

# JUNE



# 2005

MOA # 6

[www.4windsbmw.org](http://www.4windsbmw.org)

RA # 76

## THE PRESIDENTIAL VIEW

*By Rick Gzesh*

Now that we are in the heat of riding season, the inevitable media reports of riding accidents and deaths are sprouting up like spring flowers. What is disconcerting to me is that we now have another motorcycle topic to deal with and our media is having a field day ...”Stunting”. If you are not familiar with this term, “stunting” is the act of performing motorcycle stunts (i.e. burnouts, wheelies, stoppies etc.) on public roads in traffic for all to see, often with a car tagging along to film the shenanigans.

In the past month, there have been two incidents reported by the media where several sport type bikes were stunting with a film car up Greentree Hill on the Parkway West and on Interstate 279 N in the North Hills. Both incidents required police intervention. Then on Sunday night May 15th a rider was thrown off his bike and over the rail of a ramp to the Fort Duquesne Bridge falling 75 feet to his death. His bike happened to be covered in fur, a common decorating trick of “stunters” to hide the inevitable damaged body parts. What is distressing to me is that just because his bike looked like a bike common to “stunters”, it is now assumed that he was “stunting” when he met his untimely demise. As I write this, there has been no confirmation of that assumption by the media.

So why do I care? I don’t stunt and I try to ride in a respectful manner even when I am riding over the posted speed limit as most of us do on occasion. I care, because I live in America, where you are supposed to be innocent until proven guilty in a court of law. These stereotypical assumptions only serve to make trouble for all associated members of a stereotyped group that you might be a member of, whether it is being Black, Middle Eastern, or Jewish or if you happen to be a biker like you and me. As a result, the Law Enforcement Officers (LEOs) and Emergency



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## JUNE MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., June 18, 2005 at the Quaker Steak & Lube, 101 Chestnut Ave in Sharon, PA 16146-1751 from 1:30–4:30PM. Meal will be order/pay from the menu. **The traditional June president’s ride to the meeting will meet at 9:30AM at the Exxon near Rte 28’s Rte 910 exit--see p. 4.**

## 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 Wednesday after the club meeting of the month preceding the month of publication (e.g., June Meeting: June 18; **July issue deadline: Wed., June 22nd**). 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 hgd depth defined, or in Word Processor (e.g., MS Word) format. Save trees: avoid paper if you can.

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

**Long articles** may be split between issues.

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

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

## MEETING SCHEDULE 2005

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

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

**June 18, 2005** — 1:30-4:30PM  
Sharon Quaker Steak & Lube

**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



Medical Services that are called on to respond to these incidents are becoming quite prejudiced towards all motorcyclists. It doesn't matter what bike you are riding and the manner in which you are riding, to many of them you are just another hooligan on a "donorcycle" and up to no good.

Reports of this negative behavior have been widely reported in the various motorcycle publications and on bike enthusiast websites through out cyber land. I found myself on the negative end of that prejudicial behavior from the State Trooper who responded to my accident last year, even though I am sure he is an otherwise fine officer. He had simply become jaded by having to respond to so many negative situations that involve motorcyclists. So what are we to do?

First is to ride in a responsible manner. Show the non riding public that there are respectable bikers out there. That means respecting reduced speed limits in populated areas. Short shifting your bike in town, to help keep your exhaust noise down, especially if you have louder than normal pipes. When on back country roads, try not to scare the bejeezus out of Ma & PA Kettle when you have the opportunity to pass. If someone yields the right of way to you, give them a nice wave thanks! When cruising through town, give a big smile and a wave to a pedestrian or two (kids love it). Strike up a conversation with a local during your fuel and food stops. Finally, I am going to suggest that you start including a wave and a smile to any LEO that you see on the road, just as you do to other bikers. I actually started that

## ONGOING EVENTS

### Breakfast Rides, et al.:

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

**COME! EAT! CHAT! RIDE!**

### Ride Schedule — Month:

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

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

Sun, June 19 — South at the Roadside Restaurant, Rt 51, 10:00 AM

Sat, June 25 — East at King's, Rt 286 & Presque Isle Dr., 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 Web Site Message Board's Breakfast Ride section saying so. That'll help save a rider from discovering too late that no one else is going that day. The Breakfast Ride's URL is: <http://www.4windsbmw.org/forum/viewforum.php?f=9>. Be sure to erase your post after the ride if you can so the board doesn't get cluttered.



practice soon after 9/11 as a show of respect and thanks to those who risk their lives to protect ours.

With all of the anti biker media attention that we are subjected to, it can't hurt to spread a little positive reinforcement to the guys in blue, so that just maybe, they will cut you a break when you are in a situation where you are being asked to hand over your drivers license, registration, and insurance cards.



The May meeting: look at all those bikes!

To conclude this month's column, a little reminder for the upcoming events that you should try to attend:

- \* Adventure Rider Rally June 2-5 at Boyer Station, WV
- \* BMW Sport Touring UnRally June 7-9 in Staunton, VA
- \* Four Winds Meeting June 18th, 1:30PM Sharon Quaker Steak & Lube
- \* Laurel Highlands BMW Riders Campout June 24-26 at Pioneer Campground near Hidden Valley Resort and Somerset, PA.
- \* Thunder In The Valley June 24-26 Johnstown, PA

Like myself, I am sure you can't attend them all, but try to attend those that you can. And don't forget to give a big wave and a smile along the way!

RICK



## MAY MEETING MINUTES 4 WINDS BMW RIDERS MAY 21, 2005-05-23

The meeting was called to order at 3:10 PM by President, Rick Gzesh.

### *Old Business*

A 2006 Banquet update was given by Holly Marcheck. The committee is looking at prices & menus from several area restaurants, including Georgetown Center, Mallorca, & The Bradley House. Anyone with ideas should contact Holly now as a decision will be made by the committee in the next few weeks.

- Holly also gave an update on the committee work for the 40th Rally. The top idea is a grand prize of a trip. A Bed & Breakfast tour in West Virginia is being considered.
- There are still embroidered 4 Winds hats for sale for \$10. Contact Rob Berner.

### *New Business*

Donations will be collected at the June meeting for the MOA's 2005 Rally charity, Safe Harbor, a youth runaway & homeless shelter in Ohio. Checks made out to "4 Winds BMW Riders" may also be mailed to Treasurer, Margaret Weaver. Please include a note that it is a donation for Safe Harbor.

- 2005 4 Winds renewals to MOA & RA have been sent.
- Club members have been invited to attend "Ducati Demo Truck" day on May 28th at BMW of PGH. Contact the dealer for more info.
- Club members are also invited to attend a track day at BeaveRun on June 15th, also sponsored by BMW of PGH. There is a discount if you bought a bike from them. Contact the dealer for more info.

-Friday, June 17th has been designated as "4 Winds Night" at the Starlite Cruise at the Northway Church parking lot in Wexford. Plan to ride out, check out the classic cars and support the 4 Winds.

- ANYONE KNOWING THE WHEREABOUTS OF THE 2ND 4 WINDS BANNER, PLEASE CONTACT A BOARD MEMBER. IT WAS LAST SEEN AT LEO'S IN SEPTEMBER! (Editor's note: Forgedaboutit... It's been found!!! Whew!)

### *Rally Report*

Chairman, Tom Primke, gave an update on t-shirt / pin prices. The metallic gold in the design may be a problem. He will get one more quote on the shirts before deciding. The pins will be purchased from last year's supplier.

- Postcards have been sent to past attendees and flyers are being placed at the dealers.
- The 4 Winds/Redbank project is still in the planning stages. The committee is obtaining prices for lumber & picnic table frames. Redbank Park will match our funds to purchase supplies.
- Volunteers are needed to chair rally committees, especially Registration. Leo Stanton will head Security & Shirley Hart will head T-shirt Sales. Don't wait until Clean & Tidy is the only thing left!
- Possible Tech Sessions presenters will be Dennis Mickanin, Craig Immel (or someone from Heritage?), Sean Barrett, & Mitch Kehan.
- There was a discussion concerning whether or not to have a "Swap Meet" area at the Rally and also if we should continue "Biker Movie" Friday night. No decision was made.
- Anyone interested in "learning the ropes" from this year's Rally Chair should contact Tom or a Board member NOW while the Rally is still in the planning stages. A team (2 or more) would be a good idea.
- Ranger Rick will lead 2 GS rides at the Rally. He will be making "preview rides" in the area. Anyone interested in riding along should check the website for details.

### *Upcoming Events In June*

- Adventure Rider Rally near Cass, WV, BMW Sport Touring UN-Rally in Staunton, VA, Laurel Highlands BMW Riders Campout near Hidden Valley Resort & Thunder in the Valley in Johnstown, PA. Also coming up is the Square Root Rally & the MOA Rally in Lima, OH. Check the website for more details.

Guests & new members were introduced.

50/50 winner was Scott Bassin.

Meeting adjourned at 4:05 PM.

SUBMITTED BY NANCY BARRETT, 2005 RECORDING  
SECRETARY

# THE PRESIDENT'S RIDE JUNE 18<sup>TH</sup>

By Rick Gzesh

Mark your calendars for Saturday June 18<sup>th</sup> for the Four Winds annual President's ride to our June meeting. This year we will take a leisurely and scenic ride to the original Quaker Steak & Lube in Sharon, PA. Quaker Steak & Lube serves up award winning wings plus sandwiches, salads, and beverages of your choice. Quaker Steak & Lube will provide us with VIP Motorcycle parking and their outdoor patio for our dining pleasure.

After our meeting and lunch we will do some bench racing and tire kicking in the parking lot, or if you prefer you can explore some of the excellent shopping in the area. Attention ladies (men too), did you know that the world's largest shoe store is just around the corner from Quaker Steak & Lube? That is right, Reyer's Shoe Store in the City Center Shopping Plaza probably has the largest selection and sizes of name brand women's and men's shoes available anywhere. Plus a couple of blocks further away at 9 East State Street, they have a shoe outlet for those who are discount oriented. Also in the area is Daffin's Candies, 496 East State Street, makers of some of the finest chocolate that I have sampled anywhere, complete with a display of life sized figurines made entirely of...you guessed it chocolate! Also worth noting is The Winner off price women's clothing store at 32 West State Street. On the way home you can browse the specialty shops that line the streets of New Wilmington and Volant in the heart of PA Amish country or you can discount shop till you drop at the Grove City Outlets just off of the Grove City exit of Interstate 79. Guys take note that there are Black & Decker, Woolrich, Levi, Sony, and Bose outlets for you! So, make sure your saddle bags are empty and your wallet is full (a set of bungee cords might be a good idea to handle the overflow). This will be **THE** meeting to bring your wives, husbands, friends and significant others to. A great time is guaranteed for all!

We will meet at 9:30 AM at the Exxon Gas Station just off of the Route 910 Exit of Route 28 North, near the intersection of Freeport Rd. in Harmorville. This is also approximately 1 mile from the PA Turnpike's Harmorville exit (old exit # 5, current exit number 46 ish corresponding to mile markers). There are several nearby restaurants if you would like to arrive early for breakfast. Restrooms, convenience store, and, of course, gas is available at the Exxon Station.

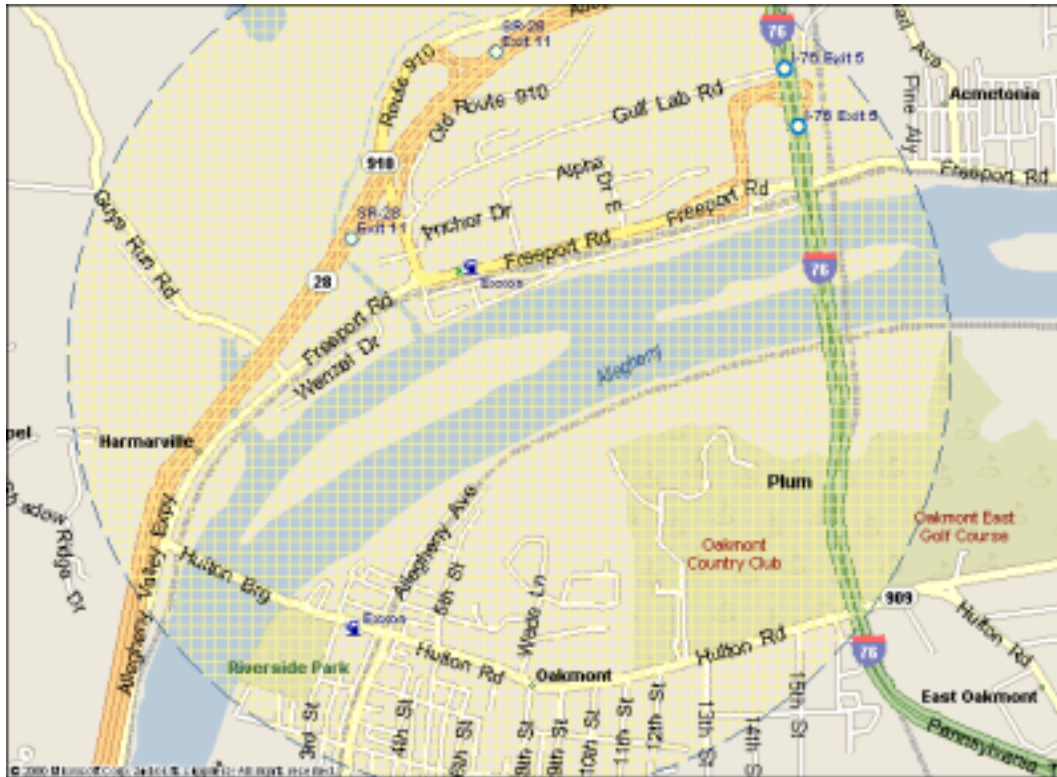
## Presidents Ride

Meet at 9:30 Exxon Station Harmorville

Riders meeting at 9:45

Kickstands up at 10:00 AM

Please have sufficient gas for the 150 mile trip.



**STARLITE 4-WINDS NITE  
FOUR WINDS BMW CLUB FEATURED AT THE  
STARLITE CAR CRUISE  
FRIDAY JUNE 17TH FROM 6-10 PM**

Arrangements have been made to feature a 4-Winds Night at the Starlite Car Cruise that is being held at the Northway Church, 12121 Perry Highway, Wexford, every Friday night from 6-10PM. 4-Winds BMW Riders Club will be featured on Friday, June 17th. We are asked to have any officials show up at 5:30 to set up our area and a table if we want to hand out membership information.

This is a great opportunity for us to get together and show off our bikes, so come and bring your bike to join other 4-Windsers at the Cruise to display your Bike on June 17th.

You can go to [www.starlitecruise.com](http://www.starlitecruise.com) for complete information on Starlite Car Cruise evenings OR SEE the following (copied from the Starlite Car Cruise Site):

\*\*\*\*\*

You're invited to the Friday Night Wexford Starlite Car Cruise!  
Held every Friday night from May 6 through September 30.

Visit this site for our cruise announcements with some new and exciting events planned for 2005! Join us for some summer fun!  
Be part of the Friday Night Wexford Starlite Car Cruises.  
Come see over 350 great Classic, Hot Rod, Antique, Tuner, Sport Compact, and Motorcycles every Friday night at North Way! This has grown to be one of the premier cruises in the area, and a great family event!

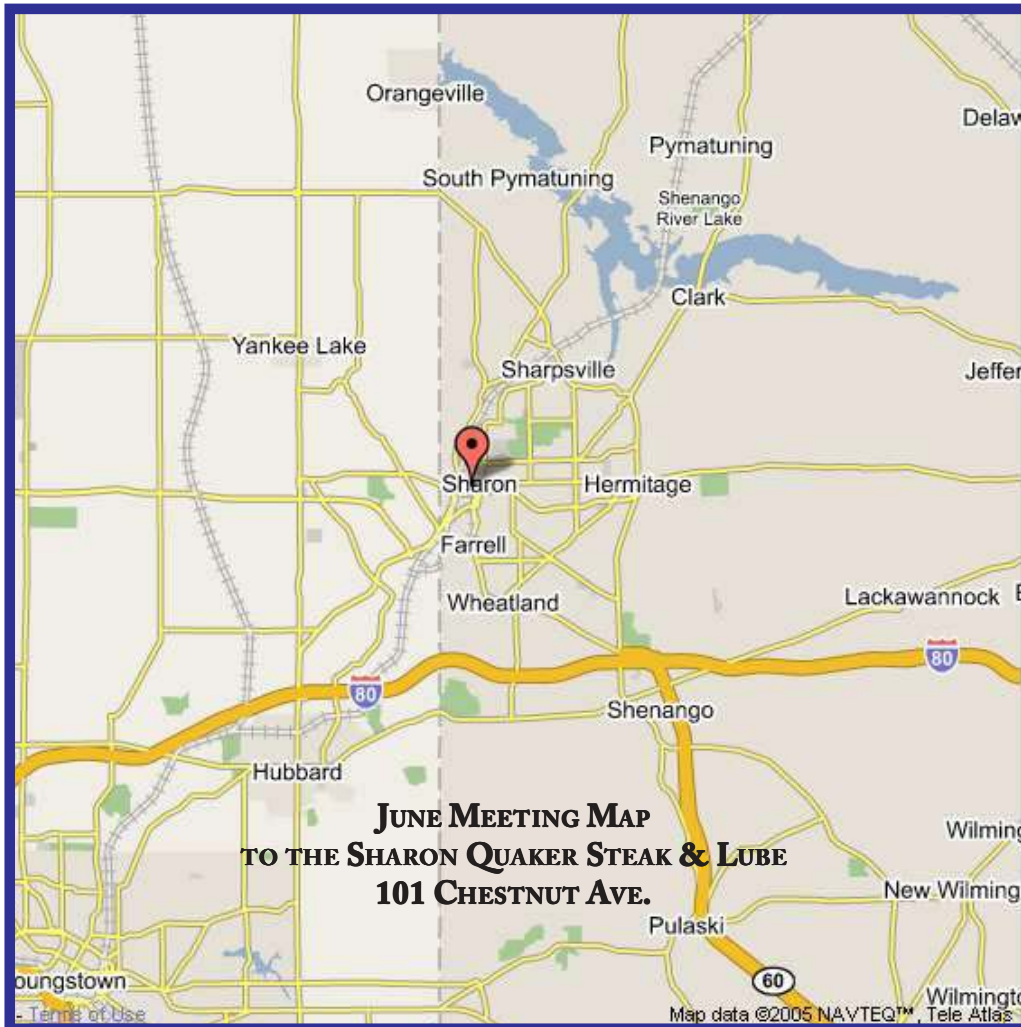
Everyone in our area is invited - Bring your whole Family! With DJ Denny Dutko, a variety of food and non-alcoholic beverages available, and parking for 750 cars, it's a weekly event you won't want to miss!

NEW FOR THIS SEASON : 1st Friday of every month - R. D. Summers of radio station 3WS! Don't miss it!!

Cruises are held at North Way Church parking lot, 12121 Perry Highway, Wexford, which is 1/4 mile north of Rt. 910 & Rt. 19, across from Sheetz (or 4 miles south of the Cranberry Connector Exit of the Turnpike)

If you have any questions or would like to volunteer to be on a cruise team, call:

Cruise update Hotline 724-935-6803, ext. 2222  
Questions or Suggestion 724-935-6800, ext. 2366



## COVERED BRIDGE RIDE OF MAY 12, 2005

Ralph Meyer

What is fueled with eggs, toast, sausage, pancakes, hot Italian sausage, good conversation, and lime Pepsis, and inhabited by... wood smoke, trees, underbrush, gravel, soft driveways, dangerous grindings made by county road crews, nice folks that give directions too complicated to remember, and country air, but provides an invigorating and enjoyable way to spend a bit o' time? Why a ride into Ohio to find and photograph a few covered bridges, of course.

It all started when the whether mavins said the Pittsburgh weather would quit for a few days and provide at least a nice sunny, if hot, Tuesday and Wednesday. Tuesday was out as James at BMW/Ducati/Triumph/Piaggio/Vespa of Pittsburgh had agreed to give the new R1200RT its 600 mile going over—after which I could rev it past 4000 Rs with no worries (not that I didn't rev it past the legal limit before that occasionally when "I fergot"). It was now ready to be "rid hard an' put away wet" as the more horsey set would say. And Wednesday's weather looked like a good day to start doin' it. So I

called the club's newest retiree, Walt Halaja, to see if he might want to go. He couldn't go Wednesday, as he'd just gotten back the day before from a long ride with his friend, who is well known in the Pittsburgh Fire Brigade as "Cap'n Scooter," and was tied up that Wednesday, but said he could go Thursday. That was fine with me, as it was 'supposed' to be cloudy and a bit cooler Thursday, whereas Tuesday and Wednesday were bears when it came to being hot. The whether mavins said it wasn't planning on raining Thursday anyway 'till late afternoon, so we planned to head out early, meeting up at the North Breakfast Ride King's at 8 AM Thursday morning and heading for Ohio after breakfast there. Which we did.

After Walt said he'd go Thursday, I put a notice up on the web site about the ride, but there were no further takers. So after breakfast we headed out Northwest on Mingo Road picking up various neatly snake-like 2 lane roads for Rochester to cross the Beaver River via Rtes 51 & 68. On the way to Rochester we passed a private covered bridge that's listed in no one's list that I know about, but didn't stop as we were by it before we saw it. Having crossed the

*Continued on page 10*

### FOR SALE

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

**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 to wake up cagers behind you). Included: 1 year old Odyssey battery. Well cared for. Color: Red. **New asking price!: \$8,700.** Jim Dotson: 724-468-0207.

**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 \$100 O.B.O. E-mail [meyer@zoominternet.net](mailto: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.

**Two F-650s:** one a '97, black, 10,600 miles. excellent condition with some extras, asking \$3400; the other a '98, black, 16,000 miles, with a mint setup for touring, heated grips, BMW bags all around \$3800 or best offer on one or the pair. Would keep riding one or sell both and get an 1150R. Doug Bruno, Ph.: 724-375-4426 or [douglas.bruno@pearson.com](mailto:douglas.bruno@pearson.com)

**Aeroflow windscreen to fit 97 R850R:** Good condition, used to go to Seattle and back. Prefer look of stock screen, but the aeroflow really gives great weather protection. Cost new: high \$300's; sale for \$175.00. If you need a picture let me know. Dan Weaver, 724-942-1357 or [gsweave@netscape.com](mailto:gsweave@netscape.com)

**1997 Amarena Red R1100RT:** With 38,500 miles. Selling only because of a return to school. Exc. condition. Accessories include: corbin saddle with backrest, Aeroflow windshield, stock seat and shield, BMW topcase, headlight protector, cylinder guard, sport rack on back for luggage, bar risers, BMW gel battery, and throttlemeister. Tires in excellent condition. Asking \$6,799.00 obo. Feel free to contact Jason at [ja\\_gregg@yahoo.com](mailto:ja_gregg@yahoo.com)

**Vent Tech leather jacket:** with cladding and removable full insulated lining. Like new, size 40. Vented, and excellent for all weather conditions, and great riding protection. New over \$200, will take \$85! Contact Conrad Rossetti, [cgl184@comcast.net](mailto:cgl184@comcast.net), 724-942-2387



For more information on the Morgantown Mountain Motorcycle Festival see: <http://www.wvmountainfest.com/>.

Thanks, Sonny, for the heads-up on this one!

**CELEBRATION RA**  
**OCTOBER 6-9, 2005**  
**THE CELEBRATION/CALSONIC ARENA**  
**SHELBYVILLE, TN**  
**GPS: N35' 29.403" W86' 26.780"**

Greetings all! I bet you thought I'd forgotten all about you, but never fear, it's time to get this thing started!

We've chosen a great site for the BMW Riders Association's 33rd International Rally. This site is not your traditional fairground, in fact if you've ever ridden through horse country, you will recognize the white fencing and meandering landscape.

*The Site:*

Time to take a little tour of the grounds. You will need to download a map of the facility from: [www.calsonicarena.com/images/calsonicgroundsmap.jpg](http://www.calsonicarena.com/images/calsonicgroundsmap.jpg)

The Calsonic Arena/Trade Fair Building is Rally Central. When you enter the building at ground level you are actually on the upper level of the arena. The arena slopes down into an area built for horse shows with stadium seating. I've given the upper level the nickname of the "mezzanine". The mezzanine will host the vendors all around the perimeter of the arena. Spots are already marked with electric available in each site. In addition, the back of the arena (where horses are prepped for entry into the arena), can hold additional vendors. The cool thing about this area is that two overhead doors allow trailers to be backed into this area. For those vendors that have trailers they work out of, they can be backed right into this area. So in effect, all of the vendors can be centrally located and under roof! The mezzanine also has a concession area with food and beverages as you wander around the vendors.

The Calsonic Arena also houses two conference rooms, which will be used for seminars. The larger seminars will be held in the Blue Ribbon Circle Club. This facility can house our seminars that draw greater attendance, along being able to utilize a full kitchen.

The Champions Arena is an open-sided, roofed arena, which may be used for the Bier Garden. We are still having a lively discussion about where to put the Bier Garden, but our BG Chair, Al Hennigan is scoping out the possibilities.

*Camping:*

The site marked "Camp Grounds" will house the RV camping towards Madison Street, with the Quiet Tent Camping area in the area of the pavilion. This area has its own toilet and shower facility with tall trees that provide some shade. RV camping has full hookups with 30 and 50-amp service.

The area marked "Barbecue Cook-Out" will house the less than quiet tent camping with areas reserved for the Air Heads, Chain Gang and other groups to put up their palatial palaces! This area also has trees to provide some shade.

The folks at The Celebration will also ensure that the horse stalls are clean out in the event that someone wants to pull their "horse and gear" into one of the stalls. There are also additional toilet and shower facilities in this area. All in all, we have plenty of room to roam around.

The fairgrounds sets on the edge of Shelbyville so you can turn right onto Hawthorne Street from the camping areas and you are out of the city into the countryside for some great riding.

*Accommodations:*

For those of you who want to camp indoors, Shelbyville has both hotels and Bed and Breakfasts. Two hotels are on Madison Street, which runs in front of the rally site. Folks in Shelbyville are getting ready and hotels and B & B's have already contacted me to ensure they are listed! You can access the accommodation list on the BMW RA website: [www.bmra.org/rally/](http://www.bmra.org/rally/) or through the Shelbyville Chamber of Commerce website: [www.shelbyvilletn.com](http://www.shelbyvilletn.com)

*Volunteers:*

As you know, rallies don't run themselves and can only be successful with the involvement of many dedicated people. Our hosting club is The BMW Club of Nashville and Polly Wright and Mike Gillespie have been working on this rally for months. If you are interested in helping out both before and during the rally, e-mail me at: [rallyinfo@bmwra.org](mailto:rallyinfo@bmwra.org)

*Ride, Ride, Ride:*

Time to send me your favorite rides in the area: on-road and off-road (or a combination, thereof). Share some great roads with your fellow rally goers. We want to highlight some of these rides in future eNewsletters and OTL. Send them to the rallyinfo e-mail address.

*Tidbits & Teasers:*

We will again be conducting the ERC (Experienced Riders Course) and DBS (Dirt Bike School). I've been talking with someone who is willing to conduct a Trials Class. Anyone interested?

We are working with the folks at Jack Daniels to have a luncheon on Friday of the rally at the distillery. Anyone interested?

Traditional country, bluegrass and blues were definitely the winners in our music survey, so I'm sure we will get your head nodding and toes tapping!

Riding season is upon us, I even camped with snow flying last weekend(ahh..spring time in Ohio) so get out your maps and start to plan your route to Shelbyville, TN!

DEBBI HARBOUR, RALLY LIAISON

BMW RIDERS ASSOCIATION

# Laurel Highlands BMW Riders Club (Charter #294)

## CAMPOUT INVITE

PA June 24-26, 2005

Come join us at the **3rd Annual Laurel Highlands BMW Riders Campout**. This campout coincides with Johnstown, Pa's famous "Thunder in the Valley" Rally ([www.visitjohnstownpa.com](http://www.visitjohnstownpa.com)), where Triumph, Kawasaki & Suzuki are scheduled to offer demo rides!

We return to Pioneer Park Campground ([www.pioneerparkcampground.com](http://www.pioneerparkcampground.com)), a beautiful 30 min. ride south of Johnstown in Somerset, Pa. Pioneer Park is a terrific full-service camping resort with excellent showers and facilities, minutes away from the Pa. Turnpike Exit #10, Somerset, Pa. or the Donegal exit #9.

Directions: From Somerset follow Rt. 31 W. 7 miles to campground.

From Donegal, follow Rt. 31 E 12 miles.

Cost for the rally is just \$20.00 payable to the club and a camping fee of \$5.00 per night/per person payable at the campground. 3<sup>rd</sup> Annual rally pin for the first 150 registrants.

Activities include tech session, self-guided rides to Flight 93 Memorial crash site ([www.flt93memorial.org](http://www.flt93memorial.org)), Johnstown Flood Memorial ( <http://www.nps.gov/jofl/> ), and other self guided rides plus "Thunder in the Valley". Dump Stew (bring a can or 2 to add to the pot), Hot dogs & snacks Fri. & Sat. evening. Sat. & Sun. A.M. coffee & doughnuts. Pavilion, picnic tables, campfires allowed, wood provided! Motels & Restaurants nearby. Sat. night campground band!

Info: Jason Kaplitz (814) 535-8669 [gsjay@floodcity.net](mailto:gsjay@floodcity.net) -or- George Blackham IV (814) 266-9573 [blackham4@atlanticbb.net](mailto:blackham4@atlanticbb.net) Come enjoy the great riding & excellent sites in the Laurel Highlands ([www.lhbmwr.com](http://www.lhbmwr.com)) with us! Pre-registration appreciated: send check payable to LHBMWR c/o George Blackham IV, 230 Dowling Rd. Johnstown, Pa. 15904 by June 15, 2005.



### MAXINE WALTERS'S PASSING

Maxine Walters: wife of long time Pittsburgh club member, Clyde Walters, has passed away 4 - 28 - 2005. They lived in Munhall for many years, then moved back to their former hometown of Bellwood, Pa She was the club's recording secretary for many years. She will be missed.



Poc

Presents

## “RALLY IN THE POCONOS”

**Black Diamond Beemers - Scranton, Wilkes Barre, and the Pocono Mountain Region  
of Northeast Pennsylvania**

**Friday, September 30th thru Sunday, October 2nd**

In the fabulous Pocono Mountains, NE Pennsylvania at the wonderful Camp Canadensis (GPS coordinates 41.22039 North, 75.20247 West). In the heart of the Poconos with private Lake Lenape, cabins, camping, community hall and dining room. We have the whole camp for our Beemer brothers and guests. Over 1,000 acres with fishing, trails, rock climbing wall, high rope course, athletic facilities. **There will be a multiple BMW dealer sponsored** Poker Run for prizes, as well as a BMW dealer on site to answer your questions. **Cost for a full weekend including** cabin bunk space (camping is available if you prefer to tent – no change in rally price), and 4 meals (Friday and Saturday Dinner, Saturday and Sunday breakfast) is **\$60.00**. Pre-Registration by August 15, on site registration begins at 12:00 PM on Friday and departure follows breakfast on Sunday morning.

**Want to know more...** go to: [www.Blackdiamondbeemers.org](http://www.Blackdiamondbeemers.org), or <http://canadensis.com/recunlim/>

### Black Diamond Beemers “ Rally In The Poconos” Registration Form

DRIVERS NAME		LAST	FIRST	MI
<input type="checkbox"/> FEMALE <input type="checkbox"/> MALE				
HOME ADDRESS		STREET		
EMAIL ADDRESS		@		
CITY		STATE OR PROVINCE	ZIP OR POSTAL CODE	
COUNTRY				
PASSANGER NAME		LAST	FIRST	MI
AGE		<input type="checkbox"/> FEMALE <input type="checkbox"/> MALE		
MOA or RA CHARTERED CLUB AFFILIATION		CLUB NO.	MAKE OF BIKE	
MODEL	YEAR			
SIDE CAR	<input type="checkbox"/> YES <input type="checkbox"/> NO	TRAILER	<input type="checkbox"/> YES <input type="checkbox"/> NO	AUTO DRIVEN TO RALLY , MAKE
LICENSE NUMBER				

*If you believe you may be eligible for an award, it is your responsibility to sign up at the registration table by 4 PM Saturday.*

*“By the signature below, I waive all claims against the Black Diamond Beemers, a not-for-profit Corporation, and Camp Canadensis in Canadensis, PA (including officials, agents, representatives and administrators acting within the scope of their duties) which may arise through my participation in this event. This waiver includes, but is not limited to, claims for damages which may result from injury to my person or members of my family, and injury to or loss of property”*

Drivers Signature \_\_\_\_\_

Passengers Signature \_\_\_\_\_

You may print this form, fill it out and mail it today to: **BDB REG, 85 Fairwood Blvd., Mountain Top, PA 18707-1830**. Remember to include your check or money order payable to BDB for \$60.00 per person. All pre-registered quests, excluding BDB Members, will be in a drawing to have one lucky attendee’s rally fee returned!

## MAPLE FEST RIDE

*This just in off the wire (well, last month) from Mitch Kehn:*

Ralph, My bride and I went to the Maple Festival for pancakes and happened across a covered bridge on 219 between Meyersboro and Berlin called the Burkholder bridge. We also went to see Fallingwater (the house) The house was built for \$150,000 back in 1932. We offered to buy the house for every penny the original owners (the Edgar Kaufman family) spent, plus a tidy profit. They are entertaining our offer ... or rather they found our offer entertaining ... but it is all the same thing, right?

Odometer shows over 300 miles of spelunking in one day. Also attached is a photo of Rick (Prez) and newbie Ben. We rode together after the breakfast ride.

Question: Are my BMR points redeemable for S&H Green Stamps, unusable frequent flyer miles or beer? I'm rooting for beer. CU at the meeting.



"JIM BOB" MITCH AND HILARY



## PIC 'O THE MONTH

*From Bill English*

...Who claims it is the main exhibit at the "Art of the Motorcycle" show in Memphis, TN that Jim Linneman's been advertising on the Web Site! If ya gotta lawn, ya need one 'o these:



*Continued from page 6*

Beaver River we stayed on 68 to a right onto Buffalo Street in Beaver so as to catch 4th Street and Tuscarawas Road West. That segued into Lisbon Road, and we stayed on that 'till a left onto Frederickstown Road that was supposed to hit Ohio 170 from whence we could easily wangle our way to our first bridge, the Thomas J. Malon Covered Bridge in Beaver Creek State Park.

The fates, however, were playing their usual covered bridge hunting game called 'foil the hunters to see what they'll do' for, as we turned onto Frederickstown Road, we passed an interesting little sign that said, "Road Closed 2 1/2 miles ahead." Now that was just the sort of thing a feller following GPS instructions (the map pocket on the R1200's tank bag just ain't big enough to hold a detailed map of where all we wanted to go) doesn't want to hear! But, figuring that there would be a detour sign ahead that would get us back on track, I forged on along. A ways down the road, Walt pulled up along side me and signaled me to stop, telling me that we'd passed that blasted sign. After a confab about the fact that there 'might' be a detour farther along, since there was no such sign at the 'Road Closed' sign, we soldiered on, eventually coming to Bielers Run Road to our left that was graced by another one of those signs, this one saying "Road Closed 1 mile ahead." There we stopped so we could get out an Ohio map to see if it might indicate another road further along, as this sign too lacked any indication of a detour that would "git us on ahead where we wanted ta git." The GPS just kept saying to follow Frederickstown Road. It hadn't the foggiest that that road was closed. Just about the time we were off the bikes to get out the map, a farmer in a pickup pulled up, and we asked him about how to get to the covered bridge that was supposed to be but a couple of miles on ahead. After giving us a detailed description of various landmarks, and a number of right and left turns to get us to Calcutta, whence he opined that we could ask somebody there how to get to the bridge, we thanked him profusely for his kind and very specific directions,

*Continued on page 11*

## **BMWOC MICRO RALLY INVITE**

### **YOU'RE INVITED! YOU'RE INVITED! YOU'RE INVITED!**

The 4 Winds BMW Riders are cordially invited to the June 3-5, 2005, BMW Motorcycle Owners of Cleveland Micro-Rally to be held at "The Pit," a private motorcycle campground just south of New Haven, Ohio. Camping is \$6.00 per person per night. Friday bean pot, continuous coffee, tea, pop and hot chocolate. There will be a BMWOC Club membership meeting Saturday afternoon at 4:00 PM in the pavilion. Enjoy primitive tent camping, Porta Potty toilets, a fishing pond, nightly bonfires, and more. There are restaurants nearby. Special weekend deal: \$22 per person pre-paid will get you two nights camping and the Saturday night steak feed. Contact Darwin at 216.631.0851 for more information.



*Continued from page 10*

and he drove on. At which, Walt and I queried each other... "Do you remember what he said?" We both agreed that after his 5th or 6th "Then ya turn left at that there gas station with the green roof that ain't no more" (or words to that effect), we both had gone brain dead. Instead, we decided to backtrack to the crossroad where we first saw the "Road Closed" sign and head South from there in hopes that the GPS would do its thing and 'recalculate the route.'

Which it did.

Taking us by a different path.

On a road that got interesting and interestinger.

At first it was a tar on gravel on tar on gravel, etc. type. Then it was a busted up tar on gravel on tar on gravel, etc. type, and finally it went native gravel and to heck with the tar. It continued that way becoming, after a while, a more or less single lane road along a lovely creek. Finally crossing an old iron truss bridge over the creek we started uphill (no guard rails—what are they anyway???) only to pass a sign saying "Road Work Ahead." Shortly, though, wonder of wonders, the road again became a nice solid 2 lane blacktop. I was just about ready to cheer a bit when we came around a corner and stumbled upon the men who were working. There went the blacktop, as what they were working was one of those little single lane road grinders that had already powdered the left lane to heck, leaving 8" deep fluff that nicely sucked in bike tires. Trouble was, now they were grinding *our* side of the road, and appeared to have already ground it from wherever they started on the left side of the road to where we were. The somnolent fellow who was flagging traffic (we had followed one car a good quarter mile ahead of us for some distance) awakened from his slumbers sufficiently to wave that car and us on by. "By"

being on that tire-sucking rippled grunge around the grinder and some trucks. We had to ride in that stuff keeping fingers and toes crossed that we wouldn't drop the bikes as steering them in the stuff was like riding in a barge-full of uncooked Cream of Wheat. We got around the men working and their fine mechanicable accoutrements though, and the little car stayed ahead of us in the grunge, finally bouncing itself back onto the right side of the road into the freshly ground grunge on that side. Fortunately for us, however, the grinders had left about a foot and half of the blacktop in the center of the road unground... with occasional 3 to 4 inch edge traps into the grunge on either side of it. We managed to ride the bikes up onto that where the grunge appeared almost level with it and then snaked our way along for a couple of miles on that narrow solid center of the road in the definitely sincere hopes a) that the car in front wouldn't stop, and b) that no one would come from the other direction. About 20 feet from a stop sign at a decent road was where the ground grunge stopped and we could get back on full blacktop again. Whew! Riding a sand dune in the Sahara couldn't be much worse. We both figured that even a GS with knobbies would have had fun trying to navigate that stuff. But we did it on RTs, by gum. These roads less traveled leading to and through the torn up area were the Salem Church, Pleasantview, and Grimms Bridge Road, with the Grimms Bridge being (naturally?) the grimmest one.

We wound up in Calcutta, (Wow, India! ...in but a few short miles through Ohio, no less, but no holy cows in evidence save the ones we muttered on the Grim Road!) taking the Bell School Road out of there and heading onto the Echo Dell Road that leads through the Beaver Creek State Park where the Thomas J. Malon bridge was

*Continued on page 12*

*Continued from page 11*

said to reside. The bridge had been moved from its original location to the park and now spans a shallow grassy slough sufficient to give you the idea that it must have spanned something more formidable once upon a time. Three of the bridges we found that day were on that order: moved from their original spot and refurbished to span a bit of lawn rather than a waterway. Walt spied some sort of stone block construction down from the bridge, and upon investigating, we found we'd run across a lock from an old canal that had been dug apparently to allow boats to pass the rapids on Beaver Creek. The canal had been dammed above the lock and now served as a nice, if very elongated, pond. A forlorn escapee bobber was floating in the middle: evidence that there may have been fish lurking about.

Leaving the Malon bridge we retraced our path back up the Echo Dell and Bell School Roads to a right onto the Cannon Mills and thence another right onto the Liverpool Roads. The GPS took us to a Left on Applegate, a Right on Steubenville, and another left onto Mattix Road, with Mattix supposedly leading straight to the location of the next bridge, the Sells.

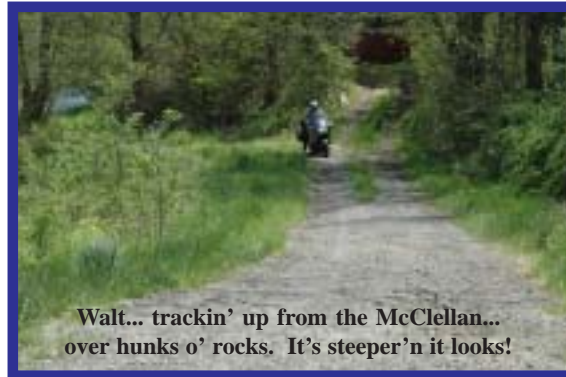
I said, 'supposedly.' At the Hwy 164 junction there was a sign on Mattix, "No Outlet." Figuring the bridge was on Mattix before its end, we continued straight ahead only to find Mattix went from gravel to a 2 tire-track lane that disappeared in a field before it even got to the woods on the other side. No bridge. No stream, even. No nuthin.' By then the road was too narrow to turn the bikes around easily and head back, so we went down a driveway and turned around in a trailer's car park in front of its garage... Here I thought that Walt's bike was getting a flat front tire as he was having a hard time manhandling the bike ahead and back to turn it. It wasn't a flat. The tire was sinking into the soft limedust carpark! Mine played 'flat tire' too, but we got the bikes turned around, headed back up the driveway, and back Mattix the way we came. By the time we got to the next trailer--the one we'd passed coming in--a fellow had come out of it apparently with a view to finding out what we were doing messing around his neighbor's trailer on what was obviously another road less traveled. Walt told him we were hunting for the bridge and asked directions, getting another detailed set the gist of which was to go back to the crossroad (164), hang a left there, another in the next town, and another outside of town, three Lefts supposedly making a Right. Walt then led into town (Lisbon, come to find out—a neat place with colonial roots), whence I and the GPS took over again. It led us out of town on 172, and thence (the third left) onto Lisbon-Millport Road... which sounds like a main thoroughfare, but wasn't. It was, fortunately, blacktop. Running across another track from the left that was a little road into a park on the right, there was a sign pointing to the right saying "Covered Bridge." Come to find out, the track that appeared to rise from the field on the left there was actually Mattix Road... "extended." Extended from where God only knows, but the GPS obviously thought the thing went through when it didn't. Anyway, we hung a right into the little park, and lo and behold, there was the Sells covered bridge... nicely spanning, you guessed it, a shallow grassy downhill dip in a lawn. Another moved refurbishment, but a nice little bridge, nonetheless.

Two down, three to go.

After the Sells, we continued the way we had been going on the

great Lisbon-Millport Rd, which eventually dead-ended on another equally untravelled road: Trinity Church. But a mile up Trinity Church and down on the right was the saddest looking bridge of the 5 in Columbiana County: the McClellan. It was literally falling apart, entrance to it by any sort of conveyance being blocked by a galvanized cattle gate held soundly closed by a lock that looked as it had been nicely rusting solid since gosh knows when. But, the

McClellan's claim to fame was that it, at least, was still doing its job where it had been built: spanning a lovely burbling 20 foot wide creek. Walt rode his bike down the rocky steep narrow 2-wheel track to the bridge, while I (Buck, buck, buck, begaaaaak!) parked the 1200RT up on the road above. After exploring the bridge a bit, and finding out one could walk across it without its crashing around our ears into the stream below, even though it leaned rather well toward haywire, with its battens looking like a kid who'd lost



**Walt... trackin' up from the McClellan... over hunks o' rocks. It's steeper'n it looks!**

his two front teeth, we headed back up and out of there, As I huffed and puffed afoot back up the steep path to the blacktop above, Walt had me point out what looked like the best track for him to take to ride the 1150RT back up onto the blacktop without its spinning off into the jingweeds and trees or worse. Giving it the gas and no doubt keeping fingers crossed, he made it back up on the bike with no trouble at all. Walt's a dang good rider! I think he's got a little bit o' dirt-bike/motocross/supermoto/observed trials rider in him. I don't. At least I don't think I do enough to trust me on such places!

Anyway, from the McClellan we headed back to Lisbon and North on 45 to a left on St. Jacobs-Logtown Road and a right on Eagleton to the Teegarden. This bridge was in fine shape, and still in its original location although blocked to traffic and bypassed by Eagleton Road on a concrete bridge next to it. Having parked our bikes on the blacktop right at the entrance to the bridge, we were approached by an elderly lady (not that Walt and I are elderly, you understand!... If we are elderly, she was elderlier than we... 'cause she sported a lot more wrinkles!) who walked from the other side of the bridge to ask us to please move our bikes back as she and her brothers (less elderly than she from the looks of things) wanted to photograph the bridge without motorcyclists being in the way. We both smiled sweetly and said we would, and proceeded to manhandle our 600 pound steeds a bit back up the gentle gravel strewn blacktop incline we'd ridden them down to the bridge on. After she headed to the other side of the bridge again, we got the pictures of us, the bridge and the bikes, and then walked through it also to the other side, whence the 'Please move yer bikes' folks told us their Great Grandfather was the one who built the bridge, and asked us if we'd take their pictures in front of its portal that advertised his drug store. We did that, and, thinking they were locals, asked them if they knew any good restaurants close around we might get lunch at. They said they knew of a great place in Cambridge that they'd lunched at that noon as they passed through the town. They were on their way to visit relatives up north from their present homes in Texas and wanted, while in the area, to get photos of their Great Granddaddy's bridge. Cambridge was not exactly our idea of 'local' though we didn't tell them that, so, it being already 14:30, Walt and I opted to head back to try the Italo's Pizza restaurant that we'd passed coming out of Lisbon on 45. We headed there and were nicely able to stoke up on some really great Hot Italian Sausage sandwiches with all the fixings on them.

Lunch and four down with one to go!

After Italo's we headed out of Lisbon but a few miles East on 154 to the Church Hill Road Covered Bridge: another refurbished bridge moved by the Ohioans with the obvious purpose of keeping



The Shorty!

the sun from tanning chlorophyll on the grass beneath it. This one, we found out, lays claim to being the shortest covered

bridge yet standing in the United States. Actually, it may be the shortest *historical* covered bridge, but I suspect the new Wren's Nest Bridge in Greene County, PA holds the record for being the real shorty if one doesn't count when they were built. After getting a few photos of this bridge, I set the GPS to Goto home, as Walt wanted to get a tripod for his camera, and we figured that setting the GPS to go to my place would take us eventually back over 228 through Cranberry, where a Ritz Camera shop resides in the same strip mall where Kohl's and Lowe's hang out.

So, to make a long story a bit shorter, we stopped there. Walt was able to pick up a tripod and nice camera case, and then we headed for Bakerstown, where we split up after a fine, long day's ride, Walt turning up Heckert Road to his son, Wayne's, and I heading for home, arriving there at 7. All told it was a most enjoyable 11 1/2 hour day seeing some nice countryside and interesting bridges, and meeting some neat people, all in the greatest of company. By gum, I'm ready to do that again when it stops raining 'round here long enough to at least start out dry!

### RIDE STATS HOME TO HOME:

Ride length: 156 miles  
Moving Avg: 32.7mph  
Max speed: 66.7mph  
Moving Time: 6:05:55

RALPH



### NEW BIKES

So far, BMW has showered us with 4 new bikes along with the usual (nicely) incremented former models: the R1200GS, K1200S, R1200RT, and soon-to-be-around K1200R 'Muscle Bike.' And now, *On The Level*, the BMW Riders' Association magazine's 'moles' are hinting (or should that be predicting?) some sort of vertical twin is in the offing to fill in the spot between the F bikes and the R bikes, maybe in hopes of attracting new riders with less wherewithal to spend who would nonetheless like to have a bike sporting the fa-

## EVENTS HERE 'N THERE

**May 28th Ducati Demo Days at Ducati, BMW, Triumph & Vespa of Pittsburgh in Wexford, PA.** The Ducati Demo Team and Truck is coming to Pittsburgh! Join Lee, Dave, Glen, Paul, James and the rest of the gang for refreshments and Ducati Demos all day long. For more info call BMW of Pittsburgh 724-934-4269

**June 15th BMW of Pittsburgh Track Day at BeaveRun.** Cost is \$70 if you have purchased a motorcycle from them, \$125 to the general public. Refreshments provided. A great way for you to discover what you and your machine are capable of. For more info or to sign up, please call BMW of Pittsburgh 724-934-4269



mous blue and white roundel. And they say the Beemerfolks are talking with Aprilia about something...maybe like having Aprilia manufacture Beemerstuff in BMW's South-of-the-Alps backyard. Things are getting interestinger and interestinger. Meanwhile our local Beemerdealers are branching out, not only with the new bikes, but with neat rides and restaurants? or restauranty things? for the summer. If you get by one of 'em, or click on their web sites, check this stuff out!

**Lee S. Marks**  
Owner

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**BMW**



### CHARITY RALLY BMW MOA NATIONAL RALLY CHARITY - BEEMERVILLE

Safe Harbor has been selected to be the 2005 BMW MOA National Rally Charity. Safe Harbor is a local runaway and homeless youth shelter, offering a variety of services. Since being founded in September 2003, Safe harbor has helped almost 500 families. Though Safe Harbor was created to help local youths, the shelter will not refuse services to any eligible youth and their families from anywhere.

In addition to a 50/50 raffle at the National Rally this July to benefit Safe Harbor, the MOA is asking for all chartered clubs to collect donations from their members to help this worthwhile charity.

The Four Winds BMW Riders of PA will collect funds at our June meeting that will be combined as a single donation to Safe Harbor in our club's name. If you are unable to attend the June meeting and would like to contribute, please send a check made out to Four Winds BMW Riders along with a note to indicate that it is for Safe Harbor and mail the check to our club treasurer by July 1<sup>st</sup>.

Four Winds BMW Riders  
c/o Margaret Weaver / Club Treasurer  
237 Brookwood Rd  
Venetia, PA 15367

Please consider donating to this worth while cause.

Thank you!  
Rick Gzesh  
2005 Four Winds President



### R1200RT ADD'L REPORT

After a month of riding (to Ohio, on exploratory forays, and to the May meeting at Moraine), here is some additional comment on the R1200RT:

As usual with Beemers, this new RT seems to be getting smoother the longer its ridden, though it can hardly be considered broken in as yet (c. 1K+ miles on the clock so far). It is and remains smoother up to 5000 Rs than the 1150RT was (haven't had a chance to really

blow out the cobwebs RPM-wise yet). Also, it clearly has more oomph, the result of more Pferdstarke (Horsepower) and less weight. The fairing seems to provide a bit more protection than the 1150's, but what is mind blowing is that despite the additional power, the bike gets better gas mileage. I never bested much over 42mpg on the 1150 at highway speeds, and less than that on the 3rd and 4th gear back roads. I haven't even had the 1200Rt out on the 'slab,' and the riding so far has been on the 3-4th gearers. Yet my mileage per gallon seems to be running a consistent 45+. Given today's ever rising fuel prices, that's another 'nice.'

I like it. I like it!

RALPH



### AMA SOUND SUMMIT AMA HOSTS 2ND SUMMIT ON MO- TORCYCLE SOUND; GROUP PUB- LISHES RECOMMENDATIONS

PICKERINGTON, OHIO — The American Motorcyclist Association (AMA) has announced that the second National Summit on Motorcycle Sound was held on Saturday, May 14 in Columbus, Ohio, and that the group has published its recommendations for addressing the issue.

The recommendations, released as a document called "Sound Advice," is the product of two years of effort by the Motorcycle Sound Working Group, which was formed after the first summit conference in May of 2003. Contributors included representatives of the street and off-road motorcycling communities, as well as motorcycle manufacturers, aftermarket companies, event organizers, law enforcement, municipal government, and research institutions and regulatory agencies.

"We're grateful to all those who contributed to these recommendations, helping American motorcyclists address a difficult and important issue," said Robert Rasor, AMA President. "Now, for the motorcycling community and the powersports industry, the real work begins, and the AMA will continue to participate in creating solutions."

"Sound Advice' speaks with virtually every voice in American motorcycling, and it speaks to everyone who has a stake in American motorcycling's future," said Ed Moreland, AMA Vice President for Government Relations and facilitator of the Motorcycle Sound Working Group. "We encourage motorcyclists, businesses, and communities to work together to support the working group's recommendations."

"Sound Advice" is available on the AMA's website, AMADirectlink.com, at <http://www.ama-cycle.org/legisltn/SoundAdvice.asp>.

Founded in 1924, the AMA is a non-profit organization with more than 260,000 members. The Association's purpose is to pursue, protect and promote the interests of motorcyclists, while serving the needs of its members. For more information, visit the AMA website at [www.AMADirectlink.com](http://www.AMADirectlink.com), or call 1-800-AMA-JOIN. For the latest news releases, visit the AMA News Room at <http://home.ama-cycle.org/newsroom>.

## A MELLOW MEETING MEANDER

Ralph Meyer

Sean Barrett, Holly Marcheck, and Ed Syphan were leading rides to the May meeting at Moraine State Park, and much as I wanted to see what goodies Ed said the Oakmont Bakery had to offer, I figured riding a half hour in the opposite direction for even a good donut was a bit over the top, especially when I had a Saturday morning Honeydo list to accomplish that would've put me 'way late to accompany the boyez and goilez on Ed's Ride. Also, I knew I had to go to Wexford early Saturday morning, and didn't feel like doing that 19 traffic twice, which put me out of Sean's fine offering. That being the case, I e-mailed Sonny Robison and John and Joann Barr that I just planned to ride up to the meeting by whatever byways I could find, leaving from home here around noon, with maybe a stop at the Giant Eagle for comestibles if any of us hadn't gotten any put together previously. Pumpkintime would be bang on noon.

The folks e-mailed me back that they'd meander on up with me, so I set to figuring out a way up from here.

I fiddled with Garmin's pretty good Mapsource program to lay out a ride that wasn't all straight lines, but was still the relatively shortest way to get to the meeting and back.

I should, of course, know better by now than to totally trust either the GPS or the Mapsource maps, having had enough experience bridge hunting to know that some roads the program said were nice, weren't; a few it said existed and went from here to there, didn't; and one or another it said didn't exist, did; and vice versa. Even the dear auld DeLorme Gazetteer didn't always get it right as I found out about both methods the very same day of the meeting when I decided on my way back from Wexford early that morning to ride down King of Arms Drive from Dickey Road to the Red Belt, which both Mapsource and the Gazetteer said (by their little red or grey squiggles or by laying a route out via that street) went from one to the other. I no sooner had turned the bike into King of Arms drive when a sign, hidden from sight on Dickey Road by a large Arbor Vitae, said "No Outlet." Agggghhhh: more fine experience turning the bike around in a tight space without dabbing the foot! In any event, I should have known. More on that later.

Anyway, I laid out a course for the trip up and a slightly different one for the trip back, and, to make this short, here's what amounted to a rather neat (mostly) country ride to a fine meeting: After picking up some goodies at the Giant Eagle at the Northtowne shopping center (I think that's the center's name—we go there for groceries all the time, but I can never exactly remember) we four headed back up 8 to the Red Belt in Bakerstown and headed West. Just across from the Richland Elementary school, we turned right onto Ridge Rd, following it to segue onto Denny Rd and thence right on 3-Degree Rd. We crossed Rte 228 and continued North on 3-Degree to a left at a sharp bend onto Fetzer Rd. From Fetzer, we turned right onto Stoup Rd and, at Union Church Rd, did a quick Right onto UC and immediate left onto Cashdollar Rd. (I love the names some of these roads have... from colonial residents' family names to names obviously expressing farmer's hopes for the results of their efforts!) From Cashdollar we turned Left onto Watters Station Rd, thence to a Right onto Mars-Evans City Rd and continued on that to the stop-light in Evans City. There we turned right up main Street to the famous 528 (Franklin Street/Prospect Rd) and hung a left to enjoy that road's gnarled twists and turns, arriving after just a few straights in Prospect, whence we headed West on 488 to a right onto Pleasant Valley Road, through the park to Shelter # 3, to discover a good dozen or so bikes already in evidence that, as the moments wore on were joined by hoards more of beautiful machines. Don't think I've ever seen so many bikes at a meeting before, and while they all were

lovely, the standouts were a couple of residents from earlier days that had been careingly restored by their owners so that they looked as they might have when new. Lovely. Lovely!

After a delightful meeting led by our auspicious prez (this time wearing a matching pair of boots) with some fine reports and a lively welcome of a number of new members, John, Joann, Sonny, and I headed back by a slightly different route. We retraced our steps to Evans City, but there turned left on 68 toward Butler to a right onto Brownsville Road. This was a nice country road past some farms, obviously of cattle (the nice thing about bikes is that you get the smells where they are produced to enliven the ride rather than miles down the road when they manage to filter their way past an air-conditioner making one wonder why a deep woods smells like cows), to a right onto Glade Run Road. Here's where my Mapsource mapping did us dirt: Glade Run started out as a nice country blacktop. But it obviously hadn't been kept up for years, for the nice blacktop at its beginning devolved into deteriorated potholey patches of blacktop well sprinkled with the lime chips and chunks that had once been held together by tar that had long since departed for wherever such binders of stones go when they give up the ghost. (Are there barrels of old tar in heaven, I wonder?) Anyway, the ride became a bit squirrely on the stuff and gearing slowed to 1st and 2nd on the RT instead of the usual 3rd and 4th. Reg Pridmore is right when he says that RPMs are your friends. Neither Mapsource nor (upon later perusal) the Gazetteer indicated that Glade Run Rd was essentially dirt. Both indicated blacktop. Well, it was. After a fashion: a *very* poor fashion. However, our slowed rate of knots (we hadn't really been carrying the mail anyway. I for one like just to putter on country roads anyway so as to take in the scenery, smells, and ambiance, note the houses, and try to cadge a bit of the feel for the history of where I'm riding through. Hot-dog rolls are for track days, or when you're late for supper. At least in my humble and not-the-most-swift opinion) enabled us to enjoy the ambiance of the lovely creek Glade Run Road was named for that, for some distance, ran along the right side of our gravelly track. Eventually, Glade Run Rd dead ended at Valencia Rd, onto which we turned South, retracing our steps thereon to 3-Degree across 228 to Denny, Ridge, and the Red Belt, this time headed East, whence, at Rte 8, John and Joann headed south for home while Sonny and I continued on into Bakerstown, splitting up there for our respective domiciles. And, for a sunny day, we only got rained on 2 or 3 times! A fine ride in and to great company, and, as usual, to an enjoyable meeting.

### RIDE STATS:

Riders: John and Joann Barr, Sonny Robison, and Ralph Meyer (leader)  
Distance: 66.8miles  
Moving Avg: 32.7mph  
Max Speed: 54.1mph  
Moving Time: 2:02:35

RALPH



## 2005 FOUR WINDS MEMBER CONTACT LIST

The 2005 Four Winds Member Contact List is finally ready for our membership. Beginning with the June meeting, we will have copies available to anyone wishing to have this contact list. What a great way to find a last minute riding partner or to get an answer to that tech question!

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

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**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](http://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:**

June 18, 2005 meeting from 1:30 PM to 4:30 PM in the Brickyard Patio of the Original Quaker Steak & Lube, 101 Chestnut Ave, Sharon, PA 16146-1751, Phone: 724-981-WING (9464). Those ordering lunch can order off the menu.

*From Pittsburgh:* Take Interstate 79 North to Interstate 80 West to Sharon, PA Exit 4B (Old Exit 1N). Follow Route 18 North approximately three (3) miles to Route 62 (McDonald's on left). Turn Left on Route 62 West (4 Lane Highway). Follow approximately three (3) miles to downtown Sharon (4 lanes reduced to 2 lanes) Cross over railroad tracks and the Best Wings USA Complex will be on your left (Black locomotive train engine out front).

**Rick Gzesh will lead the traditional President's Ride** from the Exxon Gas Station just off of the Route 910 Exit of Route 28 North, near the intersection of Freeport Rd. in Harmorville. Riders should meet at 9:30AM. We will ride to the meeting at the Original Quaker Steak & Lube in Sharon, PA. **Full information on the ride is on p. 4.**