



Newsletter Vol. 5. #4 Jul-Aug 2007

We're the **Lone Star Voyagers Motorcycle Club**, a charter club of the **American Voyager Association**, and are looking for new members. The club focuses on Kawasaki Voyager owners but welcomes all makes and models of bikes. Dues are only \$7.50 / year for one up riding or \$15 / year for two and are due in January. For an application, if there's not one at the back of this newsletter, there's one on our web site at LoneStarVoyagers.org. Our Secretary - Treasurer Brenda Herring will accept dues and applications at 325 C.R. 130 Liberty, TX 77575, (936/336-2840).

We are a family riding club with activities scheduled nearly every month. We are also a fun club with no attendance or participation requirements. You are not required to be an AVA member. We are headquartered in Liberty, TX. Our ride calendar is established at a business meeting that is held at a fall meeting, **coming up in October- see the calendar**. Normally we plan to host at least 2 camp-in weekends each year. We feature this bimonthly newsletter where articles are submitted by members, & a web site (LoneStarVoyagers.org). If you are interested you can contact **Barry Baker**, in New Braunfels (830) 627-3926), barrybaker24@sbcglobal.net, **Richard Baxter**, in Liberty Hill (512-515-0133), ribaxter@peoplepc.com, or **Brenda**, brendalsv@gmail.com for more information. Hope you can join us. **(additions in this color are by the newsletter editor)**

From the Desk of the Prez.....

With the excitement of the historic HCT/AVA Regional fading along with the AVA National, we look forward to **the last gatherings of 2007**. These include the Summer Camp In/Cool Off (September), The Voyage Home (October) and the beginning of our 5th year as the LSV prepares for an anniversary celebration at the HCT in April.

The most important thing on my mind at this point is the **calendar for next year**. The calendar is set at the VH in October. The Blessing of the Bikes in SA is a no-brainer, and then comes the Spring Fun Run on March 27-29 in Terlingua. We need hosts for the HCT and VH. The host can pick the week in April (HCT) or October (VH). The host can decide on meals cooked or all meals can be eaten out. That's the beauty of this group's organization of gatherings. DS & I will work on the routes and I will take care of the bike show and business stuff for the HCT.. There's lots of help with this group. If you're thinking about hosting, let an officer know so we can have it set up by VH 2007.

The **LSV continues to grow** with the addition of **John "Catfish" Wojtek** who we met at the HCT this year. Catfish rides a 2006 Vulcan 900. This brings our membership to 81 (that includes 4 renewals since the last newsletter) from 7 states, which is just 3 shy of last years high membership. Yup, the LSV is definitely alive and well.

After talking with Brenda tonight, we will be **placing an order for shirts** within the next couple of weeks. These are sharp, very high quality, long sleeve shirts with 2 pockets and the LSV logo above the left pocket and across the back. The shirts are \$20 and can be ordered by contacting Brenda herring (936-336-2840).

The HCT will include an anniversary celebration. There will be a **slide show** and if you have any pictures you have taken from past gatherings, and would like them included, please send them to me. I am working on it now and it should be really interesting to see how we have grown over the years. Digital pictures are best but I can also scan regular pictures as well. I think the slide show will last about ½ hour and will be presented at the Saturday meeting. Please ID the pictures as to gathering and month/year. This will help me include them.

As always, your **suggestions and comments** about the LSV are always welcome. I continue to hold this membership the best in the country and I'm proud to be associated with all of you.

I should mention also that there was an **impromptu LSV** ride last month arranged by Richard. We met at the Hill Country Cupboard Café in Johnson City. Those attending were Richard, Jimbo, Wayne, a friend of mine, Walt Sparkman, and I. After breakfast we rode some of the paved goat paths that DS has introduced us to, and ended up in Luckenbach.

MusicMan

LSV Prez

The LSV Safety Corner Aug. 7, 2007

Hi my fellow LSV members,

I hate to admit this but I have not set on my Voyager since we returned from Tijeras, NM. It has been raining, I have been sick and Brenda also and I have had to work 6 days a week. One good thing is that I have bought myself a new pick-up truck. I got a Nissan Frontier Crew Cab with the long bed. My old Nissan has given me good service for over 257,000 miles and it is still in great running condition, it does look a little ruff though. My hopes are that this one will give me at least 17 years of service like my old one has done. That kind of reminds me of how reliable the Voyagers are. They take a licking and keep on ticking.

I am getting anxious for our trip to Barry's Summer Camp In and Cool Off. I sure hope we will be able to cool off, man it has been hot and wet and you all know that sucks big time. It take the fun out of things for me real quick.

I have some maintaintance to do on my bike but that will not take to much time.

I copied the following directly from the web address you see here. There are a lot of good things for the motorcyclist there.

Read and Enjoy and above all;

Ride Safe And Wear Your Safety Gear, You Will Not Need It Until You Do!

RSAWYSG, YWNNIUJD!

John Herring

LSV Safety Officer

Liberty, TX

<http://www.dmv.org/how-to-guides/motorcycle-traffic.php>

How To Ride In Heavy Traffic

There are few pleasures on the road equal to riding a motorcycle. The idea of being out on the open, scenic roads alone or even with a group of like-minded riders conjures up images of perfection. But with every good thing on a motorcycle there always tends to be an opposite danger involved. Getting to those lonesome roads in the middle of nowhere (if that is even possible) usually means having to endure a bit congestion first. That is, fleeing the urban

matrix for a bit of respite. Heavy traffic is an extra hindrance for motorcyclists and presents dangers and obstacles that require premium skills and hyper-awareness.

Control the Situation

You can never expect other drivers to be on the lookout for you on a motorcycle. That is not the way it works, and if you expect those insulated in their mammoth SUVs to be on the watch for two-wheeled speedsters, then you may be in line for an accident. You need to be in complete control, not only of your bike, but also of the street (through keen observation and prediction), and of your mental state.

Thus, if you just saddled up and hit the road after an argument with your spouse or boss, you can bet you will not be at your best emotionally. Your emotional state has a direct affect on your overall mental processing.

So you are automatically creating a hazardous condition because you are sacrificing an element of control. The stakes are high in heavy traffic and you have to use your size and vision to compensate. They are your allies, and hindering them by not being as sharp as you should only means you increase the possibilities of making a mistake.

Distance is Your Friend

The best way to assume control riding on the motorcycle is to create space. Much like a football running back attempts to find gaps that increase the field of vision, you will have much more success maneuvering in traffic if you have some breathing room. These gaps may be essential for quick reaction and narrow escapes, but they are also key to observing the whole road in front of you. The more you see, the more you can predict.

If you are riding two feet off the bumper of a Hummer with tinted windows, odds are you will not see much besides the license plate and paint job dings. If the driver of the Hummer slams on the breaks your options will be completely cut off. Because you could not predict what was happening up the road (or even see it), the consequences will not be good even with the swiftest reaction.

Thus, even in the heaviest traffic (think L.A. or DC), try to keep around two to four seconds of length between you and the car in front. How do you measure time? Just base it on your speeds and guess. If you are in a slog and only moving around 10 miles per hour (mph), then a car length or two will suffice. But if you are pushing upwards of 50mph then you should consider sitting back four or more car lengths. (I use the 2 second rule & don't bother with "car lengths")

Lane Location

A single lane is divided into three riding areas: right side, center, and left side. Obviously a road can have all sorts of lanes and a rider's positioning will essentially depend on that. For example, if there is only one lane in your direction (i.e., two-lane road) and you are in traffic, odds are you will not want to be in the left portion of the lane, especially if there is a curb.

This is because you have just reduced your options almost to nil if a situation arises. Not that you necessarily want to be hovering over in the right side of the lane, either, with oncoming vehicles barreling toward you. Here is a good instance where riding in the center, with distance applied, can be your best bet.

However, if you are on a major highway with four to six lanes in one direction, the center is most likely the last place you want to be in traffic. Most riders are taught to slice and dice to the far left lane (minimize obstructions to one side completely) and then ride in the right side of that

lane. Some riders will stay one lane from the left, but ride in the far left of said lane.

Of course, if you are in city traffic, the left lane may be a real hindrance because of left turning vehicles, so opting for the center lane may be the best option. It really just depends where you feel comfortable, while at the same time keeping control and maintaining good distance.

Lane Splitting

Although lane splitting (the act of moving between cars to the front of traffic) sparks all types of ire from motorists, it is legal in many states. (but not Texas) And considering motorcycles are extremely vulnerable on the road, it is not a bad idea to get in the clear.

That is what the tactic is designed to do in the first place—remove obstacles from riders, not get them to a place any quicker than one of their four-wheeled brethren. Of course, you will want to use extra caution moving to the front of the pack.

The best thing you can possibly do to improve your traffic skills is to sign up for a [Motorcycle Safety Foundation](#) course. They offer classes in each state for both the novice and experienced rider.

LSV 2007 Calendar

Sept.	13-15	Summer Camp Barry Baker	New Braunfels, TX.
Oct.	18-21	*Voyage Home The Bagleys	Marshall, TX area
Nov.		International Bike Show	Houston/Dallas
Dec.		Open	
Jan	1	Blessing Of The Bikes	San Antonio

*This is one of 2 camp-in/ride-ins that include our two business meetings each year.

Treasury Report thru Aug 07

Beginning Balance	951.72
Income	75.00
Expenses	<u>211.01</u>
Ending Balance	815.71

Brenda Herring, LSV Sect/Treas.

Safety Topic 2:

ICE Campaign - "In Case of Emergency"

We all carry our mobile phones with names & numbers stored in its memory but nobody, other than ourselves, knows which of these numbers belong to our closest family or friends.

If we were to be involved in an accident or were taken ill, the people attending us would have our mobile phone but wouldn't know who to call.

Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency? Hence this "ICE" (In Case of Emergency) Campaign

The concept of "ICE" is catching on quickly. It is a method of contact during emergency situations. As cell phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name "ICE" (In Case Of Emergency).

The idea was thought up by a paramedic who found that when he went to the scenes of accidents, there were always mobile phones with patients, but they didn't know which number to call. He therefore thought that it would be a good idea if there was a nationally recognized name for this purpose. In an emergency situation, Emergency Service personnel and hospital Staff would be able to quickly contact the right person by simply dialing the number you have stored as "ICE".

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc. A great idea that will make a difference!

Let's spread the concept of ICE by storing an ICE number in our Mobile phones today!

John Herring

Hippi Ride

I left the driveway at 7:07am and arrived at Deb Conning's house at 7:09am, she lives 30 seconds from Jimbo's but he ran into a problem making the trip. Yes, we all live in the same RV Park! We traveled north on I-35 5 miles then turned east on Highway 46 towards Seguin. About 15 minutes later we were at I-10 where we picked up Dennis Ray.

Dennis has been an LSV member for about 4 years, he once lived in New Braunfels. He was having electrical problem with his Voyager and sold it after buying a 2003 GW. Deb is a new Honda Shadow owner. Although she has ridden for years, she just purchased the 2007 750 Shadow and had to keep the speed under 70 for the first 600 miles. By the end of the ride, she had over 500 miles on the bike so will be able to hustle down the road with us shortly. Oh yeah, she has indicated that she will join the LSV so I think you need to know this. As we were driving on I-10, I almost lost sight of her and Dennis. I pulled onto the shoulder and backed up to about 100 feet of them. Deb then drove up to me and said she couldn't find the reserve switch! We were only about 3 miles from our exit and Deb and I filled up at Flatonia. We need to remind her to get gas on the rides!

The next "happening" is what Mr. Hippi spoke of on the forum. Yeah, I screwed up and missed 609. I saw the 609 sign as I pulled onto the I-10 entrance ramp. BUT, the good thing about this missed road is that we came into LaGrange from Schulenberg on Highway 77. It was a very scenic and twisty road down into town. We never would have had that experience if we would have taken the intended route.....just like at the HCT! I like to be different and take different routes.....and I have a piece of water front property in Arizona for sale if you're interested?

Anyway.....

We continued on 77 to the intersection of 159E and arrived at the restaurant at 9:20. The ride

was scheduled to begin at 9:30 but the other riders were so nice they let us eat the breakfast buffet before we all left at 9:40. There were 9 bikes total on the ride: 4 HD's, 2 XII's, 2 Hondas, a GW and 12 riders. Before we left a prayer was said for Bob, who has cancer. Please keep him in your prayers as well.

We headed south on 159 and caught 71 west to Bastrop State Park. The admission to the park was \$2 each and the ride through, on Park Road 1A, was worth every penny!! Beautiful trees, streams, a lake, a shady curved road and great company.

It was so nice that Hippi pulled a "Barry" and turned down a dead end where, after about ½ mile, we had to turn around. It was a bad turn around with about a 2" drop off the pavement (which was covered with natural debris). When we stopped for a cold beverage, Deb tried to defend the Old Hippi by saying he was showing us cabins to rent for a future VH gathering that he will host! I'll remember that Deb!

After refreshments, Deb, Dennis and I split from the group, which headed back to LaGrange through the park, and headed back to I-10. Dennis was leading us back so I was sure we would make it! We headed South on 20 which connected up with I-10 at Sequin.

It was great riding with Dennis again. The group that Hippi rides with around LaGrange is a nice group of people. I look forward to riding with them again. Always the 1st Saturday of the month.

MusicMan

Richard's Ritings & Wridings

In this issue, MusicMan notes a ride from Johnson City to Luckenbach. Since I didn't get to ride the route at HCT, I wanted to ride the Blanco- Comfort- L'bach ride & we did & it was a great ride. They let me lead & I only missed a couple of turns. Saw a 3-for-one Whitetail deericide opportunity, but I didn't take advantage of it.

I recently fielded a question from an LSV member & I wasn't positive of the correct answer at the time so I kind of glossed over the Q/A. The question was effectively "Who is going to be running for club officers this fall?". The properly-researched, correct answer at this time is "No one". We had officer elections last fall at the VH gathering and according to our Mission Statement, those elections are for 2 years. So unless you're aggravated enough to generate a recall election, you are stuck with the current officers thru calendar 2008, with elections for the biennium of 2009-2010 to be held at VH 2008.

Voyage Home Speaking of Voyage Home, It's being held near Jefferson, TX at the Caddo Lake State Park. The town location for the park is Karnack, TX. All this is right on the Louisiana border, 25 miles south of the Ar-La-Tx tristate point, but still in Texas. The motel of choice is the Budget Inn of Jefferson- on US59, at the south end of Jefferson. \$45 for a queen, \$47 for two double beds. The campground is the state park. My tentsite is \$12 per night, but they have other arrangements & prices. For reservations, call 512-389-8900 (that's in Austin). For info only, call 800-792-1112

See you in New Braunfels, then in Jefferson/Karnack
-Richard Speedball Baxter

Safety? article #3 -[an internet news article](#)

Motorcyclist rides 2 km unaware of losing right leg

SHIZUOKA, Japan, Aug. 14 (AP) - (Kyodo)-A 54-year-old man continued to drive a large motorcycle about 2 kilometers Monday after hitting the center divider on a national highway and losing his right leg below the knee in Hamamatsu, Shizuoka Prefecture, police said Tuesday. Kazuo Osada, a salaried worker, was unaware of the loss of his leg until he drove the distance apparently because his attention was focused on the strong pain he felt from the crash, the police said. The police said Osada failed to negotiate a left turn and hit the center divider in a west-bound lane of Route 1's Hamana bypass in Hamamatsu at around 6:30 a.m. Monday. Osada, who was on his way to Gifu Prefecture in a group of about 10 friends, did not fall in the accident and continued the ride before noticing part of his leg was missing, the police said.
