

# FEB.

## MOA # 6

BMW Club  
Four Winds Riders



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

# 2014

## RA # 76

### FEBRUARY PRESIDENTS COLUMN

Well, get ready! This is my first president's column. Now that Christmas and the holidays are behind us it's time to slow down and switch gears for the winter garage madness. That is working on the motorcycle with sufficient heat and some dedicated space in the garage to improve or maintain our fun ride for the warmer months ahead. I've been working on Lois's R1100R and have to adjust from my current Toyota/Subaru mindset for the disassemble, repair, and reassemble if the German engineering of BMW that is unique and challenging. I must say that I come out with some "What the \*\*\*\*\*?" comments when dealing with what Lois describes as "The Green Bike." It's amazing how purposeful the engineering completes the mission to ride with confidence.

I am enjoying working on the motorcycle without the worry or pressure from missing a great ride. I look out the window and there is snow and ice on the ground and I can then enjoy tinkering with the bike. I hope everyone has the time

**IT'S THAT  
TIME AGAIN:  
DUES ARE  
DUE!**

**SEE P. 8 FOR ONLINE PAYMENT  
INFO,  
AND P. 13 FOR MAIL IN FORM  
AND WAIVER.**

#### INSIDE THIS ISSUE:

February Presidents Column ..	1
Board Of Directors 2014 .....	1
February Meeting Info .....	1
Publication Info .....	2
2014 Banquet .....	2
Meeting Schedule 2014 .....	2
2014 Shacks .....	2
Ongoing Events .....	2
2014 Banquet Pictures .....	3
North Breakfast Ride .....	6
Cleveland Motorcycle Show .....	8
BMW RA Hdqs Transition .....	8
Building a "new" R90S .....	8
Website Dues Instructions .....	8
The Way We Were, Feb. '04 ...	10
C650GT Tales .....	11
Diner Hunt Winners .....	12
2014 Dues Form & Waiver .....	13
2013 Mileage Log Finishers ....	15
How do I join .....	16
Directions to the Meeting: .....	16

### BOARD OF DIRECTORS 2014

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### FEBRUARY MEETING INFO

The next regular meeting of the Four Winds BMW Riders will be held on Saturday, Feb. 15th, 2014 at the Bella Luna Trattoria on Rte 22 in Monroeville from 12–3PM. The meal will be from the menu.

## PUBLICATION INFO

**The Four Winds BMW Riders Newsletter** is published for members' use. Articles' and pictures' copyrights are held by their authors. Author's permission should be obtained before any form of republication.

**Editor:** Ralph Meyer

**Deadline:** Articles submitted must be received by the editor no later than 6:00 PM on the Tuesday after the club meeting of the month preceding the month of publication (e.g., Feb. Meeting: Feb. 15; **March issue deadline: Tues., Feb. 18th**). Articles/Info rec'd after deadline go in next month's newsletter.

**Submission information:**

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

**Articles on Disk Media** mail to:

Ralph Meyer, Editor  
4 Winds Newsletter  
6056 Meadow Lane  
Bakerstown, PA 15007-9720

**Submission formats:**

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

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

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

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

**Newsletters** in color PDF format are at the Four Winds Site, [www.4windsbmw.org](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 2014

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

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

**February, 2014** — Bella Luna Trattoria, Rte 22, Monroeville

**March, 2014** — TBA

**April, 2014** — TBA

**May, 2014** — TBA

**June, 2014** — TBA

**July, 2014** — TBA

**August, 2014** — **Friday, August 15 to Sunday, August 17 48th Annual Four Winds Rally!**

**September, 2014** — TBA

**October, 2014** — TBA

**November, 2014** — TBA

**December, 2014** — No Monthly Meeting

## 2014 SHACKS

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

to prepare their special ride for the summer season of riding that's coming up.

ENJOY THE RIDE,

ADRIAN

## 2014 BANQUET

The pictures on the following pages were taken by Diane "Lady Di" Pears and Ron "ReddyK" Latkovic. Many thanks to these fine club photographers (this club sports great bunches of talents, doesn't it?!). Some of the banquet highlights were the MC-ing by 'Prof' Vince Gianetti, 'Doc' Sean Barrett's slide show of his trip to the Top of the Rockies Rally, the acknowledgement of last year's board of directors, and the introduction of this

## 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, Feb. 2 — *North* at King's Family Restaurant, I-79 & Rt 910/VIP Drive., 10:00 AM

Sat, Feb. 8 — *West* at Bob Evans, Rt 60 & Campbell's Run Rd, 9:00 AM

Sun, Feb. 16 — *South* at Eagles Landing, Rostraver Airport, Rte 51, 10:00 AM

Sat, Feb. 22 — *East* at Dick's, Rt 22 Westbound Side, Monroeville, 9:00 AM

### **If you're going to a breakfast**

**ride, you might want to notify others:**

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

year's, the awarding of the BMW MOA Medallion to Diane Pears for her years of fine work for the club, and the awarding of the Mileage and Diner Contest awards; And all this accompanied by the fine camaraderie enjoyed by members and their wives and delicious cuisine served up by Peter's Place, topped off by a yummy cake with the club logo obtained by John and Marge Humphrey! Especial thanks go to Bethany Furey-who kindly saw to the preparation of the banquet the second year running! Great job, Bethany!

# 2014 BANQUET PICTURES

*by Diane Pears and Ron Latkovic*



*Banquet Pictures by Diane and ReddyK, continued...*



Banquet Pictures by Diane and ReddyK, continued...





### NORTH BREAKFAST RIDE 1/5/2014

We had a nice group out for the first North Breakfast Ride of the year 2014 C.E. (of the Common Era). John Allen, Sean Barrett, Frank Beatrous, Jack Bramkamp, Don and Kim Chembars, Bob Hall, Carl Hartz, Ron Kranz, Ron Latkovic, Dave Manfredo, Dave McLaughlin, Larry Morley, Ed Tatters, and myself made up the fifteen Four Winds BMW Riders that kept the front room of King's Family Restaurant on VIP Drive off Rte 910 and I-79 rollicking with enjoyable conversation and melodious??? munching from 10 AM to nearly Noon this day. Though the temperatures outside ran from the 20s to 30s, several of us arrived on bikes to the visible consternation and wonder of various oncoming cagers passing us on our way to King's who gave us that wintrily expected wide eyed look of wonderment as to why someone would be out on a motorcycle in those temps—making it obvious they'd probably never known the ongoing delight of tooling along on a two-wheeler in just about any kind of weather. Those occasional cagers who ride, of course, didn't wonder at all—they knew why, even though, at the moment, they were in the four wheeler with the wife and kiddies or driving rather than riding because the driveway was iced or snowed up. I could tell that at least one cager that went by me must ride as he had a big broad smile on his face and gave me a thumbs up as he passed. He knew!

Since the roads were OK, I could not avoid riding as I finally had my new toy in the garage, operable as it should be to use after a

couple of weeks over the holidays with it in and out of European's fine service facility under Lee, Hoss, and John's ministrations. The 'kid with a new toy' syndrome had not at all been satisfied in the weeks since I traded the F800ST on the C650GT (blather about which latter might be found later in this rag—IF I get around to banging the keys on the computer long enough to write it up, that is) as the scooter had been suffering from an electrical glitch initially difficult to locate and finally fix. In any event, though in the cold on salty roads still with vestiges of the snow and slop from the previous few days, the riding over and back from King's was nonetheless fun. I even got to watch a full sized double-engined train go by on the 910 crossing just east of the W. PA. Model Railroad Museum in Gibsonsia that backed traffic up 10 cars and a scooter's worth until it got past. Things don't get much better than that. I had been thinking of checking out the Model RR Museum's trains while their holiday hours were still in force, but after the real thing, the HO layout didn't intrigue me enough to stop there and take a gander on the way home.

In any event, the morning at the NBRide was, IMHO, as usual, time very well spent with a great bunch of people, with many thanks to our 'Official Photographer,' ReddyK (AKA Ron Latkovic) for the pictures of the gang enjoying the camaraderie. A great way to start the New Year! C'yall there next month!

RALPH



OF KING'S DELICIOUS INTERIOR

MORE PICTURES BY REDDYK



ET AL.

## 2014 CLEVELAND MOTORCYCLE SHOW

Take note folks, this year's Cleveland Motorcycle Show will be held from Friday, January 31st to Sunday, February 2nd at the **CLEVELAND I-X CENTER, ONE I-X CENTER DRIVE, CLEVELAND, OH 44135**. FURTHER INFORMATION AND TICKET PURCHASES (SAVES YOU TIME AND MONEY AT THE SHOW AS COMPARED TO BUYING TICKETS AT THE DOOR--IF YOU'RE PLANNING ON GOING, YOU MIGHT ALSO WANT TO CHECK WITH OUR CLUB'S FRIEND, LEE MARKS AT EUROPEAN MOTORCYCLES OF PITTSBURGH AS SOMETIMES THE INTERNATIONAL MOTORCYCLE SHOWS SEND DEALERS FREE TICKETS THAT THEY CAN DISTRIBUTE) CAN BE FOUND AT THIS URL:

<http://www.motorcycleshows.com/cleveland>

If you're going you might want to post that information on the club's forum to see if others are planning on attending as well. Occasionally, several members and friends have gotten together to make up a carload to drive over to the show, thus saving the muss fuss and bother of more cars than necessary going and more gas than necessary being used.... just a suggestion.



## BMW RA HEADQUARTERS TRANSITION

*From: Karen Jacobs*

Greetings all,

The move for our BMW Riders Association Administrative headquarters has been moved to Dec. 1st, 2013.

Please make note of it. As you would expect, everything will be shipped by truck and will take days to re-organize. Please bear with us and thanks for all that you do. Below is the new address. The Headquarters' phone number stays the same.

Karen Jacobs  
BMW RA  
Charter Club Coordinator  
[womanridge@wi.rr.com](mailto:womanridge@wi.rr.com)  
414-405-3524

Here's the new address:  
BMW Riders Association  
PO Box 570  
Mukwonago, WI 53149



## WEBSITE DUES INSTRUCTIONS

You can now easily pay your club dues using the club's web site. Here are the instructions from our treasurer, John Humphrey:

Dues payment using the new website and PayPal

When using the 4WindsBMW.org web site, you can pay membership dues by PayPal or a debit or credit card.

We plan on making credit card payment for the annual banquet and Rally registration available soon.

Here are the instructions and steps for paying by PayPal, debit or credit cards.

We are using a annual membership and the dues payment for illustration:

- Sign up for membership by selecting "Membership Form" from the "Home" page.
- Fill out the membership form. Select the type of membership, answer the security question and hit return.
- You will see: "Success! The next step is to submit payment by PayPal"
- You are automatically redirected to the Pay Pal site where you can specify Membership type.
- This is where you "shop" for the membership type (and other things, eventually).
- Select the membership type
- Then select "Pay with Pay Pal" at the bottom.
- If you want to pay with a PayPal account, just proceed as you would normally.
- If you want to use a credit card, select "Don't have a PayPal account?"
- Here is where you can fill in your credit or debit card information.
- PayPal is a highly secure site. Your information is safe.
- When complete, click "PAY" at the bottom.
- A receipt will be sent to your email address.
- The charge will be listed as: "FOURWINDSBMW"

This procedure has been tested many times. If you have a problem or question, call me (412) 897-1903.

REGARDS,

JOHN



## BUILDING A "NEW" R90S

*By Calvin Wilson*

(Thanks to Calvin, here's an interesting project that is going on)

You and others may be interested in following the build of a "new" R90 S from BMW factory new parts. It is being built by MAX BMW shop in New Hampshire. Click on the "live video feed" and watch it being built. You may want to forward this to others that would have an interest in the process. It's has been underway for a couple days and will be probably completed in just a few more.

CALVIN

*Here's the article from MAX BMW of New Hampshire:*

Ladies and gentlemen, here we go. After more than a year of planning, we are beginning to build a vintage BMW from NEW PARTS ordered directly from BMW. Modeled on a 1975 R90 S, this bike is composed of parts sourced from BMW's extensive catalog of new parts for old motorcycles. This is a challenge that began as a simple question and has evolved into a project that has involved a lot of research and planning. Today, we begin the final stage: the build.

Assembly of the R90 S is happening at MAX BMW NH, with three technicians representing all three of our locations. The build

should take approximately four days, and you can see the progress by liking us on Facebook, by viewing our our live video feed on your computer, or by stopping by our NH location.

Over the past few months, we have been collecting all of the parts that we will need and on Monday, we laid them out for a photo. It was fun to see all of the parts in one spot. It has taken hours upon hours of time to identify, order, catalog and organize all of the parts for this project.

We're pretty sure that we have them all, but we are certain to find out in the next couple of days!

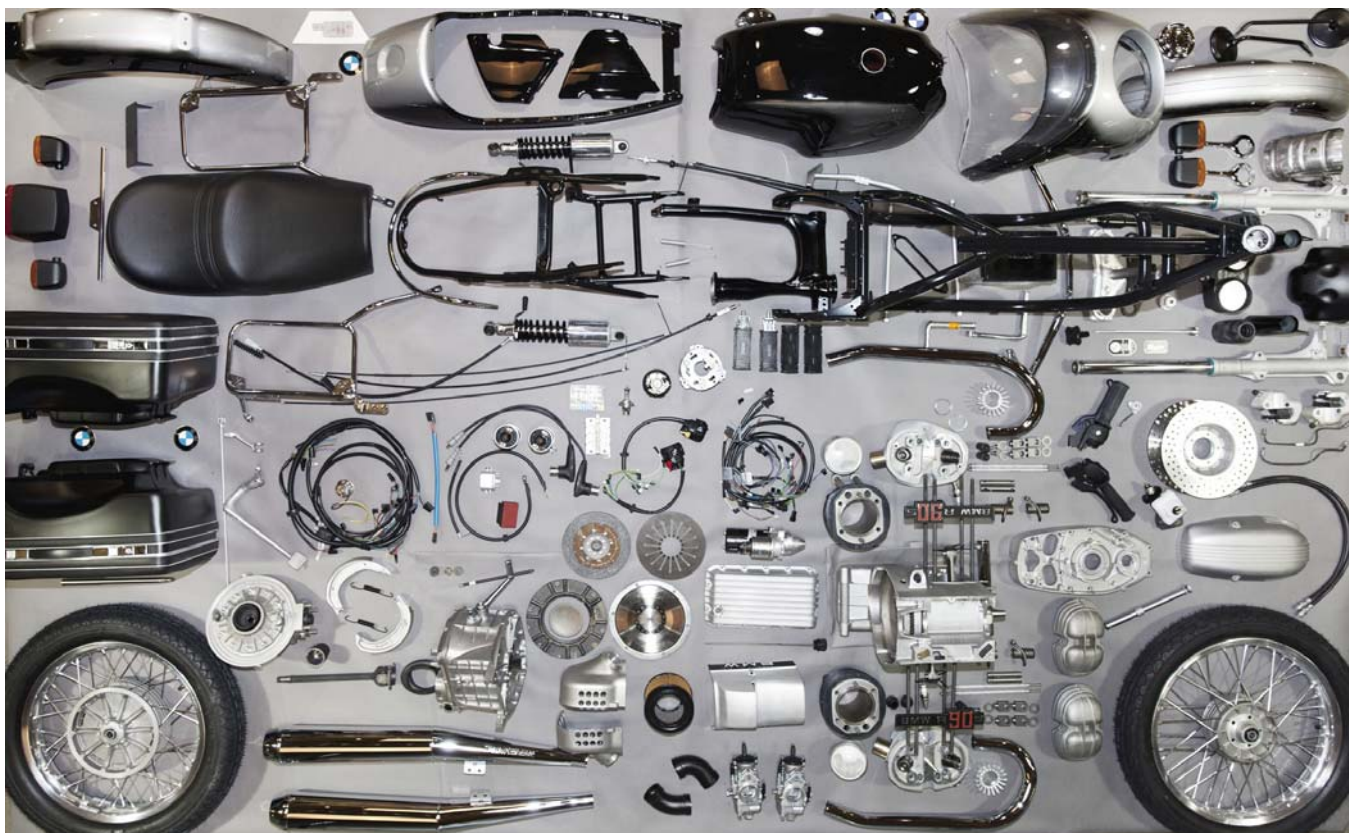
Stay tuned for updates and feel free to ask questions on Facebook.

Below is a shot of the parts getting ready to go (click to enlarge.)

More to come!

And it has! Check out this URL: [http://www.maxbmwmotorsport.com/max\\_bmw\\_r90s\\_build/](http://www.maxbmwmotorsport.com/max_bmw_r90s_build/)

*CALVIN*



Having fun on 231 (and thereafter) viewing great Mines and Country:  
A Report on the 4 Winds BMW Riders West Breakfast Ride of 11/8/03

*by Ralph Meyer & Jurgen Brune*

After meeting Jürgen Brune at the Eat 'n Park on Rte. 60 around 9 for a good Breakfast on a cold (below freezing!) morning, we headed out, Jürgen leading, for Washington County. I much appreciated Jürgen's leadership, as, being new to Pittsburgh, I still know diddeleysquat about the roads in this area. So, with Jürgen rolling ahead on the R850R, we went West in relatively light traffic on Rte 22, then cut South on Rte 18 for a bit, then West again on Rte 50 to Rte 231, which we followed through Claysville continuing on South. Route 231 bode well for the ride as every 5 miles or so, we'd pass a sign that said, "Winding Road next N miles," where the 'N' might be anything from 2 to 5. Jürgen knows these neat trails!

Shortly after crossing State Rt. 3035 we came to the East Finley Portal of CONSOL Energy's Enlow Fork Mine, one of the two largest underground coal mines in the world. The buildings themselves were rather awesome, but moroso was the realization that their size was a drop in the bucket compared to the mine below us that spread literally for miles under countryside that, aside from the surface buildings, never revealed its presence.

Where 231 turned East at the 'T' onto West Finley Road (Sr3026), we instead headed West then Northwest.

Just beyond the small Enon Baptist Church and old cemetery, we passed by the gate to the Bailey Preparation Plant where coal from the Enlow Fork and Bailey mines is washed and thermally dried before being loaded into trains. The plant ships 20 Million tons of coal to power plants in the eastern U.S. Remember that 52% of electricity in the U.S. is generated from coal - more than every other light bulb!

We continued on Sr3026 to a small bridge over Owens Run, a tributary to the Enlow fork of Big Wheeling Creek (thus the mine name), turning right on to Sr 3037 (West Finley Road) and continuing North to West Finley. At the Fire Hall, Enlow Creek Road Y's off to the Left.

About a mile past the Fire Hall, we stopped at the West Finley Portal of the CONSOL's Bailey Mine (the other one of the worlds's two largest underground coal mines). From the top of the ridge, we enjoyed the beautiful view over three states: Pennsylvania, West Virginia and Ohio, marked by of the cooling tower plumes of the Kammer and Mitchell power plants on the Ohio River.

At another 'Y' where West Finley Rd takes the Right fork, we took the Left one Southwest onto Majorsville Road. At Day Road, we turned Left onto it and followed it South cross country to Majorsville Road and continued South and East again on that. These roads provided a continuing fine diet of twisties, woods, and beautiful farmland. When we reached the corner of Scott Hill and Nebo Ridge Road, we turned left on Nebo Ridge road, continuing straight on Oak Ridge Road where Nebo Ridge Road turns right. Where Oak Ridge Road becomes Sawmill Road, we continued straight on Sawmill Road until we ran into Rte 21. Even though the latter sounds pretty straightforward, it was anything but. Jürgen said that once we got past the roads around the mine he was familiar with, he would be playing it by ear and flying by the seat of his pants, sort of intimating we might get ourselves a bit lost. Ha! If those roads were Jürgen's idea of 'lost' (though he never actually used that term exactly) I wouldn't mind being that 'lost' again. Those roads should all have been marked 'Winding Roads next 20 miles give or take a few' and 'Watch out for Magnificent Vistas from the top o' the world' as the roads he chose to get to Rte 21 twisted and turned, it seemed, along the top of every ridge between where we had been and Rte 21 into Waynesburg! When we arrived at the itself-not-so-mundane 21, we turned left onto it and headed into Waynesburg. Just at the outskirts of Waynesburg, we passed the third coal mine, RAG's Emerald Mine, also one of the largest of its kind. Coming into town, we caught the end, it appeared, of the town's Veteran's Day

*The Way We Were Back When continued...*

parade-whence we got but a taillight view of the last band oom-pah-ing its way up Main Street. So, the coal truck, and the cars we came up on ahead of us and those behind us were shunted by one of Waynesburg's finest down the side street, where we weren't held up much at all, and headed on East on 21 to the Golden Corral Family Steak House where we had a great buffet-style lunch-with good company, great conversation, and fine down-home cuisine. Then, retracing our route a bit on 21, we stopped for gas, and returned West again on 21, to pick up and continue North on US Rte 19. We followed 19 until we hit US Rte 40, and took that East to Rte 519 onto which we turned North. Crossing I70, we continued North on 519 turning Right onto 19 when we hit it again, thus avoiding much traffic by this neat detour. We continued North on 19 to McMurray Road, turning left onto McMurray, then right onto Morganza Road/Washington Pike, to the McDonald's just before Rte 50, where we made a final pit stop, wished each other well on the final jaunt home and 'Great Ride' and headed our separate ways, Jürgen up Rte 50 and I up 79 for the Orange Belt, and home. Total Mileage for the ride on my odometer when I reached home was 188 and change. Despite the fact that it never (according to the wife, who keeps track of such things) got over 36 degrees, Jürgen led a great ride on which neither of us seemed to get chilled. When one did notice the weather, it merely seemed cool. I certainly recommend it for curing the cold weather blahs (or the anytime weather blahs, for that matter)!

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## C650GT TALES

*by Ralph Meyer*

Somebody said that the older one gets, the more crotchety and creaky one gets. I don't know about the crotchety—takes other people to determine that because for a crotchety old fart (Oops, Ahem, I mean... "more elderly person") you tend to think crotchety is just normal. I once heard a 'more mature' person say that "If growin' old don't permitcha ta say whatcha want, what good is it?" Well, like I say, I can't speak to crotchety about myself (except when it comes to potilicks), but creaky I know! The old knees and neck have been giving me the devil for some years now, and my fine doctor simply refuses fit the dang things up with grease fittings. Riding my former F800ST with knees bent under me and in more or less one of those racer's crouches that I suppose BMW figures will sell bikes to younger people because BMW Marketing thinks that riding position will make teens et al. think their a\*\* will look fast and impress the ladies, just didn't do it for me. To get a crick in my neck from having to look up constantly just to look forward to see where I was going didn't help worth a diddely squat any more than having my knees bent up under my chin. The knees would begin to complain after a bit, and taking

my feet off the pegs to straighten the legs to ease the pain didn't help either because my old riding buddy, Walt, said watching me do that was going to give him a heart attack if I didn't quit it.

Anyway, back in November, Ron "ReddyK" Latkovic another good buddy and a good friend of my other fine friends, Lee Marks and the gang at European MCs of Pittsburgh told me, after he'd heard me complain the nth time, that Lee had a C650GT Maxi-scooter in that I ought to take a look at. Nice suggestion! I'd given one a test ride when they first came out, but at the time wifey dear said, "No more motorcycles, buddy!" so I didn't think too much about it then. But I did notice (how could one not???) that one sat straight up (no crick in the neck!) and one had one's knees in front of one instead of banging one's chin, and one could even stretch out one's legs almost straight out on the foot boards without taking them off the bike (there went the knee pain!). It so happened during a supper conversation when our granddaughter was at our place, now a year after the "No more bikes, buddy" comment, I mentioned how nice the riding position had been on that test ride. Rosemary's comment this time was, "I thought you were interested in a scooter for your next bike!" Woooooops!!!! Or should I say, "Yippeeeeeee!!!" I figured that even if that old red light had turned yellow, yellow's almost as good as green, so I ran over Lee's and checked out the scoot ReddyK had said he had in. When I asked Lee if I could try sitting on it while on the center stand (I've been in dealerships where all the bikes had notes on their seats with the nasty comment written on them, "Keep off the seat!" so I figured I'd better ask). Ever the accomodating friend, Lee told me "Of course—try it out!" He even said I could take it out for a test ride if I wanted. I really didn't take him up on that as I'd already got that T-shirt the other spring, and knew whereof this scoot functioned. After finding the riding position was just what the doctor ordered, I asked him to give me some numbers should I trade in the F800ST. And they came out quite nicely and affordably.

Anyway, to make a long story short, the F800ST went into Lee's 'Pre-owned' stock of goodies, and I became the joyful owner of a C650GT Maxi Scooter with all the bells and whistles: top box, BMW plug on the dash for my Gerbings heated jacket, Tank Bag (well, not really a tank bag, but like one—BMW calls the thing a "Tunnel Bag," but it still holds as much junk as any tank bag I've ever had), heated

grips and heated seat, and full fledged motorcycle computer that even tells me what the tire pressures front and rear are. This all with an analog speedo, and digital gas gauge and Tachometer. Given the riding position, I figured I'd just bought into a riding seventh heaven. It suddenly hit me: "This thing is like a mini R-RT!" Lee agreed.

So the deal was done, and home came the black C650GT. There were a couple of things when I brought it home the first time that still had to be done on it—like the lock on the top box that would work with the scoot's ignition key, and the BMW plug on the dash, both of which had to be ordered. Between those and a battery/charging glitch that had to be taken care of, the scooter went back in the shop a couple of times, providing me a bit of experience trying out BMW's famed roadside service that picked up the bike and took it to European. Nice! Anyway, come the New Year, the scooter was in tip-top shape, everything working and, aside from the salt splatter from the roads (good Pittsburgh weather, thank you) was sitting in the garage all brand spanking new.

Scooters are supposed traditionally to be relatively small things, definitely dwarfed by such items as K-Bikes and other BMW fauna, but when Rosemary saw it the first time, her response was, "That's not what I thought you bought—that's bigger than the bike you had!" I guess that's why BMW calls it a "Maxi"-scooter. I looked in the brochure on it and sure enough, she was right—I think it even weighs a bit more than an R1200RT. It certainly out-weighs the F800ST. And even without the 'Tunnel Bag' will clearly haul a chunk more stuff under the seat than the F800ST would in its pop-open style side cases. Unlike some other scooters, however, it hasn't a handy hook at the dash for hanging grocery bags on, but other than that, the space under the seat will hold two helmets, and the top box one. With the proper tie-downs, there appears to be room on the pillion seat to haul a case of Sam Adams—that is, if one is of a mind to do such. 'Tis roomy, so it is. And so is the Gross Vehicle Weight Rating. One can haul a total of over 400 pounds: weight that is right up there with the best of 2 wheeled transports. I haven't yet had to fill the tank so I haven't the foggiest as to how many miles per gallon the scooter gets, though the info-booklet says 53 at a constant 55 mph. The on-board computer does have both a resettable average mpg read out as well as a current mpg read out. As with other Beemers, the computer puts up a warning at start-up of a snowflake on the warning band when the temp's below 36°. It also has two glove compartments in the dash the left one of which locks tight when the handlebars are locked and which contains a standard auto cigarette lighter plug-in. It comes with a tool pouch with tools sufficient to let the rider change or check the oil, change the seatback location (3 screws and 3 positions for those with big, medium, or small bums), and adjust the rear suspension pre-load. The ignition lock is multi-functional. In addition to the ignition on-off, turning the key all the way counterclockwise locks the handlebars in a turning position; pressing the key in and turning it counterclockwise pops open the fuel filler cap cover, and pressing it in and turning it clockwise unlocks the seat enabling the rider to access the large storage area beneath the seat.

Riding is a slightly different game than that of a regular motorcycle. In the first place, as with almost all scooters, BMW's two Maxi-Scooters (the C650GT and C650Sport) feature an automatic clutch and Continuously Variable Transmission (CVT) with an oil-bath sealed chain drive-train to the rear wheel that never needs adjustment by the rider. This results in a rather different approach to starting, riding, and stopping. The handgrips sport two hand levers, but woe-betide the rider who grabs the left one out of habit thinking s/he is pulling in the clutch, as both hand levers are brake levers, and as with all BMWs with ABS, brakes on the scoot BRAKE! The left

lever controls the rear brake and the right one the front, though the front, as I understand it, is coupled with the rear. It clearly has a bit more oomph when applied even lightly than the left, but jamming the left on (as with thinking it's a clutch lever) can put a person forward off the seat if one isn't ready for it! Given all this, there is neither a foot-brake nor a gear shift lever.

Thus, for a long-time well-habituated bike rider, this all takes some careful getting used to. One obviously always brakes using the hand brakes—the left one if you want a slightly gentler braking. There is, of course, nothing at all for either of one's feet to do but to rest on the foot boards while riding and to be put out on the ground to hold the scoot up when stopped—no gear shifting, no foot braking (just remember to use the left hand brake lever when braking at slow speeds since using the right or front brake lever will, as Motor-police instructor, Motorman Palladino, points out, "Pull you to the ground like a magnet!"). Because the scooter's clutch is not manual, but automatic, advancing the throttle from idle to around 1200 RPM will reach the friction zone and the bike will begin to move. That's all it takes to go: opening the throttle! Once the clutch is solidly closed, around 1300 or so RPM, acceleration is all done by the CVT coupled with engine power. Engine RPMs will hover around 1400 as the bike speeds up, the 'gear ratio' constantly and smoothly changing such that for nearly the same engine RPMs the ratio to the rear wheel goes higher and higher until the highest is reached—probably around 50-60 mph. After that, increased engine speed translates to increased velocity over ground, up to, according to the info-booklet, 105 mph: the bike's top speed.

Consequently, the big things I've found I had to get used to were where the auto-clutch's friction zone was, using the throttle, not a clutch lever, starting by advancing the throttle, forgetting about changing gears with an 'educated left foot' and braking totally by the hand-levers. Perhaps the most important thing to learn was the 'location' of the friction zone, as that's what one uses in slow-speed maneuvers and smooth starts.

What do I think of my new C650GT scooter after a lifetime of running bikes? Three words will answer that question: I love it! It's a ball. I'm looking forward, once our fine Pittsburgh weather gets out of its winter mode to doing some real journeys on it. I can hardly wait!

RALPH



## DINER HUNT WINNERS

1st Place, \$50 Visa Card: Walt Halaja, 80 Diners Photoed.

2nd Place \$30 Visa Card: Don & Kim Chembars, 65 Diners Photoed.

3rd Place \$25 Visa Card: John and Marge Humphrey, 19 Diners Photoed.





## Four Winds BMW Riders Membership & Renewal Application

February 1 this year to February 1, next year

✓ Boxes Membership Type:  NEW MEMBER  RENEWAL (just enter name, any changes and sign below)

Name		Address	
City		State/ZIP	
Home Phone	Cell Phone	Emergency Phone (optional)	
Email Address			

Associate's Name		Address	
City		State/ZIP	
Assoc. Home Phone	Assoc. Cell Phone	Emergency Phone (optional)	
Assoc. Email Address			

### \*\*Newsletter Delivery\*\*

I have not been able to download the newsletter from the club web site and prefer to have it Emailed to me. My Email address is included above.

<input type="checkbox"/> Annual Membership Dues (\$20.00)	<input type="checkbox"/> Associate Member Dues (\$10.00)
<b>Total Enclosed:</b>	

Make your check or money order payable to: **"Four Winds BMW Riders"**  
**Please DO NOT send CASH!!**

**Print both pages and sign and date the waiver at the bottom of the 2<sup>nd</sup> Page. The waiver is a one-time document that does not need to be included with future annual renewals.**

**Mail your completed form to:**

**Four Winds BMW Riders  
John Humphrey, Treasurer  
180 State Rd.,  
Valencia, PA 16059**

## ASSUMPTION of RISK, RELEASE, WAIVER of LIABILITY, AND INDEMNITY AGREEMENT

Please carefully read the following. This is a serious and binding legal document.

In consideration of becoming a member of Four Winds BMW Riders Inc. ("Four Winds") and/or being permitted to participate in club activities, I, on behalf of myself, my heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estate, and, if applicable, as parent or guardian of a member or other minor participant under the age of 18, and their heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estate, AGREE AS FOLLOWS:

1. I acknowledge, understand, and appreciate that motorcycle riding is a hazardous and very dangerous activity with inherent and other risks of serious personal injury, death, and property damage. I voluntarily and knowingly assume full responsibility for all these risks and dangers arising from or related to, directly or indirectly, my, and any minor under my legal responsibility's, participation in any Four Winds-sponsored, coordinated, or organized event, rally, activity, meeting, picnic, or party, including the negligence of others and negligent rescue operations.
2. I release, discharge, agree to hold harmless, covenant not to sue or file a lawsuit against, and waive any claim or cause of action against Four Winds, its officers, directors, ride leaders, and members, and their heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estates, from and for any and all losses, injuries, claims, costs, attorney's fees, expert's fees, court costs, causes of action, liabilities, judgments, or damages of any type or kind, even if any of the above persons or entities are or are alleged to be negligent (whether solely, partially, concurrently, actively, or passively) or otherwise at fault in any way, on account of any personal injury, death, or property damage which may result, directly or indirectly, from my, and any minor under my legal responsibility's, participation in any Four Winds-sponsored, coordinated, or organized event, rally, activity, meeting, picnic, or party.
3. I agree to FULLY DEFEND AND INDEMNIFY Four Winds, its officers, directors, ride leaders and members, and their heirs, executors, successors, administrators, assigns, personal representatives, next of kin, and estates, from and against any and all losses, injuries, claims, costs, attorney's fees, expert's fees, court costs, causes of action, liabilities, judgments, or damages of any type or kind, even if any of the above persons or entities are or are alleged to be negligent (whether solely, partially, or concurrently), or otherwise at fault in any way, on account of any personal injury, death, or property damage which may result, directly or indirectly, from my participation in any Four Winds-sponsored, coordinated, or organized event, activity, meeting, or party.
4. I agree to follow sensible motorcycle riding principles, ride carefully, and follow all applicable laws, rules, and regulations to ensure my own safety as well as the safety of those with whom I share the road.
5. I consent to and permit first aid and emergency medical treatment if I am injured.
6. I acknowledge that Four Winds is a motorcycle riding club which is dedicated to the furtherance and preservation of the sport. I therefore agree to follow general rules of good conduct and sensible behavior at all club functions and wherever Four Winds appears in public in any way.
7. This ASSUMPTION of RISK, RELEASE, WAIVER of LIABILITY, and INDEMNITY AGREEMENT is valid and enforceable until revoked in a writing signed by me. It is not necessary that I sign a new such Agreement every year or for every event.
8. Photocopies, fax copies, or electronic/pdf copies of this signed document are just as enforceable as the original. If you are signing up for membership on the Four Winds website, by clicking "submit" you are formally agreeing to and accepting all terms of this ASSUMPTION of RISK, RELEASE, WAIVER of LIABILITY, and INDEMNITY AGREEMENT and you agree that your witnessed handwritten signature is not necessary to make the terms of this Agreement enforceable.

*I CERTIFY THAT I HAVE READ, UNDERSTAND, ACCEPT, AND AGREE TO BE LEGALLY BOUND BY THE ABOVE TERMS IN THEIR ENTIRETY. I READ AND SIGNED THIS DOCUMENT WHILE NOT UNDER THE INFLUENCE OF ANY DRUGS OR ALCOHOL. I SIGNED THIS DOCUMENT KNOWINGLY, VOLUNTARILY, AND WITHOUT ANYONE'S PERSUASION, INFLUENCE OR COERCION.*

Print Member's Name	Member's Signature	Date
Print Associate's Name	Associate's Signature	Date
Minor's Name	Parent or Guardian's Signature	Date

# 2013 MILEAGE LOG FINISHERS



Walt Halaja	8,235
Ed Tatters	6,765
Scott Bassin	6,655
Sean Barrett	6,393
John Allen	6,053
Tim Pears	5,087
Dave McLaughlin	4,305
Jack Bramkamp	4,273
Jay Singh	3,694
Ralph Meyer	2,269
John Barr	1,585
Joann Barr	1,206
Linda Rodman	1,050

Mr. Walt Halaja (Walt Who?) dropped “all the way down to the middle of the pack” last year in spite of having both knees replaced. This year he bounced right back up to the top and won a \$25 gift certificate from Sheetz. Ed, in second place, won a free year of 4 Winds membership, and all the other participants were placed in a random drawing at the banquet. Dave McLaughlin and John Barr each won additional prizes.

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

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

To join, come to a meeting and introduce yourself. Meetings are listed here in the Newsletter and in the schedule of events on the Web Site, [www.4windsbmw.org](http://www.4windsbmw.org). Membership dues are \$20 per year for primary membership, and \$10 per year for associate members residing in the same household as a primary member.

**DIRECTIONS TO THE MEETING:**

The Saturday, February 15th, 2014 meeting will be held from 12:00 PM\*\* to 3:00 PM at the Bellaluna Trattoria, 5060 William Penn Hwy (US 22), Monroeville, PA; Ph: (724) 733-2662:

*From the West, North, or South:* Get on and take the Parkway East (I-376) to the eastern end continuing East on Rte 22. The Bellaluna Trattoria will be in a strip mall on your right approximately 2.8 miles from where you entered Rte 22 at the Eastern End of the Parkway. When you pass Cavitt Rd. on your right and the Infiniti dealership on your left, you are close. A U-Haul on the left is about directly across from the entrance to the strip mall containing the Bellaluna Trattoria. The Bellaluna will be on your right about in the middle of the strip mall with a good sized parking lot in front of all the mall stores.

*From the East:* Get on Rte 22 and travel West. After you pass the McDonalds on your right at the Mills St/Vincent Hall Rd Stoplight, get in the left lane and at the next stoplight, turn left into Plaza Drive. Follow Plaza Drive up to the parking lot in front of the mall stores. Travel about halfway down the mall to the Bella Luna.

\*\*The Board will meet at 11:00 AM.

Latitude/Longitude Coordinates for GPS: N40.42744 W79.70736