

Nov.

BMW Club
Four Winds Riders



2014

MOA # 6

www.4windsbmw.org

RA # 76



PRESIDENT'S LETTER

The weather is getting colder and the hard core riders among us are becoming known in our club for riding through the winter. My K1200RS was put to bed for the winter last weekend so I am more of a three season rider.

Thanks to Marge and John Humphrey for opening their home for our meeting.

Preparations for the January Banquet are underway and the location of the banquet will be in the December newsletter and via e-mail. Thanks to Diane Pears and Vince Giannetti for co-chairing the January Banquet. Also, rally preparations are being made for next year on August 14, 15 and 16, 2015 at Redbank Park.

Get your riding in while the pavement is good.

ENJOY THE RIDE

ADRIAN

BANQUET INFORMATION AND REGISTRATION WILL BE IN NEXT MONTH'S NEWSLETTER. KEEP AN EYE OUT FOR THEM!

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NOVEMBER MEETING INFO

The next meeting of the Four Winds BMW Riders will be held on Sat., Nov. 15, 2014 at the Cornerstone Restaurant and Bar, 301 Freeport Rd. in Aspinwall from 12–3PM. The Meal will be from the menu. Directions to the Cornerstone are on p. 14, a map to the meeting is on p. 13.

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., Nov. Meeting: Nov. 15; **Dec. issue deadline: Tues., Nov. 18th**). Articles/Info rec'd after deadline will go into 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:
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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 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.

November, 2014 — The Cornerstone Grill, Aspinwall, 12-3 PM.

December, 2014 — No Monthly Meeting

January 17, 2015 — Annual Club Banquet, 6:00-11 PM

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!

SAFETY BITS

Went to do a few errands and a bit of foraging at the local Teaglestore (Gian Teagle) this morning on the bike, and discovered on the curve above the house a good quarter to a half inch's worth of wet yellow leaves on the road. Ticklish stuff, those. It being damp to begin with and the temp down almost around freezing there was a 'drop the bike' occurrence in the making if I wasn't careful: i.e., slowing way down before hitting the turn, not applying the brakes with any appreciable force while on the leaves, and turning rather gingerly so there wasn't a great deal of sideways force to bust my tires free from their tentative grip on the leaf covered roadway. Had the leaves been around a blind curve and had I gone into it carrying my usual mail, it could have been slidesville, incorporated. Leaves are prettier than sand or gravel on the road to be sure, but they're no nicer when it comes to keeping the tires gripping the road and keeping the shiny side up, so be aware out there folks, and enter curves, especially blind ones carefully until you know what's around that corner (this works at any time, leaves or no). It's always better to be safe than sorry—besides, if you're a motorcyclist as are most BMW riders, instead of a so-

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 — November:

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

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

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

Sat, Nov 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.

called 'biker', you know enough to ride so you can continue the great enjoyment of riding instead of messing yourself and the bike up so you can't until all is mended—or worse. So Ride safe out there all you Sisters and Brethren!





**FOUR WINDS BMW CLUB
OCT. MEETING MINUTES
OCT. 18, 2014**

The meeting was called to order by our president, Adrian Marini. Twenty-two members were in attendance that took place at the Humphreys' residence in Valencia. This included a new member, Bob Mahalics and a guest, Dave Kasperek. The club members provided lots of great food to be shared by all. A special thanks to all the kitchen helpers especially Jack Bramkamp for being the grill master.

The first order of business was a discussion about our holiday banquet. We are looking to upgrade the location and food for our annual dinner. We discussed having the club underwrite a portion of the dinner. Members voted and approved an upgrade. Anyone with ideas about a new location contact Diane Pears. We usually have about 50 attendees so keep that in mind when presenting a new location. A grab bag gift exchange instead of a raffle was thought to be a good idea. Ralph Meyer requested all info about the holiday party be sent to him in time for the December newsletter.

Ralph Meyer asked for a volunteer to take over the newsletter. We are still awaiting a volunteer to come forward. Vince stated that he would be a co-chair for the rally if someone else stepped up to help. It was decided that instead of just one person in charge, we would have a rally committee to spread out the responsibilities'. Adrian added this year's rally info to the rally book. Red Bank has confirmed the 2015 rally dates as Aug 14, 15, and 16.

John Humphrey gave the Treasurer's report stating the club was in good shape. He mentioned that we had a giant increase in rally participants using credit or debit cards. However, that resulted in more fees from PayPal. Joyce Elk was the winner of 50/50. She received \$32.00.

SUBMITTED BY MARGE HUMPHREY, RECORDING SECRETARY



OCTOBER MEETING PICTURES
Photographed by Ron "ReddyK" Latkovic





**“PANCAKE RIDERS”
TO KINGWOOD WV
SAT. SEPT. 29, 2014**

by Walt Halaja

There was some chatter about going to Kingwood, WV for the annual pancake festival and I bit into it because 2 years ago, Dan “Scooter Rudert” led a ride there and took Wharton Furnace Rd. which I had never been on before and I just loved that road and ride and wanted to do it again: “The pancakes were 2nd. fiddle to the ride” (If you believe that one then I will tell you another!) So I posted that, “If you are going, you need to drive Wharton Furnace on the way down.” Somehow I agreed to lead from McDonald’s on Rt. 40 near the Uniontown by-pass. At approximately 07:10 hrs. I stopped at director Jeff’s house thinking he might want to tag along with me the long way; we chatted and Jeff changed his mind, so off I went to meet up with Dave “2 Spark” McLaughlin (although Dave’s present KLR and scooter have only one spark plug in their cylinders, his airplane has 2 per jug, so the monniker still works) in Richeyville at 09:00 hrs. I arrived 10 minutes early and didn’t see the 2 Sparker, so I thought he too had changed his mind. I motored on to McDonald’s and sure enough, Vince had guided the rest of the “Pancake Riders” there ahead of me.

After a pit stop, away we went with my lead, keeping the speed at or below 55 MPH, making sure we all were together. Once on Wharton Furnace Rd., the next big turn is in Brandonville, WV, onto Rt. 26 to Kingwood. Well, one of the reasons I don’t like to lead is because of a fear of making a wrong turn: and sure enough, I did it—making a left turn at the 1st. light, thinking that’s what Scooter Rudert did to get a parking spot for us all for \$5.00 covering the whole bunch. “Hot Diggity Dog” I thought! Well...it was a wrong turn, so we went about a mile or two ‘till I turned around and Vince took over, finding a spot to park about 1/4 to 1/2 mile from the fire hall

where we ALL had to pay 5 smackers each for parking. There were a couple of older women collecting the money and I tried to get a senior discount of \$5.00 for all of us because we were parking in between parked cars where you couldn’t park anything else. It didn’t work and John, our President-to-be, quipped something about money and me like he knew me from long ago! You don’t think anyone was talking about me and money at the rally, do you? I was only trying to get the same deal as Dan did 2 yrs. ago!

Well, after we had eaten our fill, it was decided that Leo still holds the record of 16 pancakes. I had mine with Diet Syrup: “Yum Yum!” After we ate, we walked thru the craft show. Jeff left 1st.; then John and Marge headed for Morgantown to visit their son I believe, then Doc Sean, who had to be in Ligonier for dinner. So it was John, Joann, Vince, and I who headed back the same way we came. We all stopped at the Sheetz on Rt. 40 in Uniontown which would be a very good place to meet next year if any go to Kingwood. John and Joann headed for Rt. 51 and home, while Vince and I stopped at 2 Sparks in Richeyville for a visit. We chatted with Dave for an hour and 45 minutes: something Vince thought we as a club should do more often. 2 Spark has lost much strength and he did ride to McDonald’s and back home and was glad he didn’t make the Kingwood ride because he said he didn’t think he would have been able to return home because of how he felt from just riding to McDonald’s and home.

BTW, We used to have “Que” riders though they fizzled out, but the Pancake riders just keep on riding. Obviously pancakes are better for motocycling!

Please keep Dave “2 Spark” in your thoughts and Prayers for remission of the illness and the regaining of his strength.

PANCAKE RIDER,
WALT



**NORTH BREAKFAST RIDE
(OF THE SO-CALLED "PANCAKE RIDERS"**)
SUNDAY, OCTOBER 05, 2014**

Photographs by Frank Beatrous and Walter Halaja, Text by Ralph Meyer

There were 16 riders, 2 tables full, at the King's on VIP Drive, for the North Breakfast Ride this morning. And along with many of the "Pancake Riders"**) 'regulars' we were happy to have with us our fine Corresponding Secretary, Joyce Elk, along with Tom Myers (who

very kindly invited his fellow club members to his WV Tygart Lake Lodge for a delightful weekend a couple of weeks ago), and Walt Halaja's friend and fellow retired firefighter, Joe Dengler (who is contemplating the possible purchase of a BMW K-GT in place of his 650 Suzuki). Along with these happy folks, Sean Barrett, Dave McLaughlin, Ron "Reddy K" Latkovich (our usual staff photogra-



pher), Ron "The Camper" Kranz, Frank "Prof" Beatrous (another fine photographer of the group), Carl Hartz, Larry Morley, Jack Bramkamp, John Allen, Ed Tatters, Walt Halaja (our staff outdoor photographer), Vince Gianetti, and myself were present to enjoy the proceedings and cuisine. You might note that three of the bunch are missing from the picture outside at the bikes because Ed Tatters, Tom Myers, and Carl Hartz had to leave before Walt got set up and the group gathered around for the photo (gathering the group outside for the group photo is not totally unlike trying to herd cats and betimes takes a while)..

In addition to the usual indoor tire-kicking, valve adjusting, bike comparing, and what have you, ReddyK (AKA Ron Latkovich) notified us of an interesting event for a nice ride and attendance: "Christ-

mas in the Woods" the weekends of Oct 11-12, and 18-19 near Columbiana Ohio. He mentioned that each year they have craftspeople at the show (who make and sell nice Xmas presents), food (FOOD!!!), music, and other interesting things to see and do. ReddyK said he'd post more information about the event on the web site. The URL he sent your ersatz editor for this neat event is <http://www.christmasinthewoodsohio.com/index.shtml>.



Apparently the folks in PA and OH around Beaver and Columbiana do this about every year. So, if you miss it this year, keep an eye out next!

Vince let us all know that his usual fall Eat 'n Ride from the Narcissi Winery on Rte 910 to the Foxburg Festival is planned for next Sunday, October 12th. Lunch will be at the Narcissi Winery's La Vita restaurant (Great Italian Cuisine and fine wines for the purchasing) at 11:30 AM, with a ride to Foxburg to follow to take in the fall scenery and the Foxburg Festival—always an enjoyable occurrence. Vince

mentioned that if it rains, the lunch will be on, but the ride off—and in that case we'll just get together to eat a fine Italian lunch and enjoy our usual over-the-table camaraderie and maybe buy a bottle of wine or two to take home.

Once the enjoyable King's fare had been downed by all to the accompaniment of coffee, tea, or milk and conversation, as the case happened to be, we returned to the bikes outside for some additional bike perusing and tire kicking and the picture of the bunch with the bikes—unfortunately, Ed Tatters, Tom Myers, and Carl Hartz had to head out, so these folks weren't in the usual exterior picture, but check out the interior pictures and you'll see them there.

Along with the tire kicking went some experimentation with windshield wings. Sean had indicated that he gets a fair blast of air

buffeting his helmet at his normal liesurely (nothing over 90 or so [on Western Interstates of course]) speeds, upon which, ReddyK took



the Windshield Wing off his F800ST and transferred it to Sean's bike so Sean could give it a try and see if it filled the bill for what he needed. It did. Sean may be getting one, as they are fully adjustable and a solid addition to help cut the wind and put it above the helmet, or, for that matter, more or less wherever you want to direct it. Ron Kranz has one too, as do I and they really do work nicely. If interested, I believe they're obtainable from Twisted Throttle.

Vince mentioned taking a short ride despite the cool temps (it was around 50° when we headed back to the bikes) to take advantage of the otherwise nice weather. Four of us originally planned to go—Vince, ReddyK, Walt, and I, but Walt's new bike apparently seemed to have some sort of glitch in the ESA as he said he had a warning light on his dash about it just after leaving King's parking

lot. Rather than continuing on the ride, maybe to Evans City, or Lake Arthur via Franklin Rd/Rte 528, Walk kept going straight on 910 instead of turning north with Vince and Ron. I had not arranged my helmet liner very well and it was giving me fits, so I followed Walt and headed on home when he turned south toward his place. Despite not doing a nice longer ride, it was still a fine morning spent with a good bunch out for the breakfast—most on 2 wheels, some on 4. Others may have done different rides beside the one north to Evans City.

RALPH

**As a couple of 4 Winds Worthies at the club meeting at Leo's last month called attendees at Breakfast Rides (we won't mention any names, in order to protect the guilty). Incidentally, a check was made to see how many this morning were actually consuming pancakes—and only 1 or 2 claimed to be enjoying that form of cuisine. The rest of the bunch were downing various and sundry forms of eggs, accompanied by bacon, cheese, chopped tomatoes, peppers & onions, ham, sausage, toast, hash browns, home fries, etc. etc. and so forth. Pancake riders indeed! Hah! Egg and bacon riders? Omelet Riders? Eggs Benedict Riders? Some, who had already had breakfast only had coffee—no pancakes, nuttin' else.



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.

Motorcycle Insurance Reviews: Need to get or check on Motorcycle Insurance? This site includes all insurance companies. <http://www.reviews.com/motorcycle-insurance> -- from Joann Barr

FOR SALE

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

Stuff for F800ST: 26" tall Parabellum Windshield, Touratech crash bar set, Bar Back, BMW Tank Bag. Windshields are clear and already have Velcro strips for attaching EZPass Transponder. **Rick Mayer heated Pilot Seat for 2006 K1200GT.** Asking half new price (or less). Make an offer on any or all items. Contact: meyer@zoominternet.net .

Big Al Vangura's Kymco for sale: We are selling Big Al's Kymco Scooter. If you are interested or know anyone that would want to purchase this scooter, please contact us or pass this message on. This is a 2009 Kymco 250 Ri Scooter. We are asking \$3,500 or best offer - It has on it 19,940 miles, and includes an extra long wind shield, Special brake light, cover, and Top trunk. If interested, please call: 724-736-2884 or 724-557-0802. Dee Vangura. Please see the pictures of it and its accessories on page 16 of the March 2013 newsletter.



**VINCE'S TRADITIONAL ITALIAN LUNCH AND
FOXBURG RIDE
10/12/2014**

by Ralph Meyer

Seven of us showed up for a great lunch and delightful confab at the Narcisi Winery's La Vita restaurant Sunday, Oct. 12th, at around 11:30. After some great Italian Food, six of us mounted our rides and headed out under Vince's leadership via back roads for Foxburg and the Foxburg Festival being held that day. Vince's route plan included several nice curley roads with little or no traffic—the kinds of roads that really make the motorcycling saying that 'the ride is the destination' come true. Those who never ride motorcycles may not understand that, but it is nonetheless generally well understood by for those who do and are 'in the know.' Two of us, 'Doc' Sean and I, had to leave the ride a bit early to head home for other things on our agendas, so I am unfamiliar with the rest of the routes of the ride past where SR 528 hits SR 8, as that is where I turned south to head home via Benbrook, Meridian, 3 Degree, Valencia, Denny and Ridge Roads and the Red Belt. Everything from Benbrook through Valencia Roads are all the same road, but like a chameleon that changes color with the landscape, that relatively squirreley and picturesque 2 laner changes its name depending on where it's near or what town it heads for, or what location it used to be known for. In addition, the Benbrook-Valencia Roads Road has the great benefit of avoiding

that old Stoplight Traffic Hades, otherwise known as Butler, by providing less stoplights in its c. 18+ miles of travel from beginning to end than a third of Butler's main drag.

After leaving Narcisi, Rte 910 to SR8 was in order with a stop just on 8 to refuel those whose tanks were a bit low. Then it was up 8 to Heckert Rd and left onto the Red Belt almost to US 19 to a right just before 19 onto Northgate Drive and an immediate right again onto Mt. Pleasant Rd.—a neat back way Vince knew about as a way to get back from the Red Belt onto North on Franklin Rd—itsself a definite motorcycling favorite. The rest of the ride to where I cut loose was up Franklin to Main Street Evans City to 528 (naturally!) and thence to 8 where I left the group for the rest of my ride home back South as above. We did do a needed pit stop at Lake Arthur's facility at the boat ramp where I got the picture above of the group left after Sean had headed south, and sans myself as the photog, before we took off North on 528 again. I wasn't sure what the rest of the northern ride included, whether 8 or over to 308 North, but SR 58—Eau Clair Rd that morphs into Foxburg Rd was definitely on the menu (it's another one of those chameleon roads that stays same but changes name in the middle of somewhere—in this case at Eau Clair, whence it becomes either, for a bit, East Main Street. or Foxburg Rd—you takes your pick and takes your chances—both chances of which amount to the exact same thing. I have no idea what the rest

of the bunch's homeward route from Foxburg would have been, though I imagine Ed Syphan would have headed West while the other three went South back to the Burgh.

In any event, the day was very nice for riding, the camaraderie was its usual fine self, and the ride a good way to spend the day. I suspect those who made it to the Festival had a good time there too, providing finding a place to park wasn't too nerve wracking as it was a couple of years back. Rumor had it too that Tim and Diane Pears planned to hit the festival, but by riding over to Foxburg straight from home. I think everybody involved would or did enjoy themselves. And a great big thank you from us all to Vince Gianetti for setting up the lunch at Narcisi and planning and leading the route. A very fine job!

RALPH



THE NEW 2015 R1200RS



THE NEW 2015 R1200R

2015 BMW R1200RS SPECS

Specs of the new 2015 R1200RS and Pictures of the new 2015 R-RS and R-R Bikes were sent in by Ron "ReddyK" Latkovic

Always a popular bike in previous renditions the BMW RS is returning in 2015 in the new "Water Boxer" mode along with its naked bike sister, the "R". Check 'em out when they come in to European. We suspect they will have a habit of disappearing from the sales floor at the same high rate of knots as the new RTs and the new C Scoots etc. do, none of which seem to stay around long.

Specs for the 2015 BMW R1200RS are listed below.

MSRP is yet to be determined.

2015 BMW R1200RS Specs

Engine: 1170cc air/liquid-cooled Boxer Twin

Bore x Stroke: 101mm x 73mm

Compression Ratio: 12.5:1

Clutch: Anti-slip wet clutch

Gearbox: 6-speed constant mesh

Final drive: Cardan shaft

Frame: Tubular steel bridge frame, self-supporting engine

Front Suspension: 45mm upside-down telescopic fork

Rear Suspension: BMW EVO Paralever

Front Brakes: 320mm dual disc, dual four-piston radial calipers

Rear Brake: 276mm single disc, two-piston floating caliper

ABS: BMW Motorrad Integral ABS

Front Wheels: Cast Aluminum 3.50 x 17 inch

Rear Wheels: Cast Sluminum 5.50 x 17 inch

Front Tires: 120/70 ZR17

Rear Tires: 180/55 ZR17

Wheelbase: 60.24 inches

Seat Height: 32.3 inches

Weight: 520 pounds

Fuel Capacity: 4.8 gallons

2015 BMW R1200RS First Look

IT'S TO LAUGH

Picture sent in by Ron "ReddyK" Latkovic



Philosophically speaking, many sports require numerous pieces of equipment for the proper enjoyment and pursuit of the chosen activity. Who, for instance ever heard of a baseball game among real aficionados where only one bat was in evidence? And, of course, whoever heard of a golfer with but one club in his bag? And no one ever played chess with one piece on the board. Thus, kfor various sorts of riding it just makes sense to have the appropriate motorcycle. It's a puzzle why some do not understand that. Ah well. So it goes.



THE WAY WE WERE BACK WHEN

---NOV., 2004

Prepared by "Cap'n" Walt Halaja

SEPT. EAST BREAKFAST RIDE AND MEETING AT LEO STANTON'S

Ralph Meyer

Eyes sleepily open. Clock check. Nasty little red numbers say "5:10;" no dot by the PM marker... "Awl Hail... I don't haveta git up yet. Just got to sleep at 3, dang it! Don't have to be outa here 'till 8. Gc backta sleep for an hour. 6 is time enough to shower, shuffle on ridin' togs, check weather an' e-mail, grab GPS, water bottle, maps, and camera and stick 'em on the bike, and check the oil, tire pressure, and lights. So roll over, dummy. Shut eyes. Shut out nasty numbers."

Doesn't work. Mind keeps going. Dang thing stays in gear. Can't find neutral. "@^%\$\$#!" Roll back over. Clock check... Nasty Red Numbers say "6:10" "Holy Crap! Up n' atem, boy! Yei 10 minutes late rollin' out!" Shower. Coffee. shuffle on duds. Punch up computer. Check weather. Read e-mail. Punch computer back down. Fill water bottle and leave it on counter. Grab stuff from office and down to the bike. "Dang, forgot the map and bottle" Back upstairs. Get map and water bottle. Back down to bike. Check oil. "Shoot. Oil line's at bottom of sight glass." Dribble in 4 oz. Check pressure. "Dang, 3# low in each!" Pump tires (Ha! - No sweat Battery pump! Best thing I ever bought myself at Home Depot.) "Geez! It's 8 already." Back up for the jacket. Back down to the bike. Ear plugs in. Do-rag on. Bucket on. "Dang! Fergot to wash that bloody great yellow bug splat from yesterday's ride off the face plate!" Bucket back off. Into the laundry. Wash face plate. Dry

Put bucket back on. Back to bike. Gloves on. Roll up garage door. Roll bike off center stand and back out. Set lock an' roll down Garage door.

Leg over saddle. Set bike upright. Kick stand up. Cold start lever all the way up. Quick kill button off. Key on. Push starter button. Badunkbadunbadunkbadunkbadunk...putter putter put put put put pu. Starter button pushed again. Badunkbadunbadunkbadunk...putdunk putdunk putdunk putter putter putterputterputterputterputter... OK!!! Lovely boxer song! Tack slowly climbs to 1500Rs. Release cold start lever. Tack back to 1000. Kjkck gear down. Klunk. 1st. Ease clutch in and twist throttle... Annnndddd, we're rolling... Lean right around end of garage and up driveway....

"Geez, looky here!!!... At what??? Can't see a damn thing but grey! Oh yeah, there's the road... well, maybe 25 or 30 feet of it. Disappears into amorphous grey after that..." And off we go. Slowly. East Breakfast Ride, here we come. It's only 8:10. We'll make it in time. Cold start lever all the way down. Oops...water beading on face plate and windshield, an' it ain't rainin'. Turn on intermittent automatic leather gloved left forefinger windshield wiper... Fog AND 58 degrees. Man, I'm glad I put the liner on under the Swiss Cheeser. My teeth'd be chatterin' by King's otherwise, but it's supposed to go to 76 or better today, so the Cheeser's going to be the thing later on. Anyway, we're rollin'! LIFE IZ GOOD!!!

It got even better at the higher elevations, and the fog finally disappeared 'long about New Kensington... Glad it did. Good old Ivan's wee rain shower put lots of squirrely stuff back out on the roads, and Orange Belt curves often provide the fun of competently picking a narrow line twixt miniature sand and gravel swatches separated by cage tire tracks. A bit different from the usual fun of laying her over at speed on those O-B curves, but fun, nonetheless.

Hot dawg! RT's instrument panel clock says 7:53 as I swing into the King's parking lot. A scan of the place as I head around the parking lot to our usual parking spot shows no other bikes yet. Hokey cow! Made it on time! Wouldja believe, and after all the morning mist and slow, too! Sonny usually comes, and Walt posted a note last night saying he would. So the day, which hadn't started out too bad, shouldn't be a wash.

Was just getting the jacket liner off when here came a silvery R1200 piloted round the cars parked below by a feller in a black outfit. Sonny (Cap'n Robison)! After greetings, and while we were dispensing with gloves, buckets, et al., a black outfitted silver helmeted pilot on a silver RT swung in and around into parking position. Walt (Cap'n Halaja)! (You can always tell it's Walt, even from a distance... He never puts the bike on the side stand. Always on the center stand. Wise. Especially on soft stuff!)

We headed into King's for a good, if somewhat belated (the waitress must've forgot to give our order to the cook for awhile) breakfast and good cheer and conversation, and then, after visiting the necessary room (in obedience to Winston Churchill's proviso that one should always make use of whatever facility was at hand as one never knew how far it was to the next one), we went out to discuss the ride for the day.

Because, due to the RA rally's date, the regular September meeting date had been moved to the September EBR date, we were more or less trying to figure out a nice ride that would take us on a swing around Southeast then South of Pittsburgh enough so as to arrive at Leo Stanton's around two or so for the meeting. Walt said he had been to the Bell's Mill covered bridge some years back with Mathilde, but not this year, so he hadn't a current picture with which to pry some BMR points out of our great and esteemed PunktMeister, Don Poremski, and, since I had a camera along, we decided to do a swing

around that would enable us to catch that bridge, get a shot or so sufficient for Don's requisites and then head up to Leo's. Peg Robison was, Sonny said, baking a cake for the meeting, so he couldn't do the whole ride as he had to get back around noon or so to pick up Peg and the cake and drive down in the car. Besides, it seems his battery was doing fudgy things, like indicating via various dash lights that it was running low on electrons and wasn't happy with being supplied with more... if it was being supplied with more...a solution to the low electron problem whose presence couldn't be determined. So, he said he'd get us headed South on a good route, and then head back to Monroeville before the battery lunched out totally, and so he could pick up Peg and the car.

Which is what transpired. Sonny led us North then East on 286 and swung us South on 981, with himself peeling off again West on a side road back to Monroeville some miles down 981. Thereafter, Walt and I, Walt leading, continued our trend Southward, crossing 22 and continuing on 981 until we hit a Road Closed sign where 981 was all dug up by our fine PennDummiesOfTransportation Dept (The PennDOT acrostic can also be interpreted several other telling, accurate, and interesting ways!). Fortunately, from the trucks trundling up and down and squeezing past the "Road Closed—Not Even Local Traffic Allowed—This Means YOU, BUD!" sign, it appeared they were at least hard at work so that 981 would be opened quicker than some other spots PennDOT closed for one reason or another—good, not-so-good, or bad—were.

With a totally blocked road facing us we turned around and headed back to 22. Only when we got back to 22 did we notice the tiny 981 Detour sign pointing East on 22 in the direction of 982.

Actually, the detour wasn't too bad. A few miles further down 22, and we found 982: a road with less traffic than 981 (even with it closed), and at least as many nice curves and sweepers. Eventually, it ran back into 981 in Latrobe no more than a hop, skip, and jump South of where PennDOT had 981 closed, and we were back on our planned course: 286E > 981S > 31W, and thence to find the Bell's Mill bridge. We rode past the Arnold Palmer regional airport, and on to 31W after doing 981's wee jog West on 130. We could've just stayed on 982 too, but though it probably would have been the road less traveled than 981, it would also have been the road more distanced, and we figured the detour snafu (neither of us having seen the sign at 981 and 22) had distracted us from our schedule for arriving at the bridge and then Leo's enough to go the short route.

We stopped in the bank parking lot at the corner of Janice St. and 136 (31 having morphed onto 136 maybe a quarter of a mile back) to let me set the GPS onto Bell's Mill CB as a waypoint and then make a polite request to the satellite gods to... Goto there, Dangit! At

which point the lil' GPS V angelbugger on the RT's dash shelf said, "OK, fool, A), the Bridge yer lookin' for is 3.6 miles from where yer butt is settin' now, and B), ya gotta go back where ya just came from a wee bit and go up 136 heading Northeast if ya want ta find it!"

Which is what we did. (It almost always pays to listen to GPS angels. The other kind? Fagedaboutit! Evidence about those imaginary mythological buggers sez their present essential use is as fodder for making TV shows to entertain folks who go in for such in

order to sell 'em toilet paper, various and sundry drugs, soap, tooth paste, automobibbles, an' stuff like that. But like them, GPS angels aren't totally to be trusted either. A good map always helps!)

Anyway, as we approached Bells Rd from the Southwest, the GPS said, "Turn right in 460 feet," And we did that too. After a few nice sharp turns and a short straight zing or so at decreasing altitude, we rounded a corner and there she sat: the Bell's Mill Bridge with a nice gravel pull-off on our side of



the bridge to park the bikes in. Which we also did.

After getting a couple of pictures, we were about to head back for 136W when a pickup-cum-well-muddied-dirt-bike strapped in its bed approached the 6'6" above-the-road wood beam erected before the bridge to prevent large trailer trucks, high hay wagons, and other tall flotsam from clobbering the bridge and rendering it topless. Unfortunately, the bike's right handgrip would hit the beam, as Walt was eyeing it up for the driver as he edged forward. After a stop and backup to let some traffic through (it's a popular bridge!), the other fellow in the truck (who was about as muddy as the bike) got out, climbed into the bed, unstrapped it, and laid it down enough, holding it there, so Walt could indicate to the driver that he could now make it through.

After that bit of public service, it was back on the bikes, back to 136, now West, then North on 51, West on Ridge Rd, South on Dale, and West on Walton to Leo's and his famous bridge—which some internet palaver had opined that Ivan's deluge had rendered unsafe. However, made of hefty ties with all of them apparently in place, the bridge looked fine to us and obviously had to all the other riders who had gotten to the meeting before us. There must've been 20 or 30 bikes in Leo's parking lot and garage, not counting the 6 or 8 cars parked on the grass on the left of the driveway in. Leo later said he'd done some fixing on the drive. Anyway, it looked and rode fine!

We arrived to find Sonny and Peg (and the cake!) already there, and with that the East Breakfast Ride was over. Another good one, as always!

After the meeting, Walt had some good friends he wanted to see near Monongahela, and I had planned on just heading home, so I

followed our esteemed Rally Chairman, Tom Primke, on most of his route to Fox Chapel, a kind of neat way to go, and well worth the scenery, not to mention avoiding all the traffic lights on Rte 51 back to the Liberty Tubes—the path I would’ve taken otherwise. We split where 48 and the Turnpike meet, Tom heading for the Turnpike and the exit nearest his home, and I staying ahead on the Orange Belt through New Kensington, Plum, Bairdford, to eventually arrive in Bakerstown and home, where I put the RT back in the barn. Great ‘horse’, Great Ride, Fun Day! Funny, though—upon checking the RT’s oil after the ride, it was now at the top of the sight glass. Innnteresting! Do Beemers actually manufacture oil when they’re having fun? Hmnnnnnnnnnn.

Ride tabulation:

Mvg avg: 38.5mph
 Trip Odom: 176mi
 Stopped Time: 0:1:36 (inaccurate - as GPS was generally turned off when stopped)
 OA avg: 28.5mph
 Mvg time: 4:34
 Trip Time total: 6:11

RALPH



TRIUMPH TRIKE

Picture sent in by ReddyK

Triumph has always, it seems, liked engines whose cylinders, pistons, and their mechanical accoutrements have been designed to come in threes. What with speed triples, Tigers, and their over-the top 1600cc Hugger, they now, it appears, along with Harley, have jumped into the 3 wheel fray formerly occupied only by the after-market, “Let us triple wheel your bike for you” boys. Here’s a picture of their new factory-produced trike—but interestingly enough with but a vertical twin engine instead of one of their beloved triples.



THE NEW DUCATI SCRAMBLER

Picture and story sent in by Ron “ReddyK” Latkovic -- check it out at European!

Long-rumored, the Ducati Scrambler was first confirmed as a 2015 model and “officially” revealed during a private showing to Ducati employees in June. The Ducatisti also got a sneak peek of the Scrambler at World Ducati Week in July. Now that the official “official” reveal is past, enthusiasts get to admire the minimalist street tracker design.

Obvious contemporary design elements on the Scrambler include the LED lights and LCD instrumentation, while the steel teardrop tank pays homage to its original ancestor. The base model Icon Scrambler is offered in two colors, yellow (\$8595) and red (\$8494), with three additional versions available. Urban Enduro (\$9995) comes in a “Wild Green” colorway and, as the name implies, features off-road elements like a front fender, fork protectors, wire-spoked wheels, ribbed seat and modest skid plate. The flat-track inspired Full Throttle Scrambler (\$9995) sources a race-inspired seat and panels, shorter mudguard, lowered handlebar and Termignoni exhaust. The Classic (\$9995) version sources a vintage seat and wire-spoked wheels.

Ducati chafes at the retro-styling designation for the new Scrambler, pitching the “post-heritage” moniker to describe its modern take, stating: ““Post-heritage” design gives a contemporary take on the iconic bike built by Ducati back in the 60s and 70s. This Ducati Scrambler, though, is no retro bike: it is, rather, intended to be just how the legendary Bologna-built motorcycle would be today if Ducati had never stopped building it.”

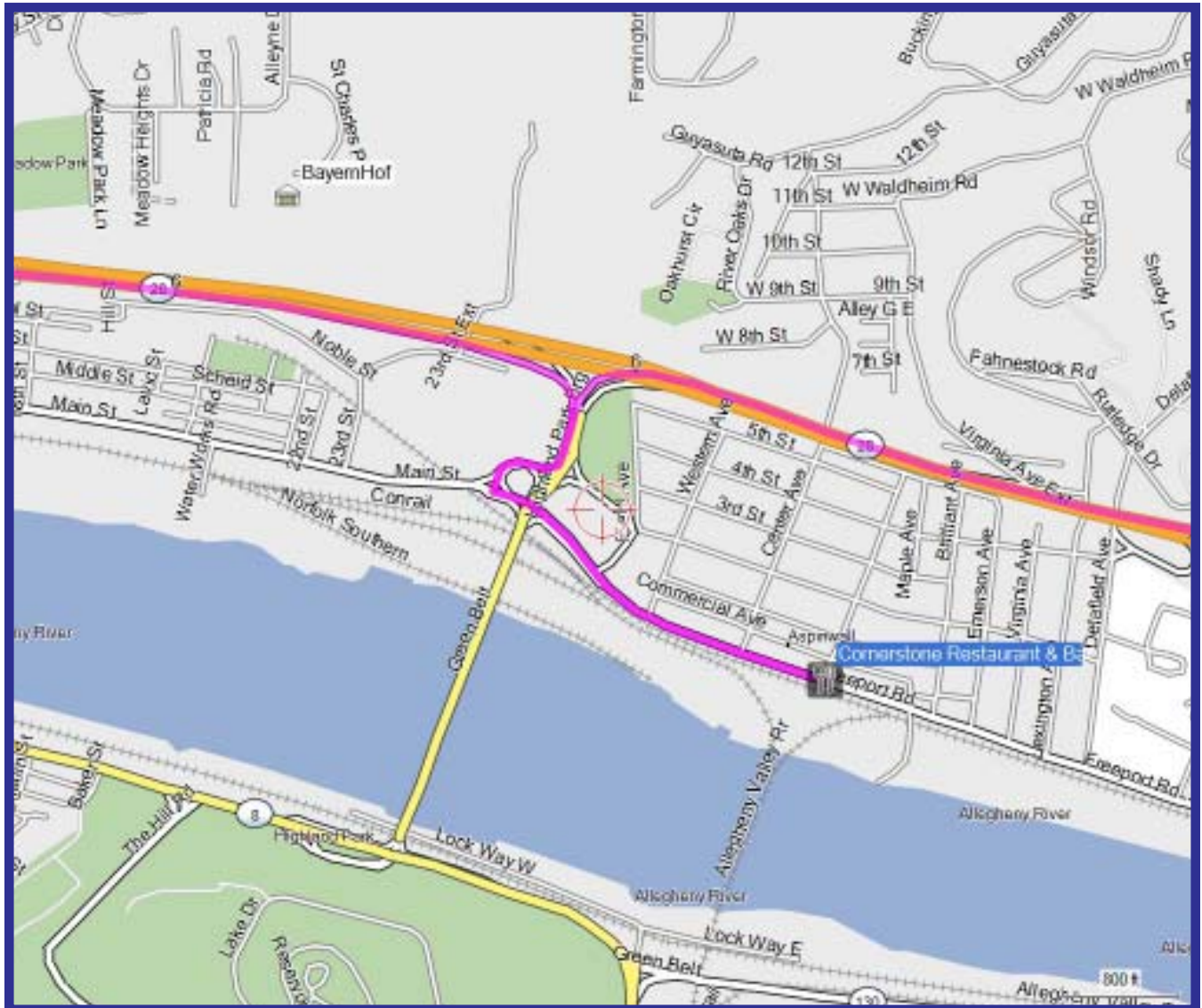
Post-heritage. It’s like how hipster beards are regular beards from the 1890s, but more contemporary... And speaking of hipster beards, several just started growing after laying eyes on this Duc. Those whiskers should be Romanov-grade and primed for three-quarter helmet display once Scramblers start arriving at dealer sales floors in January.



FIRE STATIONS... THE CLOCK'S TICKING...GO GET 'EM!



MAP TO THE NOVEMBER MTG.
AT THE CORNERSTONE RESTAURANT ON FREEPORT ROAD IN ASPINWALL
For Directions see the last page--p. 14.



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. 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 November 15th, 2014 meeting will be held from 12:00 PM to 3:00 PM* at the Cornerstone Bar and Grille—301 Freeport Rd. Aspinwall, PA 15215; phone: 412-408-3420 <http://www.cornerstoneph.com>.

From the North: Take Rte 8 South through Etna toward the R.D. Fleming Bridge. Before the bridge, take the ramp to the left towards Sharpsburg onto Pa-28N. Take exit 6 off Pa-28N to the right toward the Highland Pk Bridge towards Pa-8 S/Aspinwall and before the bridge take the ramp to the right towards Sharpsburg/Aspinwall taking the exit ramp to the left towards Aspinwall. Continue East on Freeport Rd about 0.5 mile from the exit to the Cornerstone Bar & Grille on your left.

From the East: Get on I-376 W and drive west. Take exit 79B (old 10A) to the left towards Pa-130/Churchill. Turn right onto Blue Belt/Pa-130. Stay on 130 and take the Highland Park Bridge ramp to the right towards Pa-28. Cross the bridge and immediately take ramp to the right towards Aspinwall and continue East from the ramp exit about 4/10ths of a mile on Freeport Rd to The Cornerstone Bar & Grille on your left.

From the South and West: Get on I-279 N and drive east; continue on I-279 N towards North Shore, then take exit 7C to the right onto Pa-28 N towards Chestnut St/East Ohio St/Etna. Take exit 6 off Pa-28N to the right toward the Highland Pk Bridge towards Pa-8 S/Aspinwall and before the bridge take the exit ramp to the right towards Sharpsburg/Aspinwall, taking the final ramp to the left towards Aspinwall turning Left out of the ramp, going East onto Freeport Rd. Continue about 1/2 mile from the exit to the Cornerstone Bar & Grille on your left.

GPS Latitude/Longitude Coordinates: N40 29.373 W79 54.213 (map on p. 13)

*The board will meet after the meeting.