



Newsletter Vol. 8. #2 Mar.-Apr. 2010

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.

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).

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

Richard's Ritings & Wridings

This is being published just days before one of our two really big yearly events, the Hill Country Tour. I hope that you have registered and are planning to be there. Pathfinder and others have mapped out a couple of good rides - one for Friday, where we'll tour the Willow City Loop (wildflowers galore) and see the historical marker on RR965 where Daniel Boone kill a bar - no wait, where SpeedBall harvested Bambi's mama (without proper use of a doe tag) two and a half years ago.

The 2nd route is a long one that goes down & through exotic places like Kerrville, Medina, Vanderpool, Leakey, Garven's Store, Mountain Home, and Tiveydale, TX. We'll have a bike show Saturday afternoon & we're going to have a business meeting & hobo stew Saturday night in the meeting room at Oakwood RV Park - much the same as HCT 2007. If you haven't signed up & still plan to come, why don't you e-mail or call Jan Holley & let her give you guidance on last minute sign up.

THANK YOU

Cindy and I would like to thank all for your prayers and thoughts and cards and for the flowers from the Lone Star Voyagers. It means so much to know we have such good friends at times like this. Even though we are not living close, I still enjoy the time we do have when we are together for the gatherings. We knew the end was near for Mom, but it is still a shock when death actually comes. Cindy is getting better a little at a time. This is such a great group and I am honored to be able to call yall 'friend'.

Rodney and Cindy

Treasurer Report:

Down Riders Fund	\$286.00
General Fund	\$580.81
Total amount	\$866.81

Also, new shirts are in and will have them at HCT.

Long sleeve - Med. to Xlg. \$22.00

Tee shirts - \$12.00

If any has to be mailed there is a \$2 charge per shirt.
Hope to see all of you at Hill Country.
Sandra Judge-
Secretary/Treasurer

The Safety Corner:

I had an involuntary get off from my motorcycle on the 30th of April this year. I was going to work, I was late so I passed on wearing my Tourmaster riding pants and was wearing my summer riding jacket which is a Joe Rocket Reactor and is armored. The jacket has 1.4 mm perforated leather arms and shoulders and the rest is the same material as the Phoenix jacket. I also was wearing my full-face helmet. The helmet is, was a Nolan N100E and I am glad that I was. As I entered on the ramp to the interstate I was in 3rd gear and was doing around 45 to 50 mph, I checked for traffic looking over my left shoulder and then..... The next thing I remember was like a dream. I felt the rear tire break traction with the rear of the bike drifting to the right. Then LIGHTS OUT! The next thing I knew I was on my back and two or three people were looking down at me trying to place me on a stretcher. I was out of it for about 20 minutes. I got some serious road rash on my right knee and my left knee hurt like hell and was swelled up. I broke the #7 rib on my right side and separated my right shoulder. My helmet had scratches on the face shield in four different directions, both sides had bad scrapes and my jacket was trashed, but it and the helmet saved my life if not just my face. I am still healing. I get better every day.

As to the jacket, I believe that it held up very well. I still have it though it is not usable. I had removed the removable shoulder armor cups to try wearing the jacket that way. I was still experimenting with all the options. The right shoulder of the jacket shows the most damage, it was ground through until the leather tore just above the foam pads and just below the collar. The right arm showed much abrasion but no tears. There were a few other wear points but they were minor. The insurance company totaled my Nomad. Apparently when the rear tire lost traction, I do not know why, I was looking over my left shoulder and I guess that I screwed up and just let off of the gas because I think that I was slammed down on the right side. The bike high sided me really hard. It slid for 85 feet before flipping over and coming to a stop, and they told my wife that I skidded for 65 feet. Thank the Lord that I was out cold. I never saw it coming.

Some times there is not one damn thing you can do and not crash. That's why we wear the helmets, jackets, boots and pants. And why we are always watching for trouble. It is also why we like riding so much. The thrill, the smells, the free feeling, the thrill.

I have not purchased a new summer jacket yet. I have not even purchased another motorcycle yet. But you can bet that I will get another motorcycle as soon as I decide which model that I want. As to another jacket for summer riding here in SouthEast Texas, well I will have to go with another Joe Rocket Reactor. I will also get another Nolan N100E.
John from Liberty, TX.

I wrote this in the summer of 2002. The wreck described happened all those years ago and I can still remember it like it just happened yesterday.

That fall I bought my Kawasaki Voyager XII and on April 3 of this year I bought a new Yellow Honda GoldWing.

I did get another Joe Rocket Reactor jacket and still have it and I use it! I now have another Nolan helmet but it is a new N103 w/ Ncom (BlueTooth headset and microphone) that will pair with Brenda's new N103 and our GPS for wireless comms.

I still think about riding without a helmet and just in normal clothing (for about 10 seconds) and then I remember! Never again will I ride without protection.

We all take risks every time we ride our motorcycles or drive our cars or even get out of bed. Some risks are just not as obvious or as dangerous as others are. That is our choice to make and it is our choice to decide how much we want to mitigate those risks.

So, Ride Safe and Wear Your Safety Gear because When You Need It You Need it!

*John Herring,
LSV Vice President*

How I spent the winter (so far) Part 2 of 3

This is a continuation of a whining article that I started last newsletter about how I don't trust my motorcycle mechanic. If you've lost interest, like me, you can skip to the next article in the newsletter. - ЯВ

The reason that I went thru the radiator to get to the coils was that I had a cold weather coolant leak, which indicates that you need to R&R the o rings on the coolant manifold (pipe, cylinder pn32022-1936). The radiator has to be removed to do this. Remove the lower fairings, then the windshield, then the upper fairings. I pulled the speedo cable so that I could get the left upper fairing completely out of the way. Then the crashbar cross brace including aux lights and aux horns, air scoop (aka bottom cover), the radiator trim plastic, and finally the radiator. You can remove the radiator without removing the air scoop but if you do, don't forget to remove the nuts that hold the airscoop hangers from the lower radiator bolts (or you'll twist off a radiator mount bolt like I did).

The radiator hadn't been off since 1994, so the first time (foreshadowing again) that I removed it was the most difficult. Note the orientation of the hose clamps before you loosen them 'cause they gotta go back in the same spot. You need a 6 mm socket on a looong 1/4" extension and a 1/4" nut driver. Poked a thin blade screwdriver under the hose to break it loose from the radiator pipes. Left the radiator wired and hung it from the left side mirror mounts. Remember that I was originally after the coils, so I still had to remove the heat shield that separates header heat area from the spark plug wire area. Held on by only two screws, it was easy. As I removed nuts & bolts, I placed 'em in an ice tray in the order that they came off with a paper note in each cube that told what the bolt was for. Yes, I knocked the tray off the table onto the floor, but only once & only after it was absolutely full of parts.

Now I am to the removal of the coolant manifold. It's held in place by two 6 mm bolts and they have 10 mm hex head as well as phillips heads. This tells me they are low torque or we wouldn't have the screwdriver option. Well one of 'em was easy. Due to a bracket, there's not really room for my 10 mm socket to fit correctly on to the bolt head, so I get one out with the screwdriver- pretty smooth. The second one does not respond to the screwdriver, or the impact driver, or counterclockwise application of a cold chisel. In order to get this thing out of here, I have to remove the exhaust system. I'm not sure whether exhaust removal would've been necessary if I hadn't had to address this obstinant bolt. I'd certainly try to do it with header pipes in place 'cause like everything else, exhaust system manipulation ain't easy.

I went to Autozone & got PB Blaster penetrating oil. It works as well as Carl told me it would. After PB application, I ground down the outer diameter of a 6 point 10 mm socket making it thinner-walled, tapped it onto the bolt with a hammer, let it set overnight & next morning the bolt came out. The rest of the o-ring R&R went really easy. I used a LOT of Silicone spray on the o rings and on the mouth of the radiator hoses before remounting the radiator.

But first, I've got to reinstall the exhaust system. If you've got a centerstand (I don't), the bike will probably be level from left to right which will greatly facilitate reinstall. I greased (Vaseline) the header gaskets to hold them in place & jacked up the still- assembled exhaust system from about midpoint, wiggling the header pipes into place, using the tailpipes as handholds. SugarBeet did most of the wiggling. I started and restarted the exhaust holder clamps several times before I was satisfied that all 4 pipes were installing equally. I think Carl told me 16 ft # torque on the pipe clamp nuts - but I forgot to write that down. At the other end, the tilpipe clearance is so tight that I had to loosen a passenger foot peg, almost remove it, in order to get the pipes into place. I believe that if I ever have to remove the radiator again that I could do it with one of the lower fairings, the air scoop and the crash bar brace (& horns & lights) still in place (that's called foreshadowing folks).

So, I've got it back together, tap water installed, & fire it up to check for leaks. No leaks in a 5 minute engine test but I thought I saw the temperature start to move upward then drop to nothing (more foreshadowing). I pull some water out to make room for radiator flush & warm the engine at high idle for about 20 minutes as per flush instructions, temp gauge worked normally, fan came on when it started to get hot. However, this action created enough pressure for me to see the leak at the upper radiator hose. No problem, when I cool it down to remove the flush solution, I'll just adjust the hose/clamp arrangement. After all, the clamp is easy to get to with my 6 mm socket on an extralong 1/4" extension on a nutdriver. I had to pull the radiator again because I didn't like the way that upper hose attachment looked. I reinstall coolant & go for a ride.

Ten miles into the ride, I finally concede that the temp gauge isn't working at all. When I get home, I let it idle for another 10-15 minutes to see if the temp gauge will relent. Not only no, but now the fan doesn't engage when I know that it is hot enough to require the fan. - SpeedBall

Ride Reports **2010 Spring and the Spring Fun Run**

Aaaaah, Spring at last. But Gorebal warming will be back within weeks. This is the perfect time here. Mid 60s for lows and low 80s for highs. For those of you who come to Fredericksburg, TX for our Hill Country Tour, I hope that we all have pleasurable weekend, but then, it always is.

On the last weekend of March, the New Mexico and Texas Voyager clubs met in Alpine, TX for our Spring Fun Run. After the refrigerated weekend that we enjoyed in '09, attendance was down a little bit this year. We only had 7 bikes and

8 people this time. There's a group pic on the EVA site.

2 of the 3 nights, it dropped to freezing, but I had an electric blanket inside my sleeping bag this time, so I kept warm (what a wimp!). There was a thread on the AVA forum recently about the niceties of the Big Bend Nat'l Park area & its potential for an AVA National. We didn't get into the park this year but we got close. We ate brunch in Terlingua, TX. at Kathy's Kosmic Kowgirl Kafe and rode the "River Road", FM170 from T'lingua northwestward along the Rio Grande and the international border to Presidio, TX. That's a 68 mile winding, roller coaster that is always a fun ride. I noted that it's not as scary when you are #2 bike or further back in the line, 'cause usually (not always), you can see the helmet of the rider in front of you to have some sense of where the road is going to be 3-4 seconds ahead - not the 14 seconds that my MSF guy wanted, but better'n the 1 second that I would have had if riding lead or alone.

We visited Ft. Davis, a national park (can I count that on the "See The USA"?), had breakfast at Nel's, (the best place in Ft Davis for breakfast) and visited the McDonald Observatory. Dennis looked for Ronald MacDonald but he wasn't there. In 3 days, I saw not a single antelope this year (no married ones either), but we did break up a large Mule Deer family reunion on the road from Alpine to T'lingua. All the bikes performed nicely. I think that my carb problems were solved with SeaFoam - I got 47 mpg on that easy 200 mile border run & she never st-stttu-tuttered. We got in & out of far west Tx in a timely fashion - it was 97 degrees in Ft Stockton a few days later.-- Richard Baxter

April Lunch Ride

Brenda and I hosted the April lunch ride at Jax's Burgers in Liberty, TX.

That morning Rocky and Pat met us at the Whataburger in Liberty and we ate breakfast then went for a short ride. It started out as a nice day. We made it back to the lunch place about an hour early and we had a nice visit while watching the traffic go by as it rained. Dell and his bride, DeepSea, Speedball and Surgerbeet, Ken and Yong, Rocky and Pat and Brenda and I had a very good lunch. It quit raining and we all had a great ride home. Until Next Time, Ride Safe!

Up and Coming:

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 8 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, 2011	Blessing Of The Bikes	San Antonio	CMA
Apr 22-24	*Hill Country Tour	Fredericksburg	Several
May ??	Lunch Ride??	Tioga, TX ??	Russ & Gabi??
July 12-15	AVA National Rally	Holiday Valley, NY	AVA
Oct. 21-23	*Voyage Home	Wallisville, TX	Herrings
November ?	IMS	Houston	

* These two events are our two ride-in weekends and include a business meeting.
Although not on our calendar, our neighbors, the EVA are having their Grand Canyon Run May 6-9 and their Enchanted Tour in Silver City, NM Aug 12-15, 2010. Also, we'll have a lunch ride in May & Russ has suggested Tioga, hence the ?? entry- ЯВ