus and begin the 6-hour trek to the track. We arrived late in the afternoon and received our room assignments for the next two days. As I opened my room door I heard the unmistakable sound of roaring motorcycle engines. I thought some one had left my TV on Speedvision. As I opened my door it hit



Peter Müller Executive VP of Sales and Marketing

me. My room overlooked the start/finish line of the Nürburgring! We had about an hour or so to unpack and get ready for the big presentation. And big it was! Our group quickly grew to about 160 riders as a few stragglers from BMW and “locals” joined us.

After we had the chance to unpack and don our riding gear, we were loaded onto several tour buses that had blankets covering the windows. It was pitch black on the bus and we didn’t know what to expect. After a short ride the bus stopped and that is when the tension really began to rise. We all thought, “Now we are going to see the bike!” But no, the bus dropped us off at the end of a long corridor; we still couldn’t see where we were or where we were going. I was beginning to wonder just what was in store for us. The corridor emptied into a huge tent with no doors or windows. Against the back end of the tent there was an empty stage.

Now before I go any further you have to understand something: events like this are done to get the dealers excited about new products... So far, their strategy was working. Once we were all in the tent Peter Müller, Executive VP of Sales and Marketing for BMW, took to the stage to begin the presentation. Never before has BMW built a true sport purpose bike. And they were pulling no stops announcing to the world that it is time.

About half way through a short movie a K1200S ripped across the stage. Until this point no one has actually seen the bike in person and no one’s attention was focused on the stage for our first opportunity. Cameras flashed but no one caught a picture. Just as the tension was about to make me scream “I can’t take it any more! Show me the bike!” Several appeared and “stopped for photos”. That’s when the back drop curtains rose to reveal we were actually just off of the Formula 1 track and overlooking a fleet of K1200Ss.

After the presentation, our first journey on the bike was a short one with a few warm-up laps of the test track and the first stage of many product knowledge seminars. My first impression of the bike was how light it was. Being the owner of a K1200RS myself I am used to a much heavier motorcycle. The weight and balance was closer to an R1100S than a typical K. Unfortunately, our speeds on day 1 were slow and it was difficult to get a true feel of what the bike is capable of. Many questions were left unanswered, like, would this thing actually hit the 260km/h indicated on the speedometer? Does the duolever increase feedback from the front tire? Does the electronic suspension work, or is it just a gimmick? Dinner was served at the end of the session and we were rewarded with the rare opportunity to walk up the track to the hotel to retire for the evening.



Finally some track time

DAY 2

Rise and shine, breakfast is served, lets go riding! The day started with a few warm-up laps on the same circuit we were familiar with from the day before. Once the instructors felt we were comfortable with our rides they decided to open it up a little. Several cones were placed along the course for weaving and braking exercises. I couldn’t believe how well the bike handles. Working it through the slalom was effortless. The all-new engine is mounted transversely, opposite of the “flying brick” design of the current K-bikes. The cylinders are banked at a 55-degree angle that lowers the center of gravity. The result is a balance and feel equal to or better than the best of the super sport bikes. Very impressive indeed!



Cone slalom course

The second portion of the track was focused on the all-new duolever front suspension and partially integrated anti-lock brake system. The cones were set up to alternate bikes left and right down a straightaway where we could practice a full-on panic stop from 80mph. Would you believe me if I said the brakes were the best I have ever experienced? The whole system seemed to be setup just perfectly. It took real effort to activate the ABS system, and I believe that the only reason the ABS was activated at all was because of irregularities in the track surface. I was able to feel these irregularities thanks in part to the all-new duolever. As BMW states, the new front suspension really does allow the rider to feel how the tire is reacting to the road surface like conventional forks while at the same time preventing front end fork dive just as the current telelever does. And, according to BMW, the duolever is also lighter than the telelever system it replaces.

Once we were done with our track exercises it was time to go indoors and learn a little bit about the competition and how the new K 1200 S stacks up to it. BMW is expecting 60% of sales to come from current Suzuki Hyabusa, Honda CBX1100XX, and Kawasaki Ninja ZX-12R owners. Although no price has yet been set in stone the K1200S target is to be slightly above a comparably equipped Hyabusa. BMW IS ready to play with the big boys!

After the classroom exercises and lunch we finally took to the road. For the first time we were off in our groups traveling through the Bavarian countryside. This was the first opportunity I had to test the new Electronic Suspension Adjustment or ESA for short. ESA as the name suggests allows the rider to adjust the suspension, electronically, by a push of the button. Before the ride begins the rider first sets the bike up for one of three possible scenarios one rider alone, two riders, or one rider with luggage. This must be done



One of the more scenic stops

while the engine is running but before the bike is put into motion. Once the bike is in motion the rider can then choose between sport, comfort, and normal modes. While I have never been a big fan of fancy suspension adjustments like this on cars, I can testify that this system does make a difference. I personally reserved the comfort mode for 'legal' road speeds. For anything a little faster I preferred the suspension set to normal or sport. I was also amazed at the ergonomics and aerodynamics of the bike. The riding position was very comfortable and reminded me of an R1100S. The bike itself spent countless hours in the wind tunnel and it shows. Even at autobahn speeds the bike was very stable and showed no signs of buffeting.



Some names translate better than others

And speaking of speed, the last ride we did was on the granddaddy of closed loop tracks, the Nordschleife or, as the locals refer to it, "The Green Hell". The Nordschleife is a 12.9-mile course featuring 40 right-hand bends and 33 left-hand bends. The change in elevation from the highest point on the track to the lowest is 300 feet and the steepest grade is 17%. The benchmark lap time for the track is 7:49 and that record has stood for 11 years. Markus Barth recently tried the same course on a stock K1200S and recorded an incredible run of 7:57! We were going to get our own opportunity to experience how impressive a run that is!

I am very thankful that I have had the opportunity to participate

in a few BMW Motorcycles of Pittsburgh's track days at Beaver Run. I learned a lot of good pointers from the parts manager and part-time professional racer, Glen Pison. I learned a lot of skills that made me a better rider on the street and learned how to push a bike a little bit harder on the track. At the track we were broken up in to three groups beginner, intermediate, and advanced. Since this was my first time on the "Green Hell" and I was riding a motorcycle I was somewhat unfamiliar with I decided to go out with the intermediate riders for the first run of the day and never regretted it. Wow, was this track fun! I did go out with the advanced group on my second run only to find that our fastest run of the day was a full three minutes off of the record. Although our times were "slow" my nerves were just about shot!



The Nürburgring is this big

The Nordschleife is a huge track that runs through the German countryside. The track itself runs through several small towns and at times I felt like I was traveling the back roads of West Virginia. The only difference was that I could go as fast as I wanted and not have to worry about traffic or the police. The bike was incredible, to say the least. I left the bike's electronic suspension set to sport mode: therefore handling was very crisp, but was never too choppy. I noticed right away that this bike would lean over much more than any other BMW without scrapping something. (Note there is no center stand on this bike!) The lightness of the bike allowed it to glide effortlessly through some pretty tight and hairy turns. The bike "wanted" tight turns whereas the current crop of K bikes would have to be "pushed" through anything this difficult. The duolever provided excellent feedback from the front tire and never once did the bike hesitate or give any indication that it was at its cornering limits. This bike will make good riders great riders. And the power? Wow, I never realized how intoxicating 167 horsepower is. I've never been a "speed" kind of guy, but having this kind of power available is amazing! For insurance reasons BMW does not want us to state what the top speed of the bike is, but I will tell you on the track I went "much" faster than any other BMW to date and probably ever will go in the future.

Having ridden many of the competitors' super sport bikes that have come through our shop over the last two years, I was put-off by the whole notion of owning any bike in this category. Poor ergonomics, twitchy throttles, harsh suspensions, and the lack of available anti-lock brakes were all valid reasons for not owning a sport bike. BMW has broken all of the sport bike stereotypes and produced a



That's me on the black and gold bike

product that will do well with those of us who expect more from their bikes. For those of you who never rode a sport bike before, please stop by our showroom in late October. You'll be in for a treat.

For complete and up-to-date information on the K1200S and to see video from a run on the Nürburgring, please check BMW's official site at <http://www.face-the-power.com>. For an up-to-date list of events, news, and complete used bike inventory visit BMW Motorcycles of Pittsburgh on the web at www.bmwpg.com.

DAVE



VOLUNTEER NEEDED!!

Don Poremski, creator and implementer of our BMR member recognition program would like to retire after 4 years on the job and turn over the reins to someone new. If you believe in the program and would like to see it continue, please contact any board member for additional information. Don will be able to give you basic training to understand the program and the awarding of BMR points and stickers. As Don has carefully nurtured and developed this program, all you will have to do is continue what Don has started. A basic knowledge of spread sheet programs would be helpful to keep you organized, but not entirely necessary if you are adept at pencil and paper.

Please, someone step up to accept this responsibility so that we won't have to go to "Plan B" which involves rubber, gasoline, and assorted sharp metal parts. It will be extremely messy! Trust me you DON'T want to know!!

THE BOARD (VIA 'RANGER RICK')

WAYNE KELLY MEMORIAL

Don't forget to get your donation for the AMA Motorcycle Museum Wayne Kelley memorial to our 4 Winds Treasurer, Holly Marchek (165 Grouse Drive, Elizabeth, PA 15037). Label your check as for the Wayne Kelly Memorial. Holly reports we have around \$185 in donations so far. We need to receive at least \$500 in member donations to purchase the memorial. A number of people have said they support this memorial and want to donate, so please get your buckaroos in to Holly ASAP, folks!

If you want additional information about the memorial, or have any questions about it, be sure to contact Walt Halaja (wshalaja@msn.com).

THANK YOU CARD

from George Wolfe's widow, Audry, regarding the plaque in memory of George Wolfe, a life time member of our club, which was placed on the Wall of Honor at the AMA Heritage Museum in Pickerington, Ohio, made possible by the Four Winds Club joining with the Keystone Side Car Club to make a \$500.00 donation to the museum. George had served as an AMA District 5 Referee for many years. Audrey wrote,

The Sidecar Group presented the family with a lovely plaque with a copy of the one that was placed in Ohio. I always wished George would be there with the riders etc. he admired so much. Thanks to the BMW Club and the Side Car Group it is now a reality.

We appreciated this more than I can express. Just know we are all grateful. We'll never forget what you all have done for George.

God Bless you all,

AUDREY AND FAMILY

SAKES ALIVE: FIVE!

Ralph Meyer

Continued from the November Newsletter...

Having gotten to the Walters Mill bridge, had lunch, and gotten to the poor old (1802 first built!) King's covered bridge, which is only a couple of miles from the Barronvale and Scottyland-Mitchell, we headed off to the Barronvale on Covered Bridge Rd off Barron Church Rd arriving there in but a few minutes ride.

Though now closed to all but foot traffic, the Barronvale bridge is in much better shape than the King's. It's also rather unique being the first bridge I've seen with a double Burr Arch, one of which is a bit longer and larger than the other, the mid-bridge ends of the arches resting on a stone bulwark slightly past mid-stream. The Barronvale is a fairly long bridge, so the builders must have decided a single arch would be too long, high, and difficult to construct, or, if long but not higher than the roof, too long and shallow for strength, so they simply doubled the arch. Interesting. In any event, it obviously works.

After finding and photographing the Barronvale, we headed back to Scottyland to find the Scottyland/Mitchell bridge that we'd seen from Barron Church Rd while riding past Scottyland hunting for it, thinking that bridge was on the road, when in reality it was inside Scottyland. Having run across Covered Bridge Rd in the process and having decided to get the Barronvale first, while riding to the Barronvale we passed through an area that smelled strongly of chlorine. I thought someone had really hit their pool with the stuff to rid it of algae, and Sonny thought there maybe was a dry cleaner in the area that was getting a little wild with the fluid. When we came back onto Covered Bridge Road from the Barronvale, there was a flare and a police SUV with flashing lights off to our left as we turned right to head back for Scottyland. When we stopped at the Scottyland office to ask if we could ride into the park to photograph their bridge, the lady taking care of the office

was leaving but gave her permission and said she had to go and would be back after awhile as her husband had been in or near a chlorine explosion. Later, when we returned from the south after photographing the Lower Humbert Bridge and headed north on Barron Church Rd the flares were now at the end of Covered Bridge road and there was an official waving anyone off who wanted to turn down Covered Bridge Rd, not permitting anyone down where we'd been. We must have hit the Barronvale just in time for, had we waited, we wouldn't have been allowed to go down there.

Anyway, we rode down through Scottyland and got photos of the bridge there. While doing so, any number of rescue vehicles and fire engines, sirens blaring, went down Barron Church Rd past Scottyland. Whatever the chlorine event was could not have been too nice.

After getting our pictures of the Scottyland/Mitchell, we retraced our path back East on Scullton Rd, then South on 281 and Humbert Rd to the Lower Humbert Covered bridge, about 10 miles away, arriving there about five after three. Unlike the Barronvale and King's, the Lower Humbert is still in use, and, of course, still in fine repair. Automotive traffic is allowed over it as it's a working bridge leading to Covered Bridge and Dogwood Roads on the other side of Humbert Creek, which was still well swollen from previous rains

and run-off. While on Humbert Road, we passed a farmer on a gigantic field tedding hay. The entire field, all 30 or 40 acres of it, had been cut. The tedder he was using was unlike the 2 Percheron Horsepower tedder Sonny had used years ago, nor the 2 swath one I used behind an old iron-wheel Farmall F-12 as a kid. This thing must've been tedding 6 or 8 swaths. I figured the farmer trusted the weather report and thought he'd have his hay dry enough in a couple of days to bale. I hoped the weather mavens were right. That would be a lot of hay to lose if they were wrong and Somerset county got some of this year's usual Pittsburgh weather early.

After the Lower Humbert covered bridge, we continued on down Humbert Rd to 281 North, and from thence back along Scullton and up Barron Church past the mysterious chlorine problem to wend our way via Sonny's unerring bump of direction and knowledge along



practically deserted two laners to Rt 31, whence we headed West, stopping at the Donegal Dairy Queen for some quick Hamburger and soft drink refreshment. Leaving the Dairy Queen, we fueled up at the Sunoco across the way, Sonny's R1200 indicating to him that it was thirsty, and headed on home, again mostly by relatively uninhabited byways until we got close to the mess good ol' Penndot (sometimes I think that stands for Pennsylvania Dodos Of Transportation) has been making of US 22 for several years (will they EVER get that finished??). There even the back roads were clogged with motorists trying to avoid the parking lot like gridlock Penndot and the traffic had made of 22. Needless to say, noone was moving quickly, but fortunately, at least we were moving.

We finally came out on Sardis Rd at Rt 286 right across from where I generally tool in to 286 from Bakerstown via the Orange Belt and Sardis when headed for the East Breakfast Ride—an arrival that constituted a total surprise on my part as I had no idea where we were once we left 31 and wended our way north. I figured we had some distance to go before being close enough to home to call it a ride, but then that's what comes of following a good leader: nice surprises like that. Wishing each other a continued safe trip, we parted company there and headed to our respective domiciles.

Again, what can I say? It was a great ride with a terrific companion, in weather that noone could possibly complain about and through lovely Pennsylvania countryside. Truth to tell, any other state would have to work hard to match Pennsylvania when it comes to beauty. At least that was our appreciation of it. A great place to ride.

Ride data:

Trip Odometer: 216 miles
Stopped Time: 2:44
Overall Avg Speed: 25.2 mph
Moving Time: 5:50
Max Speed: 111mph
Moving Avg Speed: 37.02 mph

Routes:

Sonny and I met at Kings EBR on 286
N then E from Kings EBR on 286 To Saltsburg, then
S on 981 to New Alexandria, crossing 22 then
Lt @ New Alexandria onto Keystone Park Rd then
Straight onto Manito Rd then
Rt on Derry Rd (982) then immediate
Lt on N Chestnut St then
Rt on 217 and follow 217 to US 30.
Lt onto US 30E to Jennerstown then
Rt onto Somerset Pike (985) South
to Somerset Historical Center @ N40 04.154 W79 04.729 and the
Walters Mill CB
then back onto Somerset Pike (985) South to the Grapevine Cafe
@ N40 02.254 W79 04.510 for lunch
Then back onto Somerset Pike (985/601) South into Somerset then
Rt on 31 then
Lt on Harrison St
then Rt onto 281 West/South to
Straight onto Scullton Rd (653) to the King's CB @ N39 56.250
W79 16.252.
Then Return East on Scullton Rd then
Lt onto Barron Church Rd past Scottyland then
Lt onto Covered Bridge Road (SR3014) to the Barronvale CB @
N39 57.170 W79 16.220
Then return back the way we came on Covered Bridge Rd
to Rt onto Barron Church Rd to Scottyland @ N39 56.413 W79
15.541
then through Scottyland to the Scottyland/Mitchell CB @ N39
56.646 W79 15.488 then

return to Barron Church Rd to East on Scullton Rd (653) to
Rt on 281 South to
Straight ahead on Humbert Rd to
Covered Bridge Rd and the Faidley/Lower Humbert CB @ N39
50.393 W79 19.373
Continue South on Humbert Rd to
Lt onto 281 North to
Lt onto 653 Scullton Rd to
Rt onto Barron Church Rd past Scottyland straight onto SR3033 to
Lt on County line Rd to
Rt onto 381 North to
Lt onto 31 West to the Dairy Queen @ N40 06.457 W79 22.672
for an afternoon snack then
Continue West on 31 through Mt. Pleasant to Ruffs Dale and
Rt on Buttermore Ave to
Rt 'Y' onto Pennsylvania Ave at New Stanton to
Lt onto Center Ave to
Lt onto Arona Rd to
Rt onto US 30 then
Immediate Lt on Thompson Ln to
Rt onto Pennsylvania Ave to
Lt onto Brush Creek Rd to
Lt on Penn Manor Rd to
Rt on Harrison City Rd (993) to
Rt on 130 to
Immediate Lt on Harrison City Export Rd to
Lt on Harrison City Export Rd where straight becomes Mellon Rd
at the Country Clubs to
Continue Rt on Harrison City (export) Rd at the 'T' where Hol-
land Rd comes in from the Lt.
Continue Lt onto Berlin Farm Rd, crossing US22 and straight onto
Adams St to
Rt on Van Buren St to
Lt onto Old Wm Penn Hwy to
Rt on School Rd to
Rt on Sardis Rd to
Immediate Lt on Bulltown Rd
Lt on Remaley Rd to
Rt on Logan Ferry Rd whence, at 286, Sonny and I split for home.

RALPH



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.

The Latest Whizmo & Gizmo Tour: <http://www.whizmoandgizmo.com/Trinity04/Intro/> . Whiz & Giz's online tours are great reads, looks, and now, listens (this year they added music to accompany the neat daily tour maps and the picture gallery slideshows). *Fortune* magazine even wrote 'em up as one of the neatest travelogues their editors had ever seen.

Interested in the new K1200S? See <http://www.face-the-power.com> for the low-down from a number of sources, some great videos and numerous pictures of the new bike.

Great Site for Tire Reviews for BMW bikes: <http://www.conary.org/bmw/tire/> Find how other riders rate brands of tires for your Beemer.

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

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

DIRECTIONS TO MEETING:

Happy Holidays from your 4 Winds BMW Riders' 2004 Board!

There are no directions to the meeting for December as there is no meeting this month. Hit the Breakfast Rides, enjoy the holidays and... Ride Safe & Stay Warm!

Also... Don't forget next month's annual banquet at the marvelous Grand Hall of Pittsburgh at The Priory, a fine place for members of our BMW denominational persuasion to enjoy good fellowship, good food and good fun, on January 22nd, 2005, at 617 Pressley Street, Pittsburgh. Get your reservations in. Looking forward to seeing you at the Banquet to start the new year!