

AUG



2005

MOA # 6

www.4windsbmw.org

RA # 76

THE PRESIDENTIAL VIEW

By Rick Gzesh

I'm back! The cast is off and in spite of the inevitable soreness and stiffness associated with not being able to move my right hand for 6 weeks, I made my first post cast ride the very next day to our July meeting at Tony Capriotti's. I can't tell you how good it felt to be back in the saddle again. Just in time to allow me to ride to the MOA National Rally in Lima, OH the following week.



Speaking of rallies, our 39th annual Four Winds Rally will be held August 19-21st. Unless you have other commitments for that weekend, I expect to see each and every one of you there, even if you can only ride up to say "Hello" for a couple of hours. After all, this is our premier event, and what has arguably become perhaps first among the reasons for the Four Winds Club to exist. After all, we need to keep our record of being the longest continuously held annual rally intact! When you register, please be sure to ask if you can help out at some point. The following committee task chairpersons will all need assistance at some point over the weekend:

- Margaret Weaver: **Registration.** Volunteers are needed to assist with the registration of our rally guests for two hour shifts on Friday and Saturday until registration closes. Great way to make new friends!
- Shirley Hart: **T-Shirt Sales.** Volunteers are needed to man the T-Shirt table selling T-Shirts to our rally guests, again for two hour shifts. As a bonus, you will be sure to get the t-shirt size you want



INSIDE THIS ISSUE:

The Presidential View	1
August Meeting Info	1
Board Of Directors 2005	1
Publication Info	2
Meeting Schedule 2005	2
Ongoing Events	2
Meeting Minutes	3
West Breakfast Ride	4
For Sale	4
Celebration RA	5
Unrally	6
Tour de Cure	7
E-Ride 2005	9
East Breakfast Ride	11
Scary!!!	12
August Rally Update	14
Rally Map	15
Job opportunities	16
What's coming next?	17
How do I join	18
Rally Directions	18

SEE YOU AT THE RALLY!

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AUGUST MEETING INFO

There will be no regular meeting of the Four Winds BMW Riders as we will be at the **39th Annual 4 Winds Rally** from Noon Friday--Sunday, August 19th--21st, 2005, at the Redbank Community Park in New Bethlehem, Pa. Cost is \$35/person for the entire rally, or \$10 for a day pass. For directions to the rally, see the last page of the Newsletter; Map's on p. 15.

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., Rally: Aug. 19-21; **Sept. issue deadline: Wed., Aug. 24th**). 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>](mailto:meyer@zoominternet.net)

Articles on Disk Media mail to:

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Submission formats:

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

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

Long articles may be split between issues.

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

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

MEETING SCHEDULE 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.

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

before they are all gone. Sorry, but you still have to pay for it!

- **Leo Stanton: Security.** Volunteers are needed to assist Leo with making sure that our rally remains safe for our rally guests and that no one sneaks in with out paying. Maybe he will let you use his nifty walkie talkies so that you can play Starsky and Hutch or Adam 12!
- **Mitch Kehn and Joann Barr: Clean & Tidy.** Volunteers are needed to assist with general clean up and to make sure that the restrooms and porta-potties are properly stocked through out the weekend. We need at least a couple of ladies to step forward to help Joan with the Ladies facilities. You will be secure with the knowledge that you will always have an ample supply of T P when nature calls!

Finally, we need a team of **Rally Hosts**. Actually this is where the rest of us come in. There is no Rally Chair for this all important position, as **ALL CLUB MEMBERS** are hereby declared **RALLY HOSTS!** It is up to all of us to make our guests feel welcome. If this means picking up some errant trash, giving directions, assisting with a mechanical difficulty, or just putting on a fresh pot of coffee, this is all of our responsibilities. It also means that if you see something that just doesn't look right, you don't turn a blind eye, but you take charge and help to rectify the situation. Our most excellent rally chairman, Tom Primke, will be on site the entire weekend roaming the grounds on his mountain

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

Sat, Aug 13 — West at Eat n' Park, Rt 60 & 22/30, 9:00 AM

Sun, Aug 21 — South at the **Rally, Rally, Rally!!!**

Sat, Aug 27 — 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 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.

bike. Of course he will be the "go-to guy" when you simply don't know the answer, but any of the other rally chairs or board members will also be available to advise you. Don't forget to put on your friendly face, give a big smile and say "Welcome and thanks for attending our rally!" to our guests when you have that opportunity.

I look forward to seeing you all at Redbank!

RCK





**FOUR WINDS BMW RIDERS
JULY 16, 2005
MEETING MINUTES**

The meeting was called to order at 4:15 PM by President, Rick Gzesh. Old Business – In place of today’s 50/50, donations were again solicited for the MOA charity, Safe Harbor. \$58 was collected for a total \$125.

- The banquet committee is still working on a plan for the Jan.’06 Banquet. The Georgetown Center off Rt. 51 is the likely site. Under consideration are ways to keep the cost down; whether or not to have a DJ, buffet vs. sit down dinner...

New Business – There was no new business to discuss.

Rally Report – The Redbank project of building picnic tables with metal frames and treated lumber is scheduled for Sat. Aug 6th. Volunteers are needed to help. Contact Tom Primke or check the website for more information.

- Rally t- shirts and pins are in. The member-only shirts that were pre-ordered should be paid for when picked up from Tom.
- Mitch Kehn and Joann Barr offered to head up Clean & Tidy. Margaret Weaver is in charge of Registration, Shirley Hart is in charge of T-shirt sales, and Leo Stanton is in charge of Security. Everyone is expected to help these folks out.
- Tom is negotiating with the Park officials to supply food to Rally attendees on Friday night.
- A rough draft of the rally program was presented.

Rides & Upcoming Events – The weekend of July 23rd is the MOA rally in Lima, OH. Many Four winds members will be attending. Check the message board if you are looking to ride out with other members. **Please be sure to mark your Registration form that you are a Four Winds Member (MOA Club #6).** Our club could win an award for attendance. Also, look for the Four Winds banner along GS Trail at the MOA rally. A group photo will be taken at the banner following the closing ceremonies, Sat. evening around 7:30-8:00 PM.

The AMA museum will be holding a reception for the opening of the new BMW exhibit at 4PM on Wednesday, July 20th. Rick will be leading a ride to the museum from the MOA rally on Friday.

Superbike races are at Mid-Ohio July 22-25. Rick will be leading a ride from the MOA rally to the racetrack on Saturday.

- Aug 10th Larry Grodsky’s Stayin’ Safe Tours is sponsoring a track day at BeaveRun.

- Aug 19 -21 is our own Four Winds BMW Riders Rally at Redbank Municipal Park in New Bethlehem, PA

- Labor Day Weekend is the Fingerlakes Rally at Watkins Glen, NY.

- Sept 30 –Oct 2 is the first annual Rally in the Poconos, hosted by the Black Diamond Beemers Club.

- Oct 6 – 9 is the RA national rally in Shelbyville, TN

Keep checking our website for updates.

Thank you to Tony Capriotti for hosting the meeting.

Thanks to those members who braved the weather to attend the meeting.

The motion to adjourn the meeting was made at 4:50 PM. It was seconded by Joann Barr.

SUBMITTED BY NANCY BARRETT,
2005 RECORDING SECRETARY



Ogling a Prime Native American



More ogling.
These weren't all the bikes!
Lots more up the driveway and out front of Tony's!



The 'Freighter Four' At Brady's Bend Overlook

WEST BREAKFAST RIDE 7/9/2005

Ralph Meyer

Ok, Maudie, it happened this-a-way. The good folks of the Pittsburgh Fire Department, for safety's sake, constantly keep their equipment within required standards. That means getting rid of fire hose

that's getting long in the tooth and might just break under pressure in an emergency. Our own Cap'n Walt Halaja (Ret'd.) asked for a piece of this old hose and was told he could have it as it would otherwise be sent to wherever it is all worn-out fire hose is sent (fire-hose heaven??). So he picked up a 5 inch. Now, in order to handle the pressures fire hose must, even in its crotchety old age, be tough stuff, and Walt had designs on what it'd be great for. Using his son Kevin's circular saw (Walt's sons Kev and Wayne are master housing remodeling contractors and have those sorts of equipment goodies hanging around), and cut the hose up into 5" lengths, making a tough almost inflexible 1/4" thick 5" x 8" chunk (Fire hose has to lay flat on the truck so a hose 5" in diameter is almost 16" in circumference, and thus lays flat at about 8" wide). Good for what, you ask, Maud? Ha ha. Ever put a sidestand of a bike down on soft ground and walk away only to watch from a distance yer lil' steed slowly transpire toward haywire until with a sudden lurch gravitational vectors take over with the poor thing going belly up, wheels in the air, and balanced now on mirrors (if they didn't break off), system cases, and, in the case of our lovely Beemberbikes,

on those grand boxer cylinder heads? Watchin' that happen helpless from afar ain't (as they say down south) no fun, no way. Well, you got it. Walt's cut up fire hose makes for great side stand pads to help keep such disasters from happening. The old fire hose may not be allowed to hold high-pressure water any more, but like an old plow horse that still has it in 'im at least to pull a small cultivator, this fire

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.

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

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

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

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, clgl84@comcast.net, 724-942-2387

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.

Deals Gap Movie: Here's an interesting bike video camera of a ride down the Dragon at Deal's gap. Sonny Robison sent this along. The dangerous passes weren't as dangerous as they appear. <http://www.teamposracing.com/video/DealsGap-BikeSounds-Small.wmv>

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

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 are 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/ or through the Shelbyville Chamber of Commerce website: 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

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

UNRALLY

What is an UnRally? Basically a Rally, but with no formal structure. The main theme is Riding and nothing else. Locations vary from year to year with someone from the local area of choice picking up the responsibility of organizing camping and hotels. Rides are free form and routes usually put together by locals who live and ride the region of the nation. Routes include road and off road, technical and scenic. This year the 4th UN was held in Staunton, Virginia, June 6-10, 2005. The UnRally always takes place during the middle of the week. This makes for excellent riding as traffic situations are very low. The riders are members or lurkers of the <http://bmwsporttouring.com> website. All riders are welcomed.



Pickle Bar – The Hardware Restaurant



Blue Ridge

Bubba looking for keys

Submitted by: Dan Weaver, Lance Hough, Scott Bassin, Mark Zang, Jim Linneman
and Kevin Hart.



TOUR DE CURE 6/26/05

Ralph Meyer

In the nice cool of my air-conditioned office, I read Tom Primke's (Rally Meister and general all around fine gentleman) note on the web site a few weeks ago seeking riders to help out with the annual American Diabetes Association's Pittsburgh Bicycle Tour de Cure. Since diabetes is a scourge of the more portly type of folk (such as myself), I told Tom to count me in if my eye doctor of the ophthalmologic persuasion, who was itching to lazer-zap my eye on the Friday before the tour said it would be OK to ride after the zapification. Meantime John Lutz had already thrown his hat in the ring to help shepherd bicyclists, and Walter Halaja did soon after. John had then suggested that 4 Winds volunteers meet at Eppinger's for breakfast the morning of the Tour. Fortunately, the ophthalmological doc said whatever she did was done inside the eye, and I could do what the heck ever I wanted short of poking myself in it with my finger. With that, the ride was on!

I saw Walt Halaja on Saturday whence he led the East Breakfast Ride, shepherding Ted Sohler and I around some neat back roads. Twixt downing eggs, etc. at breakfast and ogling Hondas and Harleys at Z & W Cycle in Greensburg when we got there (it's always good to see what the lesser competition to our great bikes are up to!) Walt and I agreed to meet at 7:45AM the next day at the Pine Twp. Park on Pearce Mill Rd in order to ride up to join John and Tom at Eppinger's Restaurant on Rte 19 north of Portersville (the locus of an interesting annual antique engine and tractor show) for breakfast before heading for McConnell's Mill Park's main parking lot to get our assignments for helping with the tour. The temps when we met were mighty fine, being in the high but humid 60s.

From the park, we headed across 228 into Mars, up the Mars-Evans City Road to Harrison Street in Evans City for a jump catti-corner across Main Street to that favorite of roads North, 528. We curled our way up to Prospect for a left onto 488 to 19, and thence North to Eppinger's.

If you happen to be unfamiliar with Eppinger's, its a place unfamiliarity with which you should correct at the earliest convenient moment. As John put it (he and Tom had arrived before we did), it's a place with definite character...and characters. It's kinda one of those down-home-country-looks-like-but-really-ain't-a-greasy-spoon type eateries. The staff is mostly large (interpret that 'rotund'—a definite sign of good cooking), warm, and friendly. The food's excellent plain American fare served up in quantities that guarantee one's own 'largeness.' And the prices for all those goodies are unbelievable. While we were there, the place filled up appreciably, and when we left, it was obvious that half of the means by which the customers had arrived were of the 2-wheel persuasion: coupla Harleys, a Honda or two or four, and a Yamaha had joined our Beemers at the hitchin' post outside (along with the apparently usual smattering of Suckingly Useless Vehicles). John said that for the real characters, you had to hit the place late Saturday night when the bar beyond the restaurant was in full swing. It being Sunday morning, nobody was in evidence but a fair number of obviously well-fed local folks. There was one really slim waitress who handled the cash register, but I suspect they may have had her there to remind customers what you'd look like if you ate at one of those high-falutin' places where the food was anything but good country fare and servings dinky as all get-out.

Having filled the bodily tanks at Eppinger's and enjoyed the usual delightful 4-Winds confab over the comestibles, we were off (momentarily in the wrong direction—but we won't go into that) for McConnell's Mill at which we arrived shortly (after a quick volte-face in Portersville)..

When we arrived, the parking lot looked jammed full almost. As we rode in, we discovered that most of the vehicles sported a kayak or two in, on, or stuffed somewhere else aboard. Seems in addition to the Tour de Cure using the parking lot as a take-off point for the bikers supporting the riders, a kayaking club was planning on hitting Slippery Rock Creek and doing it some damage shortly. One of the kayak folks was heard muttering, "Creek's a bit low, dangit." He needn't have worried. If they put all the kayaks in evidence in, as it seems they planned to, they'd probably raise the creek's water level by at least a couple of feet.

Meantime, Chuck Hager, Tom's compatriot at Siemens-Westinghouse who was overseeing motorcycle support for the Tour, arrived with instructions, T-shirts identifying us as Tour volunteers, and orange flags for use in directing traffic at our support locations. Tom, John, Walt, and I drew the Century (100 mile) Tour midway point located in New Wilmington as our location. Returning to the bikes, Tom led us out, back to North on 19, and then Northwest on 956 to New Wilmington. On the way there, a couple of punches of the button on my right handgrip that controls the computer readout on the information screen between the speedometer and tach on the RT indicated the temp had become a Caribbean like 84.

A half-hour's ride put us in New Wilmington at the parking lot of a small park at 956 & Beechwood Rd down which cyclists would come from the West to make a left onto 956. Dropping Walt and I off there, Tom and John headed up 956 to the 208 junction, their post for pointing the Tour Century participants East on 208. We were to hang out at these spots directing traffic and riders and helping any of the latter who might be in need of it (no bicyclists were, but John and Tom did their extra good deed for the day getting a couple of nice looking gals going when their Pontiac momentarily gave up it's ghost on Main Street at their location). I lost count of the riders that we waved past and up 956 at 17, and Tom told us later that several more had already gone past our checkpoints before we got there from McConnell's Mill at 10:50.

At the assignment session, Chuck told us that when the Sag Wagon (Van with space in the back for bikes and in front for worn-out or wounded riders) came through, we'd be done as there would be no more riders after the Wagon. About noon, a Sag Wagon indeed came through, but he told us there were two more SWs to follow and that our stint would be over after the last one passed.

No further Sag Wagons arrived, though. However, imagine our surprise when around quarter to one, John rode down to Walt and I on his K-RS to tell us the last rider (a girl) past us told he and Tom she was the "Tail-end Charlie (or Charlene)" for the Century riders and that our stint was completed. Our actual location was around 56 miles from the starting line at the Seneca Valley School Campus Northeast of Old Economy, and, with the Century riders being the ones started at 6:30, that made the last of these folks on the road a good 5 hours or more by our check point. Mostly more, as I think John said she said she'd been rolling a bit before 7. At even a slow 10 m.p.h, that would be about right, and most of those folks looked like they rolled, if not like Eddie Merckx or Lance Armstrong around 30 m.p.h. at least a lot faster than the 12 or so I used to run at in hill country north of here before portlyness took over me auld futz's frame.

Tom shortly joined us at Walt and my location, and we decided the best part of valor was to head for the barn. John said his 'barn' was going to be home (and no doubt some lovely air conditioning!)

and he headed away South and East toward Butler while Walt and I got our riding togs back on, the flags lashed back on the bike, and ready, with Tom, to head for the Seneca Valley school where we'd been told by Chuck we really should come afterward to meet some of the folks, and enjoy a fine lunch. The riding togs, having been draped on the bikes, originally in shade, but by 12:45 long in the sun, felt like they'd been being pre-warmed by a blow-torch. The bike's temp read out, momentarily checked as we started out with me in the lead, said it was pushing low 90s. At least we were again in the wind with the old Biker A/C (sweat and \pm 55 m.p.h. breeze when it got past the fairing, for evaporation) back in operation.

I didn't exactly know where Seneca Valley School Campus was, and had just punched it into the GPS from the Mapsource computer program as a waypoint. I told the GPS to take us there by the shortest route, and followed its directions: an action that resulted in being told *sotto voce* by Walt after we'd arrived, that 'back roads would've been nicer'—the GPS having taken us back down 856 to the 388 mini-slab to the 422 semi-slab to get to 19 and south to Old Economy and the School. It indeed got us there, but Walt (and I normally) suffers from a genetic biker's allergy to slabs unless absolutely necessary... and in this case it wasn't. Even as we started rolling down 388, when I saw the purple line on the unit hang a left on 422, I knew there was no way Walt wasn't gonna bounce me. Dang GPS! After I got home I checked in the Mapsource program what route would have been chosen had I told the GPS to Go There by the Fastest Means. That would've been over to I-79 via 208 and down. Walt wouldn't have just bounced me on that one! Yikes!

Seneca Valley School Campus was a bustle of activity, with loads of vehicles sporting bike racks, lots of nice folks at various registration and check in desks, and a shaded dining area cum disk jockey and live singer to accompany replenishment of riders' and volunteers' lost energy. They served up delicious roast potatoes, chicken sandwiches, chili, tossed salads, ice cream, and sugar-free Jones soft-drinks which hit the spot almost as well as a cold brew (in the opinion expressed by the bicyclists with whom Tom, Walt, and I shared a lunch table).

Although the century riders past our check point would have numbered in maybe the low 20s, there must have been a slew more doing the 10, 20/30, and half-century (50) mile rides from the number of people and cars about. It was a well orchestrated and very well attended affair.

After relaxing for an hour or so at the High School amidst all that wonderful cycling hustle and bustle, we decided to head out, Walt and Tom following me via back roads (I KNEW where I was going this time) to Bakerstown where we split up... Walt for his son, Wayne's, me for the Giant Eagle (my turn to cook that evening, so my cooking was going to be a pre-fab rotisserie chicken with accoutrements to match sneaked into the kitchen), and Tom for 910 East and Fox Chapel.

Though it was a hot, almost beastly day, it was also a very rewarding one. My hat definitely goes off to our muscle-powered 2 wheeled friends and the support they were giving to the American Diabetes Association, not to mention the distance they were rolling in that heat to do it. We of 4-Winds made our contribution, if we can call it that, 'cause it actually was a lot of fun, and, as ever with the 4-Winds, enjoyed in just downright super company!

RALPH



E-RIDE 2005

By Don Poremski

Most stories reporting on a group of motorcyclists organizing a weekend ride flow effortlessly from the author's pen. We grouped, we apexed, we smiled. Toss in some humor and some explicit route numbers, and, hey, the story almost writes itself. So, why the delay? Why did it take months to coalesce three days of riding?

Why indeed! It would have been hard to find a weekend with a gloomier weather forecast—cold, rain, even snow was predicted for the locus of our ride, Beech Fork State Park near Lavalette WV, just south of Huntington. Yet none of us even considered backing out. That's what caused the story telling delay; trying to understand the group's motivations, its suspension of logic, common sense and, yes, the need for creature comforts. Well, the last was more than accomplished with the overnight accommodations. We rented a huge cabin equipped with four bedrooms, two baths, a complete kitchen and a very large deck. Yes, there was cable TV, too.

The Easter Ride (now shortened to E-Ride so as to mimic current, hi-tech argot and reflect the fact that it was moved to "warmer/drier" calendar dates) is made up of an elite group. One has to be invited by ride-meisters Lou "Cappy" Shinnamon & Steve "Digital" Skupas. It was "Cappy" who started the tradition some years ago. He would use his knowledge of West Virginia backroads as a refresher course to start another year of riding. The roads would generally get more intense as we headed away from an overnight in Cumberland



MD toward a KOA with hot tubs for two more days of remedial two-wheeling. "Digital" Skupas took over organizational responsibility a couple years back and we've moved toward more luxury while working out of a "base" rather than moving to a second location on night two.

There is usually a need to use the slab to get to the destination at a reasonable time then change out to new-to-us local roads for our jollies. So when Saturday dawned for the first full day of apex straining, it brought cold rain. There was never a hint, however, that we would huddle in our comfy confines rather than ride. Into the rain suits and out to the road we went. Yes, we used more judicious lines, paid constant attention to the road surface and used greater bike-to-bike spacing, but the ride was ON!

Perhaps the ultimate vignette of one group not understanding another would be a group of golfers regarding a group of motorcyclists while each was taken up with their pastime. We'd get those kind of looks from cage jockeys we passed and you could see the kids in the back seat getting their parent's attention to, "Look, look mommy, motorcycles in the rain." Maybe that golf/biking parallel is correct. Both groups get rusty in the off season; both wear outlandish getups, both ignore the weather to play and both acquire varying degrees of skill. So, in golfing terms, we were playing Pebble Beach in January.

The Saturday destination was the Pine Breaks, the reputed Grand Canyon of the South, just across the border into Virginia. The closest towns would be Pikeville and Elkhorn City. We got there using WV 152 and 52 to Williamson, then KY 119, 23 and 80 to Elkhorn City. Riding in poor conditions occasions

more frequent stops and provided us some directions and cautions from locals when it came to the approach road to Breaks, so named

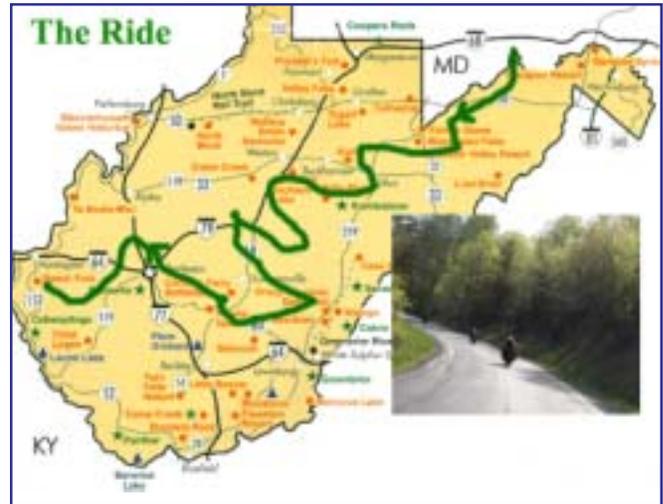


because of the break in the mountains that allowed the laying of a railroad to take out the timber and coal: "Them coal trucks drops a lotta oil in them turns. Y'all be careful, ya hear!" We would have been careful anyway, but the first front wheel slide in a tight left hander proved the wisdom of advice received. Keeping to the inside of center in all turns was the ticket to and from Elkhorn City to the Pine Breaks. We rode to one of the observation decks and got the chance to look down one thousand feet to the railroad that gave the place its name. Then it was more wet roads back to the cabin and a home cooked meal by Chef Speedo.

To give an idea as to just how optimistically we dealt with the situation, "Cappy" informed Steve "Rookie" Hawk, Dana "Rasta" Asherman, Trent "The Seeker" Denison and yours truly, "Speedo," happily on Sunday morning that yes, it was snowing—but it wasn't laying on the roads. We were thus homeward bound. First we had to test how far a GS could go while blowing oil out the filler hole. (See where Cappy got his handle?) As if our fellow breakfasters weren't



amazed enough at our arrival, one of us was half covered with 30 weight. More amazing was that “The Seeker” Denison went the twenty miles back to the cabin and found the missing filler cap.



The group broke into contingents going to Pittsburgh, Akron, and Cumberland, but it was the Maryland guys who had yet another adventure in store. One last stop, some hearty good-byes, and three bikes went off to find their way into, and eventually through, four inches of gloppy slush with temperatures dropping and rising depending on elevation. Everyone made it home safely and another E-Ride came to a close.

So, maybe the ultimate explanation is just that; the need for adventure in the 21st Century American experience, mastery of equipment and all that. We went, we adapted, we returned ice covered, dirty, and a little stiff, but we returned. But you know, I wouldn't be bothered if the 2006 challenge was about dealing with unseasonably warm, dry weather. I could adapt.

Don



Continued from page 4

hose hasn't finished its useful life. It was headed, in pieces, for the 4-Winds Rally, so folks who want a nice side-stand pad can have one. They work, too, Maud, by golly, 'cause when we got up to Redbank Park, we tried 'em out on some soft grass. Did a beautiful job.

Anyway, that's what Walt did as a contribution to the Rally this year, but he had to get this pile of side stand pads from Pittsburgh to New Bethlehem and that's where the West Breakfast Ride came in. Walt put up on the web site a suggestion that the Breakfast Ride might be used to transport the packages of these sidestand pads to the 4-Winds trailer at the rally site, using, of course, all kinds of nice relatively trafficless back roads to get there. And four of us showed up for the ride: Walt (of course), John Allen, Jay Singh, and me. Jay with his nice new F650GS hadn't got to the point of getting luggage for it yet (takes time to figure out all the goodies one wants for a bike, not to mention gathering wherewithal, and, more importantly, permission from the 'significant other' for the purchases of such accoutrements [at least that's the way it works at my house, Maudie]) so he was along to provide good moral support. Walt already had a Helen-2-Wheels bag full on the R1150RT, John had a system case or two available on his Honda VFR, and I had brought along an empty

Helen-2-Wheels bag and had space in the side cases on the R1200RT (the top box, sad to say, is already junked full of gawd-knows-what-all).

Having enjoyed a good Breakfast at the Eat 'n Park, Walt called his lovely 'roommate,' Mathilde, who kindly brought down in the car the rest of the packages of pieces Walt hadn't room for on the bike, and Walt, John, and I, after having a nice chat with Mathilde, distributed those throughout our system cases. We managed to pack 'em all in, and the four of us were off to Redbank Valley Park having laid out at breakfast a rough plan of pit stops consisting of my place, the boat launch at Brady's Bend, and the Brady's Bend Overlook for the enjoyment of the scenery on the way.

Now, lemme tell ya, Maudie, seems Walt and I aren't the only ones with that Beemerphile genetic quirk that makes us shudder at the thought of running superslabs and 4-lanes amid heavy traffic unless we're bein' coerced by a feller with an Uzi. Seems John and Jay suffer from the same commendable disease. Fortunately, Walt led the first part of the ride from Eat 'n Park to my place, and knew all these good back roads around Pittsburgh. I picked up the lead from my place to Brady's bend 'cause I'd run the country stuff up that-a-way on my various 'get lost an' see where ya wind up' forays, and Walt picked it up again from Brady's Bend to Redbank. Coming

Continued on page 12



EAST BREAKFAST RIDE 6/5/2005

by Walt Halaja

Checking our 4-Winds message board I only saw one hit, and that was Ralph's, to make the breakfast! Even though it was to be in plus 90 degree heat, I thought I would make the breakfast and perhaps scrub the ride. Sure enough, Ralph made it down, and initially we thought it was going to be just the two of us, but to our happy surprise another rider showed up, and it was Ted Sohier! The heat seemed to be in the 80s already, so in we went to the cool A/C inside at Dick's diner. Well, we had a good breakfast while shooting the breeze! Ted told me that he was a little disappointed in that on June 11th he made it to the West breakfast site to find no one but himself, so he had breakfast then went home! I told Ted that I almost always post on the message board if I'm going, so if you don't see my post I probably won't be there. (We have a great web site to keep in touch [Thanks Frank!] so check out the message board before you ride to a breakfast location.) Sooo Diane, if you read this, please give Ted some extra points for that West breakfast ride! As we were eating, many many Hardly Ablesons (as Ralph likes to call them [Editor's note: I have to give credit where credit is due for that descriptive name: I got it from our good friend, Ron Kranz!]) passed by going East bound for the Thunder in the Valley weekend.

As our Spirits were revived from the cool air and fine breakfast, I suggested that I would be up for a short ride, say to Greensburg, to check out the new Z and M cycle shop. I told Ted and Ralph that I had seen a couple of advertisements on the Fox channel about their new shop and that it looked impressive. Z and M started out around 1968 in a small shop on the East side of Greensburg. They sold some English stuff and I used to ride down on my BSA in the 70s on occasion to get a part or two when I couldn't get them in the 'Burg. Well, this is the 3rd shop for Z and M and, besides checking the new shop out, I was very interested in looking for replacement deer skin summer gloves. Ralph was up for a ride because he had a 'secret weapon' in his right saddle bag, and I think Ted was OK with a short ride 'cause he is usually working weekends. As a matter of fact, as of this writing, Ted is busy with the the Pittsburgh Grand-Prix, which will take a few more weekends from him.

Finally, at 10:20 hours (long breakfast!) we headed Eastbound on Rt. 22 with me in the lead 'cause Sonny wasn't there (he usually leads the East rides) with some of the Hardly Ablesons fore and aft of us and, at some point, we even got intermeshed with them. I thought that was very interesting 'cause Ralph likes them so much! (Ha Ha! Just kidding, Ralph.) The guys riding 'em were really OK: they even chatted with us at a couple of red lights.

At Rte 819 we headed South toward Greensburg and I made it through town without error to Rt. 30. Then it was west bound to the shop across from the Greengate mall, with the temp at 93 degrees just around high noon! It was an awesome shop: very cool inside and just what we needed. After a good look around, I found no gloves, nor did Ralph or Ted find anything to take home. We exited, and that's when Ralph pulled out the secret weapon from his right saddle bag. All Ted and I could do was watch as Ralph opened a storage bag loaded with water and a vest, from which he wrung excess water, putting it on under his jacket. Now that's why Ralph didn't mind taking this hot ride: to try out his new cooling vest! From there we headed east on Rt. 30 to 981 and north across Rt. 22 to Saltsburg and the little park on 286 for a rest stop and a picture by Ralph which should hit the press [Ed: see left]. This little park is where my son Kevin and I used to take breaks when we rode our Triumphs to the halfway point between home and IUP in the late 80s: it's a nice place to take a break. From there, we headed in on Rte 286 toward home. Ralph split at King's while Ted and I continued to 376 inbound toward the city. The temperature seemed to be 130 degrees when we hit that slab! While inbound near the Swissvale exit, I saw a rider with his headlight osculating; I gave a wave and noticed a familiar BMW riding suit! Ha ha! It was Jürgen heading out bound! (Alas, he doesn't get any BMR points, Diane! He was too late for the breakfast ride!) As I found out some days later via the message board, Jürgen was headed for the Thunder in the Valley! Well..., Ted and I split at the Fort Pitt tunnel and home. It was a good short ride on a very hot day.

WALT



Continued from page 10

home, we ran kinda the same leader split as Walt and John continued on 68 West through Butler while Jay and I cut off South at Chicora to take back country roads home. (I have a constitutional disaffection with going anywhere near Butler's heat, traffic, and myriad stoplights if I can avoid 'em. I get the cold sweats just thinkin' about ridin' through the place on a hot day.)

Of course, we didn't start home until we'd located the trailer at Redbank Valley Park, unloaded the fire-hose-now-resurrected-as-sidestand-pads, and stopped for some great subs at the Subway on the return into New Bethlehem. We didn't hit the Subway 'till a little after 2:30, so we didn't get started home-wards till an hour later (takes awhile to eat a sub and get all the good conversational subjects covered, y'know).

On the way home, Walt and John, after they left Chicora, stayed on 68 to Evans City where Walt headed south, and John kept on West to I-79 and home, while Walt caught the Pine Twp. Park on Pearce Mill Rd for a few minutes rest before home. Meantime, as I mentioned, Jay and I cut East and South from Chicora, retracing our steps via back roads to Saxonburg, with Jay catching Saxonburg Boulevard South to Fox Chapel and home while I headed East on Deer Creek Road to the Red Belt, Bakerstown, and home. It was great riding all day. The temps didn't get above the 70s, and the roads and company (as usual) were terrific. 'Twas a very fine way to spend a Saturday, so it was.

Road Stats:

Out of Eat 'n Park N (North) via Park Manor Drive, Robison Town Centre Blvd, & Park Manor Blvd to E on Montour Run Rd. N on Beaver Grade Rd to NE on Thorn Run Rd. to Lt. on 51 to the Sewickley Bridge, and across the Sewickley Bridge to the Orange Belt. We followed the Orange Belt to Lt. on Pearce Mill Rd. to the Red Belt, and the Red Belt East to my place on Meadow Lane in Bakerstown (Pit Stop). From there we headed East again on the Red Belt to Lt on Deer Creek Rd and straight ahead on Monks Rd to Rt on Sandy Hill Rd and Rt on Rte228 to N on Saxonburg Blvd. In Saxonburg, a Rt on Main St and Lt on N Rebecca St, got us to a Rt onto E Water St/Neupert Rd. Crossed 356 onto Marwood Rd & Crossed 422. Continued on Marwood Rd to Lt on Clearfield/Chicora-Fenelton Rd and thence into Chicora to Rt on 68 to the Brady's Bend Boat Launch (porta pottie pit stop). Continued E on 68 to a stop at the overlook above Brady's Bend to enjoy the view. Then back E on 68 again to S on 861 at Rimersburg and into New Bethlehem. Rt on 66 at the light and Lt onto 66/28 to Lt onto 4th Ave and into the Park at Redbank.

The route home for Jay and I was the reverse of the route up,



while for Walt and John after Chicora it was a continuation on Rte 68 West through Butler (shudder) to Evans City and thence their respective routes to home.

Ride Stats:

- Walt's:** Home to Home: 202.9 miles
Arrived home 5:53 PM
- Mine:** Left Home 8:15 AM
Left Eat 'n Park 10:33 AM
Arrived Redbank Valley Park 2:03 PM
Left Subway 3:27 PM
Home to Home: 187.2 miles
Arrived home 5:00 PM
Moving Avg: 39.7mph
Total Avg: 32.9mph
Max Speed: 89.1mph

RALPH



SCARY!!!

MOTORCYCLE ACCIDENT IN SWEDEN

from Jürgen Brune

A PICTURE IS WORTH A THOUSAND WORDS.

The Honda rider was traveling at such a "very high speed", his reaction time was not sufficient enough to avoid this accident. Swedish Police estimate a speed of ~250 KM/h before the bike hit the slow moving car side-on at an intersection. At that speed, they predicted

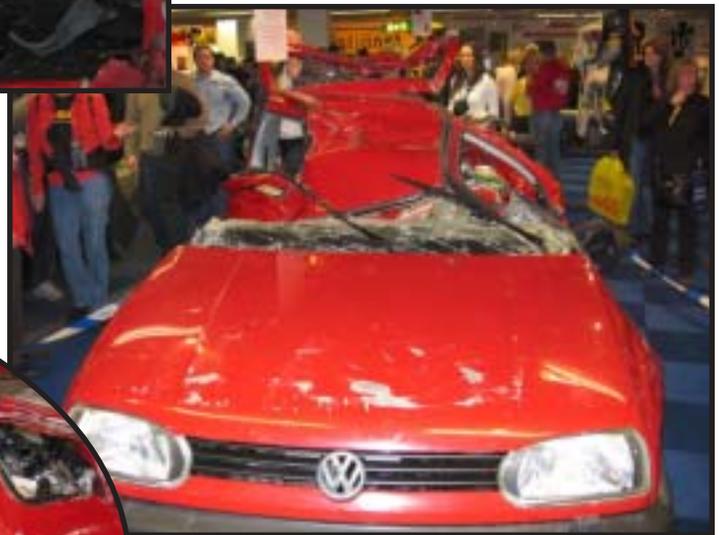
that the rider's reaction time (once the vehicle came into view) wasn't sufficient enough for him to even apply the brakes. The car had two passengers and the bike rider was found INSIDE the car with them. The Volkswagen actually flipped over from the force of impact and landed 10 feet from where the collision took place. All three involved (two in car and rider) were killed instantly. This graphic demonstration was placed at the Stockholm Motorcycle Fair by the Swedish Police and Road Safety Department. The sign above the display also noted that the rider had only recently obtained his license.

JÜRGEN



250 Km per Hour = 155 M.P.H.

Speeds like that...



**...are for Laguna Seca or Daytona,
NOT the public highways!
Except maybe the Autobahn.**

FOUR WINDS AUGUST RALLY UPDATE

The rally preparation finish line has finally come into plain sight. Whereas most of the really big rally preparation chores have been taken care of, there are always a lot of last minute tasks that require attention. I am happy to report that we were able to fill all rally co-chair positions. I cannot thank the following club members enough for stepping forward and leading a rally co-chair function:

Margaret Weaver – Registration

Shirley Hart – T-shirt Sales

Holly Marcheck – Door Prizes

Mitch Kehn and Joann Barr – Clean and Tidy

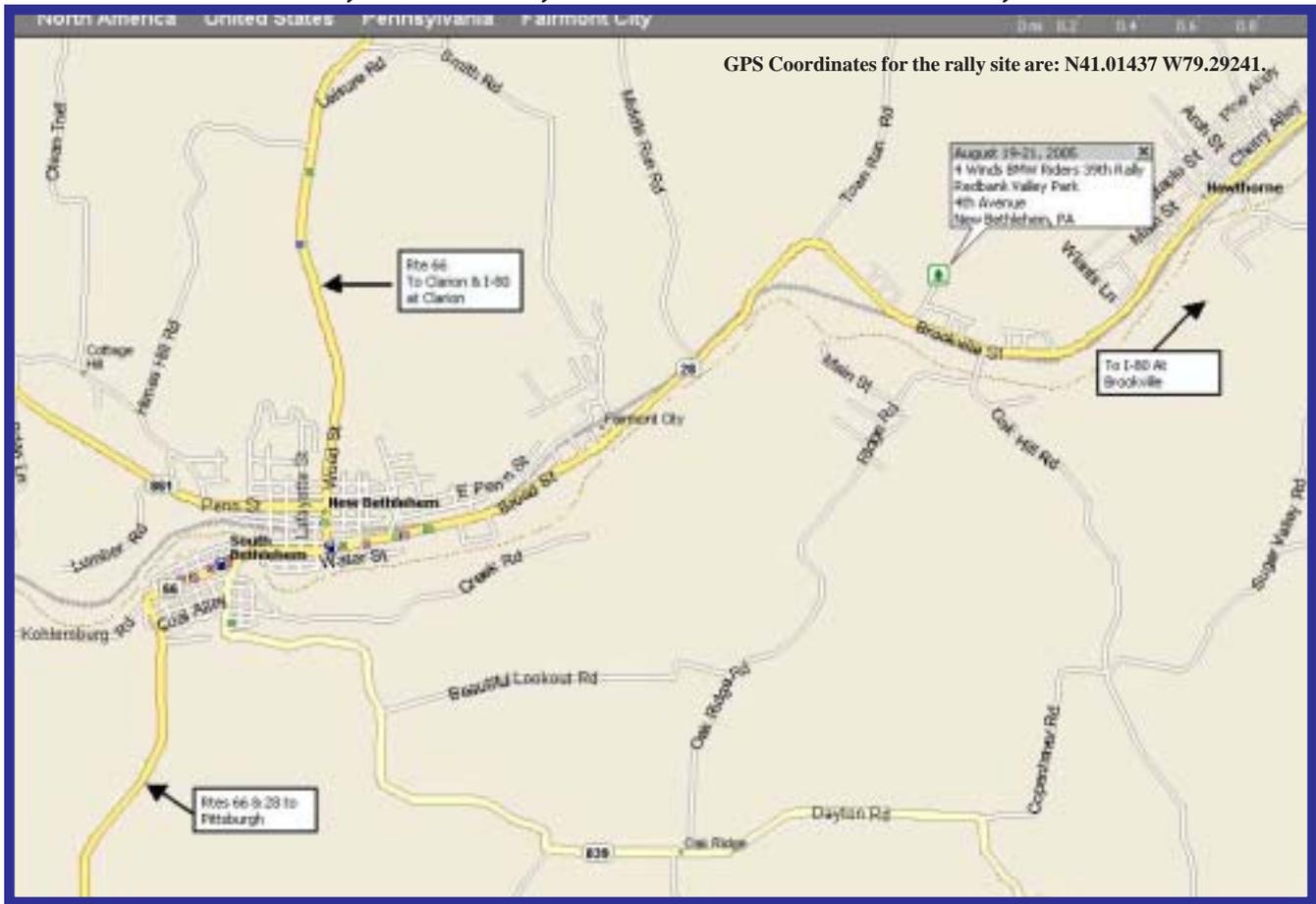
Leo Stanton and Holly Marcheck - Security

We are still looking for volunteers to help Margaret, Shirley, Mitch, Joann, Leo and Holly. Just like a well-known U.S. government organization we have fallen short of our volunteer recruitment goals and we are seriously considering re-instituting the draft. As of mid July there are plenty of relatively pleasant registration, security and T-shirt sales shifts available. None of them will require more than 2 hours of your rally time. However, if we cannot find enough volunteers before the rally, don't be surprised to be pressed into latrine cleaning duty or being assigned a 1:00-3:00 AM security shift upon registration.

The rally program is nearing completion. With Frank's help, I will post the final rally program as a downloadable pdf file on our web site in early August. As of mid July this is what you can expect at the rally:

- Friday
 - Ice cream ride with Ranger Rick.
 - "First at the scene" talk with Doc Sean Barrett.
 - "D.U.I. and Motorcycle Safety" presentation by retired State Police Officer Mike Marcantino, followed by an open discussion forum.
 - "Bad Biker Movies", hosted by Lance Hough. Parental advisory! (because of the movies, not because of Lance)
- Saturday
 - MC restoration and painting Tech Session with professional painter Mitch Kehn.
 - Introduction to GS Riding by Ranger Rick™
 - Oilhead valve clearance adjustment demonstrated by Dennis Mickanin.
 - Field events with Don Poremski (weather permitting).
 - Ranger Rick GS Adventure Ride™.
 - An introduction to CAN bus technology by James Stitt from BMW of Pgh.
 - Scenic Touring Ride with Ed Syphan.
 - The EVO Brake System explained by Craig Immel from Heritage BMW.
 - Pig Roast Dinner and Awards
 - Saturday night live folk music: "Edman Walking" Ed Amann performing songs from his new CD at the campfire.
- Sunday
 - Free donuts as long as supplies last.
- Any time
 - Jürgen's self guided local trivia ride. Answer local trivia questions and enter a prize drawing.
 - Tire plugging playground: Test your tire plugging skills and equipment.

RALLY MAP
TO THE 39TH 4-WINDS BMW RIDERS' RALLY
12:00PM FRIDAY, AUGUST 19TH, 2005 THROUGH SUNDAY MORNING, AUGUST 21ST.



As in past years, a small crowd of rally enthusiasts will gather at the Park already on late Thursday afternoon to set up the rally site. The rally trailer needs to be moved into position, rally signs need to be posted in the New Bethlehem area to guide our guests to the rally site, and last but not least, the registration tent has to be set up.

The rally weather is predicted to be sunny and dry this year – the Floridians and inhabitants of the southern coastal regions are working diligently to move the hurricanes out of the way and finish the tropical storm season early.

Last, but not least, a reminder: that we have picked the August 6/7 weekend for the picnic bench assembly project. The Redbank Park Commission has decided to order metal frames for six 8'-long tables, so that our work will be limited to attaching the table-tops and seats. I estimate that the work can be easily accomplished in one day. Please watch the message board for further information and updates.

That's all for now - I look forward to seeing you at the rally on August 19 - 21!

Tom



Four Winds BMW Riders Job Opportunities

2006 Board of Directors

Organization: Four Winds BMW Riders	Relevant Board Experience: Previous Board Position or No Experience Welcome!
Location: Pittsburgh, Pa	Career Level: Comradery
Status: Current Member / Associate Member	Education Level: Motorcycle Enthusiast
Job Category: Officers and Director at Large	

Job Description

Four Winds BMW Riders, the leading organization in motorcycle enthusiasm and longest continuous BMW Rally based in Pittsburgh, Pa is seeking highly motivated individuals for the 2006 Board of Directors. Officer and Director at Large positions are only eligible from current member and associate member status. Nominations now being accepted.

Description of Duties and Responsibilities: (*General Descriptions, Reference Four Winds BMW Riders By-Laws for detailed Board Position Information.*)

President: The President shall be the chief executive officer of the organization.

Vice President. The Vice-President shall, in the absence of the President, perform all duties and exercise the powers of the President.

Treasurer. The Treasurer shall have custody of the organization funds.

Recording Secretary: The Recording Secretary shall take and keep the minutes of all meetings of the Board of Directors, business meetings conducted by the entire membership

Corresponding Secretary. The Corresponding Secretary shall be responsible for maintaining for reference all documents, and records.

Director at Large (2): The Directors shall welcome new members, promote club functions, and organize rides.

Contact Information

2005 Vice President Scott Bassin
Email: sbassin@city-net.com
Address: 605 Challedon Ct.
 Cranberry Twp. PA
 16066
 724-538-4612



Contact Scott for any additional info or interest in being a Board of Directors Member!!

"An Equal Opportunity Employer"



WHAT'S COMING NEXT?

Ralph Meyer

K-Bike touring fans, check this out! The web site ist im Deutsch, but the information (if you speak German) is, as the little fellow in the WWII Wehrmacht helmet and uniform on a once-was favorite comedy show used to say from behind the faux palms, “Verrrrrrrry innnnteresting!” I’ve seen all the new bikes of our favorite marque at one or another of our fine Pittsburgh BMW goodie-providers (see the cards below!): the first-out R1200GS, the R1200RT (got mine, by jiggers! Yee-hah!), the K1200S, and the rough ‘n roarin’ Hardly, Hayabusa, and cet. eater, the K1200R (Hulk Hogan, you wimp, don’t look in the mirror! You ain’t got the muscles this bike has!). And it looks like our friends from the Bayerische Motoren Werke aren’t done with their magic yet! In fact, I can think of one or two other things they can eventually get out the door to wow us with. Moles (read RA’s *OTL*) even claim there’s a vertical twin peeping around the sill. Whoever said BMWs are stodgy sure hasn’t been paying attention for decades, if ever, but this year’s a zinger! If Rachel Ray, of *30 Minute Meals* and *\$40 Days* on the Food Channel were commenting on this fare, she’d say, “Yummmmm!!!”

RALPH



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.



**RALLY DIRECTIONS
TO THE 39TH ANNUAL FOUR WINDS BMW RIDERS
“RALLY IN THE VALLEY,”
NOON, AUGUST 19-21st, 2005:**

From Pittsburgh: Take Rt 28 North to New Bethlehem, PA. Redbank Community Park is 2 miles north of New Bethlehem on Rt 28. The park entrance as you travel North will be on your left, and on up 4th Ave.

From points East and West on I-80: Take Exit 78 and follow PA Rt 28 South about 18 miles. The Redbank Community Park entrance will be on your right. If you wind up in New Bethlehem, you went too far. See the map on p. 15. GPS Coordinates are: N41.01437 W79.29241.