



## Newsletter Vol. 8. #1 Jan.-Feb. 2010

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We're the **Lone Star Voyagers Motorcycle Club**, a chartered 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](http://LoneStarVoyagers.org).

Our Secretary - Treasurer Sandra Judge will accept dues and applications at 214490 E. County Road 33 Mooreland, OK 73852-8959. Sandra can be reached by phone at, (580)994-2411.

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. Our ride calendar is established at a business meeting that is held at a fall meeting. Normally we plan to host at least 2 camp-in weekends each year. We feature this bimonthly newsletter where members submit articles, & our web site is ([LoneStarVoyagers.org](http://LoneStarVoyagers.org)).

If you are interested you can contact our President, **Richard Baxter**, in Liberty Hill (512-515-0133), [richadntexas@dishmail.net](mailto:richadntexas@dishmail.net), or our Vice President, John Herring, in Liberty, TX. (936-336-2840) [voyagerjohn@gmail.com](mailto:voyagerjohn@gmail.com) or our Sec/Tres **Sandra Judge**, [jjudge@pldi.net](mailto:jjudge@pldi.net) for more information. Hope you can join us.

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### Richard's Ritings & Wridings

Well, I've got to rite 'cause I haven't been doing any wriding. Still got bike problems but you ought to be tired of hearing about that sort of thing, so I'll give you a break.

I'm just sittin' here reminiscing, or was I listening to Buddy Holly? Oh well, as of mid-Feb, we have 68 members in our little group. Pretty good for pre-HCT. Another 20+ who were members in 2009, but haven't renewed. There's always some turnover with folks who check us out, then realize that an organized group isn't their cup of tea.

We've been together as a Voyager riding group since the "Texas Posse", who'd been part of the Arkansas Regional Voyagers for a few years, split off & organized into the LSV in a lunch meeting at Crocket Mar. 1, 2003. As of the end of 2009, there were 10 of those original members still with the club.

Speaking of HCT, our Hill Country Tour, 2010 is imminent with a date of April 22-24. I've seen Pathfinder's proposed ride routes & (GASP!) they involve some of the prettiest riding area in the state. We've had the kind of cold, wet winter that is ordinarily conducive to a good crop of Texas wildflowers. Maybe some Kodak moments. More on HCT in another article, but first, even more imminent is the SFR-Spring Fun Run, Mar 25-27. This year will be a repeat of Alpine for our headquarters. It'll be cold. Bring your heavy coat. -SpeedBall

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### Treasurer Report:

If I haven't told everyone yet I will now, "Happy New Year".

Starting off in January our account was really good, we started the year off with \$273.50 in the Down Riders Fund and \$1204.91 in our General Fund.

In January we ordered new long sleeve shirts and tee shirts for the club, many people paid dues, others went ahead and paid for their shirts in advance.

Our pay outs were for our HCT pins, the shirts when they came in and some postage.

Our balances are still good because of all the members we have had pay their dues earlier than last year. We are up to 68 club members paid and counting.

Our balance as of February 18 is:

Down riders - \$286.00

General Fund - \$849.16

Our shirts are now available, prices are:

Long Sleeve Shirts - Med, Lg, and Xlg - \$22.00

All tee shirts - Med, Lg, and Xlg - \$12.00

There is a postage fee of \$2 per shirt.

OR you can wait until HCT and buy them there. I will bring all I have.

If anyone needs a shirt, (long sleeve or tee) larger than Xlg, please let me know as soon as possible so they can be ordered.

These larger sizes will cost \$2 more than the sizes I have in stock.

Hope to see all of you at Hill Country.

Sandra Judge-  
Secretary/Treasurer

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## The Safety Corner:

### **Critical Medical Information**

#### **(It CAN save your life)**

No one ever plans on being involved in a motorcycle accident, but it happens. In more severe cases the rider(s) become disoriented or are unconscious & unable to relay pertinent medical information to those rendering aid.

I don't know how many of you know the story of my oldest son dying when he was 15 or not.

But to make it short & to the point, he died from 3 ant bites (anaphylactic shock). It wasn't a motorcycle accident, but the results were still just as deadly. It only took about 5 minutes for the results!!

The good news is that the people he was with knew what to do & he was brought back around & is doing well to this day.

What we learned that day was a life changing event.

You're probably wondering where this is going.....I'll explain.

You've all heard of the medical ID bracelets/jewelry. Some of you may even wear them in some form. The front has the red medical alert symbol; on the back it has pertinent information.

Had we known of our son's allergy, he possibly would not have died 3 times on the way to the hospital that day. Let me say this, the Boy Scouts & paramedics did a great job that day.

There is a medical information kit for motorcyclist on the market. They cost about \$10 & fit on the helmet chin strap (for those that wear a helmet). They can be found in various motorcycle catalogs or on the internet as well. To locate this on the internet you can do a quick search for "medical information packet".

These kits have document(s) that you fill out with your present medical condition(s) & store in the sleeve on the strap. There is also a downloadable form you can get from the internet. The drawback is you don't get the nice colorful pouch to keep it in.

This information is very beneficial to the medical staff if you are brought in & unable to communicate with them.

I strongly urge everyone to consider some type of "medical fact sheet" be carried in some obvious location/manner...even if you don't have any noteworthy medical conditions.

You may just want to list.....N-K-A (no known allergies) & blood type.

Some things you might want to consider listing on this fact sheet are;

diabetes, pace maker, allergies, medications being taken, if you wear contact lenses, emergency contact numbers. I have the "ICE" listed on my cell phone (**In Case of Emergency**)

If you have an allergy to insects, do you carry an EpiPen? If so, where you carry it also needs to be listed on that fact sheet. When riding with another person you may want to consider letting them in on your condition, if the need for their assistance is urgently needed AND if it is needed it will be URGENT.

Of course, it goes without saying that it's best not to be involved in an accident, but I can also personally attest to the fact that not all motorcycle accidents are with another vehicle.

It's also been said there are only 2 kinds of motorcycle riders.....

Those that have crashed..... & those that are going to crash.

I hope you are in that latter list & stay there through out your riding years.

Until next time;

Fuel'em up, Rev'em up, & hit the open road

Rick Londagin,  
LSV Safety Officer

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## Working on the Bike

### **Hot Engine (radiator)**

Some of you already know that Vinnie was overheating. The fan also wasn't running. I had a bunch of suggestions how to remedy the situation including to trade for a Beemer (but that came from Pathfinder and he doesn't count...I don't want a washing machine [HaHaHa]).

I have fixed the problem!

I started noticing then temp gauge going higher than normal. Vinnie usually runs one notch over the 'normal' mark. He was getting 5 or 6 over almost topping out. I did notice that the fan wasn't running, too. I checked the fan fuse...yes there is a separate fuse for the fan (10amp). It was good. I checked the overflow tank and that was full. After calling Karl Leo, he mentioned that the fan sensor needs to be immersed in order to turn on the fan. So, I checked the radiator level, it was low. I added more 50/50 (a lot!) and the temp gauge came down and the fan began working.

Another suggestion was made to check the radiator overflow hose, I did, it was plugged. I disconnected the hose at the radiator cap and attempted to blow through the hose, with the tank cap removed, with no avail. It needed replacing. I will bring the old hose with me to HCT so y'all can 'practice' with it. The weather, and my back, finally cooperated and I was able to replace the hose on Feb 15<sup>th</sup>. No rain, no pain, so I worked.

The only way to replace the hose is to remove the reservoir. I knew Speedball had done this so a quick call let me know that I was doing things correctly. I first removed the two bolts and "L" bracket holding on the tank (I think an 8mm, don't know, couldn't find my 8mm socket so I used a pliers). With some wiggling and pulling I was able to remove the tank from it's tight fit. (I should also say that the two left side covers were removed to get at the tank) I also found out that there is a nipple on the back of the tank which makes pulling and wiggling slightly more aggressive.

I measured the distance from the neck of the radiator to the overflow tank and decided to buy 5' of hose at Advance Auto. To replace the hose, I taped ends together at the radiator end, and, pulled the new hose through while I removed the old hose. I did measure the old hose and slightly less than 4' is enough. The hose has c-type clamps on them at each end at the nipple and I reinstalled them on the new hose after cutting off about one foot of hose.

After connecting the hose clamps, I put more 50/50 in the reservoir, reinstalled the side covers and took it for a test drive. So far, so good. I do need to add more anti-freeze though, that'll be on Wednesday.

I hope this helps some of you out there. As always, if ya' any questions. Just gimme a call. If I can do this, anyone can.  
MusicMan

## **Found a good shop**

I hauled my sick bike to East Side Honda on I-10 just East of Mont Belvieu, TX and let them clean up my gummed up fuel system and carburetors. I had also saved up enough \$\$ to get new Progressive suspension components installed. They did an excellent job at a reasonable price IMO. The bike runs great and I think that the ride is better than before. It feels good to be back in the saddle again!  
Ride Safe,  
John Herring

## **How I spent the winter (so far) Part 1 of 3**

Santa brought me sparkplugs and a voltmeter for the bike, so on Jan 15, I went to put the plugs in and change the oil & install the voltmeter. I'd removed the faux tank and battery & battery box. I'd removed the two bolts that hold what has been described elsewhere as "the cable block" which otherwise deters access to #2 plug & by this point I'd R&R'd the 4 plugs. The plug wires which'd been in place since 1994, were too stiff to attach to the newly installed plugs (at #2 plug anyway), so I ordered wire and O rings for the cold-weather coolant manifold leak. Carl suggested I go ahead & update the water pump O rings also. I ordered 10 ft of Packard 440 copper core ignition wire (its 7 mm) at \$1.30 per ft plus \$6.24 freight from "The Hot Rod Company" on line. To better grasp how much wire you will need, #1 wire was 12 inches long, #2 was 16.5 in, #3 was 11.5 in, & #4 was 17 inches long. #2 & #3 had been shortened 1/4" probably twice, to clean up the connection with the suppressor boot cap. Wow! New plug wire is sure flexible! I chose to replace at least the #2 wire & if sanity remained, to change all 4. Turns out, #2 wire is probably the easiest & it was very difficult. I made the mistake of un-mounting the #2&3 coil (right side), thinking that I needed to pull it out. Don't do that! It's hard to unbolt & hard to rebolt & it's not necessary. With 20-20 hindsight, you need the coil steady as you push the new wire into the coil hole. Carl's instruction for dealing with the coil is, unscrew the cover, pull out the old wire & save all that stuff that is on the coil end of the wire.

Note how the old wires are strung thru the maze before you remove them. On #2 wire, I affixed the new wire to the plug, then strung the wire over to the coil & then made the connection at the coil. I don't think I'd do that again. I pulled a 2 inch long portion of the wire cover that had the plug number (yellow painted numbers 1,2,3, &4) on it & installed that on the new wire. I disconnected the also-very-stiff #3 wire from the coil before I installed the new #2 wire into the coil. There was (in my case) 11-15 mm of wire beyond the 2 part waterproofing rubber washer that actually plugs into the coil. There is a hard plastic cone-shaped washer above the rubber washer. These 2 parts transfer to the new wire. Even though the rubber washer was a little bit raggedy, I reused it, putting a dab of silicone sealant there to assure waterproofing. To remove the rubber washer assy from the old wire, I cut & removed the wire from the washer, didn't pull the washer from the wire. As per previous tutorials, I put a dab of dielectric grease on the suppressor cap screw before screwing it onto the wire. Back to the radiator for a moment. Carl says the wire job includes removing inner fairing, but since I needed to go thru the front (radiator) area anyway, I only removed two pieces of inner fairing - separators between the upper & lower fairing at the outer edges (attached to radiator). Whether or not to remove the air box for plug replacement is also questionable. I did after I had trouble getting the #2 wire reattached. It didn't help and I think if the wires had been long enough & flexible enough, removing the air box was unnecessary. Removing the radiator to get to the coils & the O ring job is another story. - SpeedBall

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## **Ride Reports**

### **The 2010 Blessing**

It was a balmy 36 degrees when I left the driveway to pick up Speakeasy. We headed out on Loop 337 to catch Highway 46. PathFinder and Dennis Ray were already at the Valero warming up inside. At about 9:27 Speedball pulled in and we decided to wait until he warmed up to leave. It took only 10 minutes and we were on our way.

It only took 5 minutes on Highway 46 to get to Highway 281 where we headed south. Traffic was light as it normally has been on January 1<sup>st</sup>. As I slowed to make the turn into the W-M parking lot, I fishtailed with the back tire skidding. I was gonna straighten up and take the corner wide but a car appeared and I ended up stopping, then proceeded cautiously. I looked back and didn't see anything on the pavement. It was very smooth concrete and my 'trick' warned the other 4 bikers behind me to slow down.

I thought that we might be early. I can never remember when the Blessing actually starts. Entering the lot, I could see no tents or bikes until almost to the other side where CMA members were flagging bikes into a different area of the lot. They moved it from last year at the request of the Wally World folks for congestion relief. No we weren't late. After finally finding a spot to park we discovered that 150 people

were standing in line to register. I found LSVer Larry Lawson standing in line with other friends. They had gotten there about 35 minutes before us so we knew our wait would be long.

As we were almost to the registration table, Gary & Roxie Mize found us. He saw us come in but lost us in the crowd. (Make sure you have checked out the pictures I took on the web site!) We received our event pins at that time. The stickers were given at the time of the individual blessings.....somebody was missing, though. To make a short story long.....

Being a good LSVer, I called several good friends on New Years Eve day to wish them a happy new year. I had to make sure that Speedball was gonna be warm enough to make the trip...er....that it would be warm enough for Speedball to make the trip, yeah that's it. When a person gets old like he is, ya' gotta be careful. Then I called M&M and they were good. We chatted about old times. M still hasn't got the carbs cleaned on his bike. Then I called the inspector. We discussed the iridium plug issue. He would be there regardless if his son Paul came. He might be late and meet us there. He, too, is getting old and needs good weather and late starts. Well, to make a short story longer.....

I was glad to see Speedball braved the cold weather (28 degrees at his house) and made it safely to San Antonio. Since the Inspector wasn't at the meeting place, I assumed he would meet us there. Well, I found Larry and Gary, like I already said, but Dennis was nowhere to be found. I figured in the huge crowd that I could find him by calling his cell phone. To my surprise, Mrs. Inspector answered! I asked if Dennis was there and she said yes. When he came to the phone I asked where he was and he said **at home!** What?? At home?? What happened to no matter what, he would be there! This is hairy now on the believable scale.....well, it seems that it was cold, 25 degrees. (Heck, even Speedball would, well might, travel at that temperature.) Then he says that there was a thin sheet of ice on the roadway and he thought he would wait for the sand truck to come by. Come on now, a sand truck, in Texas!? We all know that Texas has 2 snow plows on dump trucks that haul sand around and they were busy in Amarillo! So next he says, "the truck never came by". Did he think of calling them? No! I think he just had too late a night on News Years Eve and couldn't drag himself out of bed. I thought he would come up with a better story than that. I thought he would be true to his word that no matter what he would be there. Anyway, Happy New Years, Dennis!

Next we headed for the Shade Tree for lunch before splitting up. We couldn't find Larry, and Dennis (not the Inspector) had to get home, so the 4 bikes and 5 LSVers went to eat. Great food. I recommend them highly.

Speakeasy and I got home around 2:30 or 3:00. It was a great time. Y'all shoulda been there!

As Always,

MusicMan

## **February Lunch Ride**

So, I wake up early, about 6am, and hear the weather guy say it's 100% humidity! It must be raining. I look outside and it's not, but it sure looks damp! I get myself ready and got out to Vinnie. Feels like mist. I wake Vinnie up and he purrs. We go up the street to pick Speakeasy and head to the Shell station in case anyone else is gonna join us.

We left the station and stopped one more time at the Exxon at the intersection of Hwy 306 and I-35. Walt was already there waiting. After cordial hello, we climbed about our trusty steeds and headed north to Salado.

The 100% humidity factor was starting to kick in just south of Austin. I was trying to keep sight of everyone but lost John around mm223. We slowed but Speakeasy was nowhere in sight. There was nowhere to pull off until mm246. We got off and had a good view of the north bound side.

After about 15 minutes Speakeasy rode by. We waved and headed north again to catch up. He was movin' pretty good. We followed him to about exit 283 and then I led again. We exited at #285 and it took us right to Cowboys. At this point I should say that the 100% humidity had turned into drizzle. The Harley guys were more damp than I.

After dismounting, Speakeasy told us he couldn't see through his windshield and had to stop to wipe it off. That's why we lost him. This is another example of how handy two way communication is on the road.

Anyway, after about a 20 minute wait in the restaurant, since we were the only 4 there (oh yeah, about 1 minute after we got there, Pathfinder arrived) we decided to eat. Within about another 20 minutes, Hippi arrived with his contingent from LaGrange. Of course we continued to finish our meal but managed a few barbs to Hippi and Bid D as they waited in line. There were about 8 bikes and 12 people with Hippi. Man does he draw a crowd!

Well, we finished eating and departed for our ride home after saying goodbyes. BTW, Hippi did a good job on Big D's head (it was hit by a rock while riding....poor rock).

Our return home would take us about 200 miles. It was 100 to get to Salado. The precipitation had stopped and it was warming up. We rode west on FM2482 which intersected with TX195. We headed south on 195 to find Ding Dong, Texas. Yes, I said it right. Someone in the restaurant had told us that the sign was stolen (who wouldn't want a sign saying "Ding Dong"? There was supposed to be a building there but we couldn't find a thing. We headed back up 195 about 4 miles and headed west again on FM2460, which turned into CR220 which "T'd" with another road. I turned left, it turned out to be FM2467 (we weren't supposed to be on that road....I bet your all surprised!). However, being lucky as always, we ended up on 183 and found 936 which took us into Burnet, our destination. Speakeasy had to check out the bathroom and Walt (he really needs a road name from the LSV) needed coffee as did I. After a short stop, we continued south on 281.

I remembered an AARA Hill Country Tour from years ago and Park Road 4. We pulled onto PR4 and I asked if either had been on it before. Both said no and we were off. I did warn them what was coming but they enjoyed the thrill just the same. A short distance after the "thrill" we turned around and ended up on 281 headed for home again.

We arrived back in New Braunfels about 4:30 from E46. Speakeasy and I waved good bye to Walt, who headed north on Loop 337, and we headed south.

What a great ride, but I gotta say that Sunday was even better. Walt called and told me so! HaHa

'Til next time

MusicMan

Live Long & Prosper

## Up and Coming:

### SFR (Spring Fun Run), 2010

This is our first run of the year. We do this with our sister group from New Mexico, the Enchanted Voyagers. It'll be in Alpine, TX March 25-27. Thursday to get there, Fri & Sat ride, & Sunday to get home. We've got a motel & campground that are designated & that have worked well for our group in the past. For an application, go to Enchanted Voyagers web site at <http://enchantedvoyagersmc.com/>

There's a block in their lefthand column titled Spring Fun Run with a button titled [Registration](#). There's no registration fee, & deliberately not much organization, just go there & ride. There's some looong roads out there. Big Bend, Terlingua, Ft. Davis - wherever Rocket goes, we follow.

### HCT (Hill Country Tour), 2010

This is one of our two big annual camp-in rides (you can motel it if you don't wanna camp). It is scheduled for Fredericksburg, April 22-24, includes a business meeting Sat nite. At this time, SugarBeet is still plotting to serve a potluck stew Saturday night, so bring a can of stew veggies. Jan Holley will take your registration, as per instructions in the registration app. Thursday to get there, Fri & Sat to ride, & Sunday to get home. I am taking your reservation for one of the ten campsites that we have set aside, so contact me ([not the campground](#)) by email or telephone to reserve one of these sites. You don't pay for the campsite until we get there. So far I have 4 and one-half campsites reserved. We'll probably be riding toward Leakey & Camp Wood one day & north toward Enchanted Rock the other. There is no registration fee for LSV members & it's only \$5 for our member-invited guests and AVA (American Voyager Assoc.) members. This destination weekend is part of the 2010 AVA grand tour called "See The USA With The AVA, and if you want to partake in that, you need to be pre-registered with AVA or you can sign up for it at HCT for a separate \$20 per rider. Our registration application is on our front web page at <http://www.lonestarvoyagers.org/> at a link button titled [Hill Country Tour](#), or if you are a snail mail newsletter recipient, there should be app for both these events at the end of your newsletter. - SpeedBall

## LSV 2010 Calendar:

<u>Date</u>	<u>Event</u>	<u>Place</u>	<u>Hosts</u>
Jan 1, 2009	Blessing Of The Bikes	San Antonio	CMA
Mar 25-27	SFR (with EVA)	Alpine, TX	Hostless - just ride
Apr 22-24	*Hill Country Tour	Fredericksburg	See Application(Attached or included in envelope)
July 14-16	AVA National Rally	Santa Fe, New Mexico	AVA
October ??	*Voyage Home	Unknown	Unknown
November ?	IMS	Houston	

\* These two events are our two ride-in weekends and include a business meeting.

At this writing, the dates and exact locations are not firmed up (the HCT date is probable but not finalized). Also, though not on our calendar, our New Mexican neighbors are having their Grand Canyon Run May 6-9 and their Enchanted Tour in Silver City, NM Aug 12-15, 2010. - ЯВ