



Newsletter Vol. 8. #3 May-June 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](mailto:richadntexas@dishmail.net), 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](mailto:jjudge@pdi.net), jjudge@pdi.net for more information. Hope you can join us.

Richard's Ritings & Wridings

It's been a fairly busy spring. Besides having our big Spring deal - the Hill Country Tour, we had the Alpine weekend at the end of March, as reported last newsletter, we had a drive train maintenance day in early May and we're gonna have a lunch ride to Fayetteville (pronounced Fatevul), also in May, but cancelled due to rain. Roger's plotted ride-in weekend at Lake Lavon (NE of Dallas) in early June had also been cancelled due to lack of interest (Roger's assessment, not mine). Not the HCT or the VH, but any of these planned events might get moved, changed, or cancelled. The club calendar changes a little bit every month. So, as the dirt bikers say "Call before you haul". Check to make sure that the event is still "on" by tuning in to the LSV forum chatter or calling someone who does do the internet thing (if you don't) or give me a call. I usually know what is planned.

I haven't heard of anyone in our riding group that is planning to go to AVA in NY. I know that I'm not, although I would like to go there before I get old. AVA's in mid-July. Within this newsletter, there should be a little more info on our big Fall deal - the Voyage Home, scheduled for Wallisville, east of Houston, Oct 21-24.

Treasurers Report:

Down rider fund: \$291.00
General fund: 928.06
for a total of \$1219.06

More new shirts are in and will, contact Sandra.

Long sleeve - Med. to Xlg. \$22.00

Tee shirts - \$12.00

If any has to be mailed there is a \$2 charge per shirt.

Sandra Judge-
Secretary/Treasurer

The Safety Corner:

Visibility

Which is more important, to See or Be Seen?

It was Wednesday, March 10, 2010. I was making another of my many weekly 12-mile trips from Stinnett to Borger. It was cloudy & overcast with wet roads & a mix of rain, sleet, & light snow falling. If any of you have ever driven or ridden in these conditions (& I'd bet you have), then you know what I'm about to describe.

It's that phenomenon of "canticus seeacus adamnicus thingyosis", also known as "highway camouflage", or "dang, where'd he come from".

I thought I saw something on the road in the distance, but then I didn't, & then about 5-6 car lengths from me, there it was heading in my direction...a car, & in that 12 miles it happened quite a few more times.

That car blended into the road surface so well it was dang near invisible until it got almost on top of me. The good part about this is that he/ she was in the proper lane for oncoming traffic.

There were none of those new daytime driving lights on it nor were the headlights turned on.

It was "daylight" enough that headlights wouldn't/didn't help the driver see any better, but it helped the other drivers to see you. I never have figured out why during times like this drivers don't turn their lights on.

That's when it dawned on me again...not only do I need to be able to see clearly, I need to make sure that other driver sees me also.

Motorcycles used to have a bit of an edge in the early days of daytime lights, but since the conception of daytime running lights on cars, motorcycles have once again become "invisible" to other traffic. Now this is just one factor to the cause of accidents between motorcycles & other conveyances on the road.

So, which is it? Is it better to be able to see the other vehicles on the road or is it better to be seen by the other drivers? It's a fact of "infusional di-section of the visual aptitude of the cranial contents" that contrasting colors are easier to see against any background/foreground, therefore increasing ones visibility to others.

It's also a well known fact that if one's body has been infringed upon by the contents of a vessel containing an alcohol based solution or other chemical compounds in tablet or powder form, or that of the vegetable based matter that is commonly rolled into a white cylindrical shape, set on fire & inhaled, that the body will have good delusionary vision skills while driving.

The logical answer is to be able to see clearly. Why? Well if we have a clear head & can see, then we know how to react to any given situation whether the other driver sees us or not. (Which in a vast majority of the situations is the case) Some drivers look right through a motorcyclist & never see them, even with the headlights on.

They are not mentally into driving at that time. They are usually preoccupied with something other than driving. That is something we as motorcyclists can't do anything about. We can control our actions to react to that situation when the need arises.

But then it's not a bad idea either to wear those bright fluorescent colors when we ride, either.

Until next time, stay alert, stay alive.

Rick Londagin
LSV Safety Officer

Working on Bikes And Other Things

Maintenance Day in Copperas Cove

On Saturday, May 8, some of us got together at Inspectors residence near Copperas Cove, and performed drive train maintenance on Music Man's bike. Inspector had relatively recently done this on his bike & MM, thought he might be losing the 4th of 4 (so far) propeller (drive) shafts. We disassembled, inspected, lubed, and reassembled his bike from swing arm bearings to rear wheel. The drive shaft, we all agreed, looked good & didn't need replacing. Inspector not only tutored us but also fed us lunch. For me, it was a well-spent 9-hour day. I hope there is a better-detailed tale of that effort in this newsletter from one of the other attendees. - Speedball

Driveshaft Maintenance Workshop

Vinnie seemed to be vibrating a little more than usual. It usually happens just before the driveshaft goes bad. How do I know? Vinnie has had 2 drive shafts (propeller shafts) installed after the original driveshaft went bad around 22k on the clock. This happened 2 more times after about the same mileage so it was about time to happen again. When I mentioned this, and my Minnesota trip, to the Inspector, he volunteered to help. He had just checked his out within the last year or so. A couple other members jumped in to help and learn, so a ride developed to help out Vinnie.

First let me say that I really was gonna do more, but with 3 mechanics (yes, I'm counting Speedball!) working on one bike, it's hard to get in there and learn. I did learn how to tighten and loosen bolts, that there are no 13mm bolts on the Voyager....except for the one some mechanic used on the muffler because he probably lost mine...and again learned that the members of the LSV are the greatest, plus Bess really does exist!

There is no way that I can express my gratitude to Dennis (Inspector), Richard (Speedball) and Dave (Pathfinder) for their help in this clinic. Nothing was found wrong with the driveshaft! I may just have become paranoid with previous problems at this mileage. I feel much better about my trip (which I will subject y'all to in the next newsletter).

You're all lucky to be with this group.
MusicMan

The new GPS

I was told to give a report on the performance of my new GPS so here goes. It's a Nextar 43LT. Cheap! Only \$56 from Best Buy as a close out. There was another one that I bought and almost kept for \$99, the Magellan 4700. It's a great unit, too. But, if ya' can't see or hear it, why have it.

What made the Nextar 43LT so appealing was not only its features, but the fact that it had a place for ear phones! It had all the features the Magellan had except for a full, complete address book and the ability to program route. I never had either before so I really didn't miss them.

The features on this unit include:

- *lane assist with drop down freeway type signs that show the lane you need to be in;
- *turn directions that include street names;
- *voice directions (of course);
- *sound to indicate turns approaching; traffic update (lifetime);
- *voice/pop-up notification that "you are over the speed limit" (I heard this quite a bit!)
- *pop-ups of gas, food & lodging close to the route
- *at slower speeds, pop-up advertisements of 'specials' from local merchants
- *time of arrival, time left, miles left...to destination
- *speed indicator (when not in a routed situation)

How'd it work? Absolutely great! But then this is the first time I have been able to hear the GPS. Man was that nice. I couldn't find any other unit with the earphone feature. The sound was too soft coming straight from the unit so I needed to add an inline amp. I bought a Kangaroo (brand) inline amp that is powered with 2 AA batteries. Still a bit too soft so I bought some good ear buds.....it about blew out my ear drums! Now I'm looking for a new head phones set of higher quality so I don't need to use the ear buds. I have two higher quality head phones at home which still weren't loud enough so I may be out of luck in that regard. The 2 AA batteries lasted a good 3000 miles which pleased me.

All in all I had a good experience with the Nextar 43LT. Good price. Good Performance. And I can hear it!
MusicMan

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. - RB

Conclusion (Part 3 of 3) coming soon. - I Hope!

Ride Reports **2010 Hill Country Tour** **HCT 2010**

I packed the bike Tuesday night in the hope I could leave work early enough to join the early arrivals Wednesday evening. Judy was out-of-town and wouldn't be getting back until Thursday anyway. That would give me the opportunity to pre-ride the long route. I was very familiar with it but wasn't sure about the road conditions due to the rainy spring weather; possible water crossings were of particular interest. Thanks, to a couple of 12-hour shifts the previous two days, I was able to leave by mid afternoon. I arrived at the RV Park and got my tent set up. After that I made a quick look at the local tourist office and then called Jan and Ray to see if they needed any last minute help getting the registration packets together. We got the packets put together and brought them to the RV Park that evening. I camped Wednesday and Thursday nights and when Judy arrived Friday, we took Jan and Ray up on their offer to stay with them just northwest of Fredericksburg.

Thursday morning weather in Fredericksburg was overcast with a damp feel to the air. If that was as bad as it got then doing the pre-run would be no problem. Steve Stein hauled out his computer and using the park's wireless service we checked the weather radar at a couple of web sites. Nothing was showing up so I decided to make the ride. Ed Hildreth decided to come with me so we headed south to Kerrville. When we stopped in Kerrville to let Ed gas up, the weather had turned to drizzle. We decided to keep going and had a combination of fog, mist, and drizzle most of the way to Leakey where we stopped for lunch. Riding there on RR337, I thought the weather was something you might be more likely to expect in the Pacific Northwest. We headed up RR335 and then back east on TX41. About the time I started to think we wouldn't have any water crossings, we encountered one on RR479. Fortunately, the water was clear and I could determine that it could easily be crossed if you stayed to the left. Ed and I encountered more mist and drizzle before we arrived back in Fredericksburg.

Friday we headed out for Willow City Loop and some of the other back roads north of town. This late in the month would normally be past the prime Bluebonnet period but the loop and some other places had some impressive stands of them - better than what had been there two weeks earlier. We had lunch at the Hilltop Cafe and then headed back to Fredericksburg. It had rained late the night before but the weather had turned out to be really nice. One of the customers at the cafe asked if we had ever had a nicer day to ride. My answer was "yes, but only a few". Surprisingly, Saturday and Sunday turned out to be even nicer.

Saturday was time for the long ride to experience two of the "three sisters" as RR335, RR336, and RR337 are often referred to. We headed down TX16 and took our first break at Koyote Ranch. This motorcycle friendly campground has a great view from the

patio of the combination store/cafe. We continued on to Medina where we picked up RR337 and headed to Leakey. Unfortunately, our progress was impeded by a bunch of slow moving Harleys so we sat back and slowed way down until we got to Leakey where we had a very good lunch at the Canyon Cafe. Heading up RR336 we passed a couple of cruisers. When we got to the straighter section at the north end of the road, I was surprised to see a Harley coming up behind. We moved over for him - I haven't seen a Harley going that fast in a long time. I needed a potty stop at Garvin store so the rest of the group waited while I took care of business. We took a right on TX27 for a short distance and then a left on RR479 which took us to a couple of nice county roads before we ended up back in Fredericksburg. After a while, we became concerned because Dennis and Ray weren't back from the ride. Finally, Jan got a message from Ray that his bike was having charging problems and they were having to stop frequently and jump start it from Dennis' bike. Ed, Rod, and I headed to Ray and Jan's to get their trailer and were planning to do the route in reverse to pick up Ray and His bike. Thanks to cell phone communication, we found out that Dennis and Ray were close to the RV Park so we changed plans to meet there. We arrived shortly before Dennis and Ray arrived. When they did, we loaded up Ray's bike and pulled it back the house.

Sunday morning, I stopped back at the RV Park to say good bye to those who were still there. I was considering making a run down to Leakey before heading home but I found out Catfish was having problems with a front-end wobble on his bike. I stuck around while he tried to make contact with nearby LSV members who might have a trailer. He had managed to make contact with Jan and Ray before they had left for church so they drove down to the park and Ray offered to haul Catfish's bike back to San Angelo. Catfish felt he could drive the bike as far as Ray's if he took it slow. Figuring that three people could load it on the trailer a lot easier than two, I followed Ray and Catfish to Ray's house. By the time we got Ray's Moto Guzzi off the trailer and Catfish's bike loaded, it was a bit late for a ride to Leakey so I decided to go home via LLano. I headed up US87 to RR2323 and took a right. This road is frequently a good choice for wild flower viewing. I was not disappointed! There weren't many Bluebonnets but there were Indian Blankets (Firewheels) and a variety of yellow flowers, not only along the roadside but also in the pastures. I regretted not having a camera. The fields of Black Eyed Susan and other yellow flowers backdropped by bright green mesquite would have produced pictures worthy of a postcard. It was an absolutely beautiful day with blue skies and pleasant temperatures. I saw a few good wildflower displays on TX71 and RR1431 before arriving home.

Dave Shani

HCT Rides

Lost...of course I got lost! The directions given to me by Pathfinder were predestined to send me in the wrong directions. As a matter of fact, wrong turns were deliberately given to me! The right turn on 2323 was strange to me but I followed it anyway. I shouldn't have trusted him. (He's always out to get me!)

I, of course, with my keen sense of direction, was able to counteract the deception, and return my loyal group to the predetermined rendezvous point at the Hill Top Café. The café was full so I led my group to Andy's for a delicious burger at half the price.....man, I'm good!

Pathfinder's deception was joined by a partnership with ½ of M&M. I was shown by JH how to program intersections on my GPS. With eternal gratitude, I began our Saturday ride. I was so confident that I did not even wear my "arm GPS". I had been this route many times, except for the way I was led by JH's programming. Of course it was wrong.....but to make matters worse, I had electrical problems with the unit and had to restart it 3x's on the way to Kerrville. Once I had determined that the unit was not working and the route was incorrect, I led my group, faithfully following, to Vanderpool.

Catfish had complained about his front tire throughout the trip. When stopping at Vanderpool, Hippi took it for a ride and confirmed a problem. Vinnie & I rode to the Lone Star Motorcycle museum and found a number of a motorcycle shop that was open and could help him out. Catfish did not want anyone to ride back with him, but Hippi wanted to. In keeping with the safety centered ride of the LSV, I told Hippi to go along and make sure Catfish got there safe.

After that, the ride went very smooth, the CB was quiet, no one was 'dissing' me, all enjoyed the scenery. Because of the slow going, we were behind schedule. I asked the rest of the group (both of them) if they minded a deviation from the original route. All agreed. We took 83 N from Leakey, 39E to Kerrville and 16N back to the RV Park. It was a great ride, enjoyed by all.

And that's my story and I'm sticking to it.

MusicMan

Here is a link to a website where you can view pictures from HCT and of the ride described above. The pictures are provided by Dell Klotz. Just copy and paste or type it into your browser's address bar, then set back and enjoy!

<http://picasaweb.google.com/chiisai.tani/HCT>

The last page of this newsletter I have tried to include some of Dell's pictures.

HCT 2010, my version

As we (collectively) get older, it would seem that we are becoming more a group of motelers & less a group of campers. We came nowhere near meeting the RV Park's requirement for 10 spaces rented for 3 nights but it all worked out in the end. Instead of getting a free meeting hall at the RV Park, we got a free meeting room at Denny's Saturday night by having the group eat dinner there. No matter how old tour bikers get, they still eat to ride and ride to eat, so we're good! Yeah, there were some ripples on the Denny's pond too but overall, all went well.

The rides - Friday: Wow!, the wildflowers were as promised. The first half (south) of Willow City Loop was pretty barren but

the northern half was breath-taking, as was the route from WCL to Enchanted Rock Park. Not just Blue Bonnets (though they were the predominant smell in the air), but everything except Indian Blankets which were just starting to boom & bloom about the first of May. Even the Milkweed looked good. This was part of an 85 mile loop around the northern two quadrants of Fredericksburg & included lunch at HillTop Cafe - good food but they're too proud of it for me to want to go back.

Saturday: Because of threatening rain (which didn't happen) some of us chickened out on riding 337 between Vanderpool & Leakey. We opted instead, to go north from Vp-ool to the motorsickle museum, always a treat. Along with about a hundred other riders, there were some street-legal Vincents in the parking lot - evidently a Vincent owners group. We went north from there, stopped a Garven's Store, then picked up the previously-chosen Saturday route. Our ride leader messed up by choosing a different route and assuming that when part of the group disappeared, that they'd taken the original route. That mistake left two riders stranded in the middle of nowhere (actually just 15 crow-fly miles from camp). They were however, self-sufficient enough to make it back to civilization under their own bikes power & so canceled the lynching that'd been planned for me. (Sorry Ray.)

The overnight facilities - Most motelers were at the Peach Tree and it lived up to its reputation - pretty nice for a downscale motel. At Oakwood Park, we got our shade tree camping area, so that was also pleasing. Out of 9 consecutive annual spring weekends in the Texas Hill Country, we've stayed in F'burg 4 times and we've never been too unhappy with the results.

The meeting - Pretty typical. The president went blah blah blah too much and we had a door prize for each attendee available, even though some of us declined to partake. It came to light that we are looking for new officers. It seems that neither the current president, the immediate past president, nor the current vice-president has aspirations to lead this group into the 2011-12 term of office. They, therefore, are looking for new officers. Be warned you may be contacted on this matter. If you'd like to try your hand at being prez, let us know. We'd like to have some new blood in there.

Old Hippi, our Chaplin, presented a little prayer meeting toward the end of the meeting. - Richard Baxter

VIEW FROM A BACK SEAT

They tell me that the Hill Country in Texas is some of the most beautiful during this time of year with all the blue bonnets and other wild flowers blooming. Well.....let me tell you my adventure.

Once upon a time in April of 2010, I decided to go to Hill Country, Texas USA. I just knew that it would be a wonderful way to start off the year. Beautiful flowers, bubbling springs, grassy meadows and many more wonderful things that God had decorated for us in the Spring of the year.

We all met at the Oakwood RV Resort and talked about the wonderful routes we would be taking to see all these wonderful things of nature. On Friday the ride was good, not too fast and we saw some really scenic areas. But for some reason someone in our group thought we were going to slow, HELLO!!!!!! The idea is to slow down and see the sights. The second ride on Saturday was supposed to be our longest and best route so far. We left the camping area and I noticed we had lost one of our riders from the day before. Little did I know that maybe I should have done the same thing. It seems that our road captain is about 20 years younger than myself and hasn't quite slowed down as much as I have. We rode so fast, I cannot tell you what there was to see except when we got behind another group that was riding a lot slower than we were, it was WONDERFUL! I could actually see some of the things we were passing, but that didn't last very long. Once again we were in front and out ahead of the rest, (you see, I found out we were in a race, or so it seemed.) And sure enough, we got back before anyone else did, so I guess we won, but I didn't get a trophy or prize.

THE END

I'm sorry if anyone gets offended by my story, but I thought the whole idea behind these rally's is for us to be able to go and see the surrounding country side and enjoy our rides and not be in a race all the time. I would love to have been able to stop by one of the creeks and played in the water, stopped and took some pictures of the blue bonnets and other wild flowers. I did this only on my way back to Oklahoma while riding in my truck. Dave had some beautiful routes to ride and we liked the roads and the places along the routes, we just did not have enough time to enjoy them. I would not have cared if we had gotten back just in time to go to the evening meeting. What else did we have to do except enjoy the area around us?

The rest of the time, I enjoyed talking and visiting with all the wonderful people we have in the LSV. They are THE best riding group we have ever been associated with. I am not growing old gracefully, but I am growing older and I have found out that life is something to be very thankful for and plan on enjoying all I can, because you only have one chance and that's it!
Sandra Judge

HCT Bike Show

By now y'all have probably heard the outcome of this year's bike show. Yes, there were some surprises. The bike show was moved from the hot sun of the side of the rec building to the shade of the camp sites. You may not know of some of the inner workings of the show.

The workings of a bike show are really complicated. First, signs must be made so the contestants know where to park their entry. Then, the signs need to be put up. Finding a tree or pile of loose rocks is tough. I wrote up a criteria for the judges just in case the 5- and 6-year olds might not know what to look for. Of course the parents read the criteria to them!

Now the hard part, to find combatants...er...competitors. I was able to stop RR from removing his 2009 Voyager 1700 from the site that included that category (more on that later). Then as people...er...competitors showed up, I needed to enlist the aid of various members to help guide them into the proper area. Jim Judge at first declined to be involved, then, I'm sure at the

insistence of Sandra, brought his trusty steed, a 2003 Voyager, into the arena. There were eventually around 15 bikes involved, which included 3 trikes!

Mr. Richard Baxter, our fearless leader, volunteered to enlist a camping family as judges. Thank you Sir Richard. This allowed me to consume 2 adult beverages (badly needed, I might add...after dragging HD around all afternoon).

Anyway, the judging began and I was handed the results from the judges in the form of winning license plates numbers. Then, I had to find the Prez and secretary to sign the certificates (sorry I forgot to add that I had to make the certificates!). Then I had to match up the plate numbers with the bikes without getting them confused....whew!!....what a job.

Anyway, here are the results:

Cruiser Class.....	Don Schevajsa
Touring Class.....	John "Cattfish" Wojek
Open Class.....	Howard "the Old Guy" Aycock
Pre-2003 Voyagers.....	Allen "the Ol' Hippi" Boethel
*2003 - 2010 Voyagers.....	Rod "the Rocket" Westphal

*There is a contested decision from MusicMan. At the time of this newsletter, judges have not made a final decision, but are reviewing films from the adjudication process. More info in the following NL.

Contested Submission,
MusicMan

My Trip North

It was and wasn't a vacation. I went to attend the burial of my aunt. While there I stayed with 2 different sets of cousins, saw my son and visited another set of cousins on my way back. I also saw Ron and Shirley Bortoff in Lincoln. (They are newlyweds!)

The following are some of the statistics:

Dates:	May 25 th - June 2 nd
Total Mileage:	3846
High MPG:	45
Low MPG:	31
Average MPG:	40
Highest Gas Price:	\$2.69 (Minneapolis)
Lowest Gas Price:	\$2.39 (Des Moines)
Friendliest Riders:	Texas & Oklahoma
Longest day:	720 miles (13 hours)
Shortest Day:	280 miles (6 hours)

I left at 5:45am on Tuesday. The day was cloudy for the first 525 miles, and then the sun came out. The temps stayed in the 70's and was a beautiful ride all day. I went up I-35 to Wichita then caught I-135 (still north) to McPherson, KS. I got a room for the night and watched the thunderstorms and tornado watches in western Kansas until 10pm. I had to look at the map to find the towns and counties in the affected areas to find out if I was in danger. The storms were about 150 miles away and fizzled out long before they got to me.

When I got up in the morning, there was evidence that it rained at night. Never heard a thing! Since I had a short day riding, I really took it easy. I watched the news, had the free continental breakfast, got gas & chatted with a Kansas trooper. I left town about 10am and headed up I-135 again but got tired of the interstate. I jumped off on US 24 in northern Kansas and then caught US 77 north into Lincoln. The secondary roads were marked at 65mph. Very pretty towns. It turned out that I was following a Pony Express route!

When I got into Lincoln I found a local who told me where the Best Buy was in town (there was only one). I was having trouble with the Nextar GPS. The speaking voice was 'skipping' some syllables. I got it traded out and set out for Ron and Shirley's (which turned out to be 1-½ miles from the Best Buy). I had thought of visiting the Kawasaki plant, but since I was taking my time, time ran out.

Shirley got home first and found me laying on the boulevard grass enjoying the weather (and a beer)...no humidity, only 80 degrees. Ron got home about 5 minutes later. It was good to meet Shirley for the first time and see Ron again. Talk about good people! After a shower they took me on a tour of Lincoln. We went to the capital building and a historic section of town called the Haymarket. It is a section of town with refurbished warehouses made into shops and restaurants. Really nice! Then they treated me to a great meal at one of the restaurants. When we got back to the house, Ron put on a comedy CD and we about laughed ourselves onto the floor. We were in bed by 10 for an early morning.

I left about 6am for a cross country trip around Omaha and the back roads of Iowa. I continued on US77 to Iowa where I picked up US30 to Dennison. Did I mention when I crossed onto Nebraska on US77 the speed limit dropped to 60mph? Now, crossing into Iowa, the speed limit dropped to 55mph. If when I crossed into Minnesota and the speed limit dropped to 55mph, I swore I would turn around and go home! (Ha-ha) Iowa was all farmland, I snaked around Iowa until I found US20, around Fort Dodge and finally a 4 lane road with a 65mph limit. I then rode up a county road to Klemme, IA to visit the mother of a friend.

I hit I-35 and forged my way north to the Land of 10,000 Lakes. The freeway signs informed me of an accident that brought the 3 lanes to 1 about 4 miles in front of me. I said...."OK. I have a GPS"....so off I went on 94th street east, following the instructions. The Nextar performed great and I got to my cousin's house about 4:55pm.

On Friday I went up to Rush City, MN then onto Fall Creek, WI to visit with my son. He had just purchased a 1981 Suzuki GS1000. He wasn't able to join us in Minnesota because he ended up with a power and economy problem. After our visit I returned to the Cities and just missed a huge traffic tie-up on I-94...Whew!! It was about a 300 mile round trip.

Shortening my story, the next day I traveled up I-94 to US55 and headed west to ND11 into Hankinson. This is where I picked up a 30mph side wind and rode at about a 60 degree angle into Hankinson. After the service I went further north into Great Bend, then to Wahpeton and finally into Breckenridge (my home town) and visited with a couple classmates I hadn't seen in 12 years. I headed back to Fridley on MN 210 and I-94. I had that 30mph head wind all the way back to Fridley....ugh! I ran about 450 miles this day.

After a couple of other trips around the Twin Cities to see other relatives and Tuesday morning came. I left about 6am traveling south on MN100, to I-494 to I-35 south. I originally planned to travel to Kansas City on I-35 then use secondary roads, but the weather report was bad so I hiked down the interstate as fast as I could (after visiting with Cousins in Des Moines). Des Moines is where I picked up another headwind, not a strong as before but definitely cumbersome. I finally stopped in Wichita for the night. About 600 miles later the next day, and I would be home. I did get home about 5pm, tired and beaten by the wind!

I just found out that I was staying about 2 blocks from a girl I graduated with!
MusicMan

May/June Lunch Ride

Brenda and I rode our new Wing to Fayetteville for a LSV Lunch at Orzack's Café on the square. We met Dell Klotz, Richard Baxter, Larry Lawson, Hippi and Karen and had a very good meal and shared some good stories. You all should have been there. The weather was beautiful but HOT especially on the ride back. We routed through Houston and I was reminded why I don't enjoy riding there. The traffic Sucks, and I would rather ride 100 miles out of my way than do it again. I guess that I am just a Wuss! LOL!

Until Next Time, Ride Safe!

Up and Coming:

July 10, 2010 Lunch Ride to Oscar's Café in Oscar, TX

LSV 2010 Calendar:

Voyage Home (status update)

The home base for this year's Voyage Home will be Turtle Bayou RV Park.

As the name implies it is on a bayou, complete with a gator. No worries though, he hasn't ate anyone yet. That we know of.

The RV Park is small but nice. We will be below the hill on the bayou. Bring your fishing pole.

The rest of Voyage Home is still in production. More as plans are finalized.

See you in October.

Brenda Sue

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
June	nothing at this time		
July 12-15	AVA National Rally	Holiday Valley, NY	AVA
Oct. 21-23	*Voyage Home	Wallisvile, TX	Herrings
November 12-14	IMS	Dallas	

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

Although not on our calendar, our neighbors, the EVA had their Grand Canyon Run September 9-12 and their Enchanted Tour in Silver City, NM Aug 12-15, 2010. - RB





