



## Newsletter Vol. 8. #3 July-Aug. 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](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

In July, when we were contemplating a ride to Crockett and I was pondering the historical importance of a Crockett lunch to this club, it occurred to me that this August lunch ride was celebration of another, slightly obscure landmark for the club. A supposedly wise man once told me that the average life-expectancy for a social motorcycle group is about 6 years. Since March 2010, when we celebrated the 7th year of the club's existence we are not only better than average but we are, apparently, still going strong. At Crockett, I was visiting with Mike Shoemaker, one of the folks that started this club, & he asked me to thank you all for your contributions toward keeping this club going. So, thanks.

Statistically, we will continue to become more of a mixture of bike brands, as the V12 & 13 get older and fewer people want to ride an 8 to 27 year old bike. But we'll still have each other. Right now out of about 44 bike driver members (ie, excluding non-rider spouses), we have 27 riders who at least own a Voyager - even if it's not their main ride. This includes a few Voyager owner-members that we've never even met and then we have 17 members riding something else.

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### Treasurer Report:

Downrider	201.00
General fund	<u>360.09</u>
Total in bank account	561.09

That was the last update of 8/19/10

More new shirts are in, contact Sandra.

Long sleeve - M to XL \$22.00

Tee shirts - \$12.00

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

Sandra Judge-

Secretary/Treasurer

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### The Safety Corner:

#### Is it always best to be First?

If we were talking about sports, Yes. It's more money & prestige to be the winner of the Super Bowl, World Series, the College National Championship Football game, NASCAR Championship race, Kentucky Derby, and a whole slew of other things.

It's even good to be first in the "Best in Show" at a motorcycle event.

But, if you think about it, it's not always best to be first at the traffic light. It's statistically proven with accident reports that most accidents that happen at intersections are due to someone running a red light.

With our busy lives we live now days, distractions are all around us, coming at us from all different directions, from our jobs, kids, bills.....you name it, it's there.

And if it's not ourselves that is distracted, it's probably the other driver.

You're first in line at the light, you see green, and you accelerate only to get broadsided by someone trying to beat the red light. If you are on a motorcycle, that's bad news. If you are in a car or truck it's not so bad.

In my 39 ½ years of driving (part of that being a cop) I've witnessed or investigated more than I care to think about. Some were non-injury accidents, some were bad injury accidents.

With that all said it's really not bad being 2<sup>nd</sup>, 3<sup>rd</sup> or 4<sup>th</sup> in line at the light. If you do wind up being first in line, make sure that the perpendicular traffic flow has stopped from both directions or the 3<sup>rd</sup> direction if there is a "protected left turn" light before proceeding into the intersection.

Rick Londagin.

LSV Safety Officer

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## **Working on Bikes And Other Things**

I had some armrests and different footboards installed on our Yellow Wing for Brenda and some highway pegs for me. I have the fixings for installing XM radio to it also but have been waiting for some more comfortable weather to do the installation.

I heard that Richard has installed some LED lighting on his Voyager and that Barry has done some work on his wiring, but I did not get any info on these yet, maybe in the future we will get some reports from them and others of work or modifications they are planning or working on.

John Herring, VP and NL Editor

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## **Ride Reports**

### **2010 AVA Rally Report**

Jim and I had been planning this trip ever since the last AVA rally, we both had never been to Niagara Falls and this looked like a good opportunity to enjoy the Falls plus be able to go to the International Rally at the same time.

Our trip started off like all long trips, checking the weather; of course we had thunderstorms along our route we had picked to travel. The thunderstorms didn't seem to want to go away, so we decided on a northern route. We left here on Thursday the 8th of July between storms and headed for Wichita, KS around 4 PM. We got there with no rain and found our motel, had a nice dinner and watched the weather channel to see what to expect the next day. We woke up to cloudy skies, but by the time we got into Kansas City, the sun was out and the temperatures was in the 80's, a beautiful day. We made it all the way through Kansas, Missouri and stopped in Effingham, IL for the night. Another good evening with a nice dinner, good rest and up early the next morning for more traveling. After a good breakfast we made the rest of Illinois, Indiana, Ohio where we stopped for the night in Macedonia, which is a suburb of Cleveland. We knew that today would be a short traveling day, but did not expect to get to Ellicottville as soon as we did. Our reservations were at the Peace Creek Inn just south of the Holiday Resort about 7 miles. A quite place with only 8 units they rented out, but we could not check in until 3 PM. Since it was around noon we found a small cafe in Ellicottville and sat out on the patio and watched all the people come and go out on the streets. Ellicottville is a very small town and all the stores are small shops and cafes. One main street in the town where everything is located including the only service station in town.

We walked around the area until time to check in at our motel, after checking in we unloaded the motorcycle and headed for the Holiday Resort where the Rally was being headquartered. A lot of people still had not shown up it being only Sunday so we decided to just ride around and look at the area around us.

On Monday morning we headed back to the Rally, we signed in and got our welcome bag, signed up for the ride of the day and then just talked with people we had seen at previous rally's and look at the items the vendors had. The ride that day was to be to Allegheny National Forest just over into Pennsylvania. We enjoyed a day of riding and looking at the "dry dam" there that is used for flood control, there were some beautiful waterfalls and we then went to the marina there on the Allegheny Res. to have lunch. We were able to eat out on their patio and watch all the activity on the lake.

Tuesday the ride was to be to the New York Allegheny State Park, it also was a nice park but not as good scenery as the National Park. We were just about 15 miles from getting back into Ellicottville and it began to rain pretty hard, we all got wet before we could find a pull off to get on rain gear. Jim and I went straight to our motel to change our wet clothes to get ready for the first nights welcome dinner. We sat with people from different states, plus a local couple from right there, and it was

their first time for an AVA rally. During the meeting part after a wonderful dinner, we were not expecting to be called on to stand up, but Duane Ash and I had been talking that morning about some things we both enjoy and Jim and been talking with Charlotte about all the adventures we have had over the last 32 years not only on motorcycles but in our airplanes. So the LSV got good attention, HA!

Wednesday we decided to go to Niagara Falls on our own, because of the long distance we did not feel safe riding in a group of 30 or more bikes. We left early and got through the tollgates before 10 AM. We paid \$10 to park and then we were off to enjoy the Falls and the other things they had there in the park. I found out that Niagara Falls Park is the oldest State Park in the United States, or so that what the sign said. We had our lunch of hot dogs and fries and walked around the Park for over 4 hours. Since there was no dinner that night and only a light show after dark, when we got back we decided to go to one of the cafes in Ellicottville. The Gin Grill and Bar had a nice selection of food to choose from and the food was really good.

Thursday, we decided to do another ride on our own and spend most of the day riding through the mountains around the area, all this time our temperatures had stayed in the 80's and was very good. Thursday night was our last night plus the awards dinner. We sat with a different group this time and we really enjoyed meeting all the different people.

Friday, we got up to a pouring rain so we waited to see how long it would last, if it lasted after 10 AM, we were just going to stay another day, but by 8AM it had stopped raining, but was still cloudy, we put on our rain gear and decided to take off, the further west we went the better the weather, we made it all the way to Indianapolis, IN and did our same routine, get the motel, go to dinner and then relax for the rest of the evening. On Saturday we made into Joplin, MO and the temperatures were getting hotter the further west we went, when we stopped in Joplin for the evening, it was in the 90's. Sunday would be our short day, but it started out okay, but by the time we got into Enid, OK it was 106 degrees, we were only about 2 hours from home and we kept going. We arrived home around 2:30 in the afternoon and our temps here was only 102. It sure was nice to get home to a cool house and relax, no more riding. We had been on the road for 11 days and put 3565 miles on the motorcycle, but it was a very good trip and I would go again. The next AVA Rally is going to be in Arkansas, a lot closer and maybe we can get a lot more of our members there next year.



Sandra & Jim Judge

## July Lunch Ride to Oscar's Store

### **Oscar Lunch Ride**

Well I've been to the Oscar Store now. It's a place that I'd return to. On Saturday, July 10, nineteen of us met there at 11:15, just beating the noon rush. No really! There WAS a noon rush. This is a suburb of Temple with a population of close to zero not counting the Oscar Store Restaurant, but it is obviously well known. Obviously also, a live music destination on weekend nights.

I couldn't get the Gimp to join me in the cage, so I rode to Granger where I met MM, John Barton & 3 other New Braunfels riders. We rested a few moments, then grouped our way the remaining 30-ish miles to Oscar Store. Our fearless leader missed the first turn (no not MM this time). The 2nd turn (US190) was reduced to unpaved construction zone, so we went on north to TX53, successfully flanking the restaurant & came in from the north. We arrived at 11:15 and literally half of our total was already seated with menus in their hands. But we caught up with 'em pretty quickly. Ken & Yong won the long distance prize - over 200 miles one-way.

Most, (cheapskates like me) got a burger, but the other dishes that were sampled all looked good. Cheeseburger with fries and tea was \$8+. It was better than good but more food than I cared to eat, so the 3 dogs at home (but not SugarBeet) got a taste of my leftovers later. As far as I could see, there was one waitress working the entire restaurant. Besides our waitress, one other waitress-looking lady and the manager and the cook (or was that the manager/cash register-cook guy) were running the joint, but they all managed to keep a low profile except our waitress, Not-Jennifer (strange name) who worked very hard. The restaurant can hold probably 200 diners & was filling quickly. We were served much more efficiently than I would've bet on.

Afterwards, it was already too hot to ride, but only the cagers - BeemerRider & Vee, Mike & Chere, and Inspector were properly prepared for that. I had my cool vest but the humidity was too high for that to work. The NB contingent headed towards the interstate and I rode back with Don (yes, a little bit of interstate) as far Killeen, then I got home on TX195, the Georgetown - Killeen highway. - SpeedBall

### **Oscar Lunch Ride**

I had the possibility of 6 riding along with me. Jimbo had a minor surgery come up and Rob had a funeral. I came with a GW trike and 3 HD's in tow. Speakeasy, Walt & Charlie all are from New Braunfels and Gaylord came up from San Antonio.

We met at a gas station on 306/I-35 and left for Temple about 8:20. The route I planned was the "long way", off I-35 on 80 to 21 to Bastrop, then 95 to 36 and a right on 3117. We also had a meet scheduled with Speedball in Granger. He came without the Gimp...er...Cindy, so he was on the Voyager. I let Speedball lead at this point and really enjoyed following. You can look around more!

The trip was fairly uneventful. It was cloudy and somewhat cool (?). I only noticed how warm it was when we went into the gas station in Granger. Very comfortable ride. Got a little exciting when a dog ran in the road ahead of us 100 yards or so. The truck that had been plaguing us for most of highway 95 had to slow down but I still didn't feel comfortable passing with 4 others behind me. This guy would (in a 65mph zone): speed up to 65, slow to 55, slow to 50, speed up to 60 slow down.....well you get the picture. He finally almost had to stop for a guy turning left (he actually could have just gone around) but here is where I saw our chance. I zipped by him with Gaylord very close, the others followed behind us shortly.

I had decided to head back home the "short way", down I-35. It was indeed a quick trip home. Got through Austin (yes, Austin Texas) in about 15 minutes. Probably the best traffic pattern I've seen. Managed to lose Speakeasy just before the split so after getting through Austin, we pulled off so we could see him go by. After about 5 minutes, we saw him, then chased him.....never caught up to him! And, when I went by his place in the park, his bike wasn't there so he must have pulled off for an ice cream cone somewhere. Charlie thought he saw him but there was no way to tell us.

The lunch itself was great. It was probably a life changing cheeseburger....it was that good! I think there were 18 of us (members, non-members, etc) on 12 bikes including: 5 Voyagers, 3 HD's, 2 GW trikes, a Shadow.....oh yeah....that other brand.....A Beemer....er...Beemer. It was great to see our founders, Mike & Chere' Shoemaker, again. Mike looks good, no seizures for 2 or 3 years, we are all thankful for that. Chere' is well, also. The camaraderie was flowing very fast. It always amazes me the quality of our members and associations.

Until next time.

MusicMan

## August 7th Lunch Ride to Crockett

### **Lunch ride to Crockett**

Crockett was the birth place of the Lone Star Voyagers in Mar. 2003, and this was our first return to the motherland. It was (gasp!) a little warm. We've had triple digit temps every day in August. (I can just hear the AZ folks saying awww- poor babies). But we had a really good turnout. We invited 80 & had 25 or so attend.

Kevin Bryan saved the day. While I was collecting RSVPs for this ride, I had collected about 20 & leveled out. I figure any restaurant can handle 20. Then Kevin RSVP'd w another several, so I called Fowlers to confirm that 25-30 biker eaters wouldn't tax his resources. That's when I found out that Fowlers doesn't open on Sat til 3. So we switched to Thompsons BBQ & lived happily ever after. However, if we go back to Crockett, there's another BBQ joint that we should try. The Gimp, Mike Shoemaker & I traveled by cage, so the trip was pretty ho-hum (in other words, the car air conditioner worked well), but all the riders sweated a lot. SpeedBall

### **Lunch in Crockett**

Brenda and I rode our Yellow Wing to Crockett for a LSV Lunch at Thompson's BBQ on the east loop. We rode some of one of our planned rides for our Voyage Home this coming October and I think you all will find it enjoyable. We got an early start and arrived in Crockett about 45 minutes before anyone else arrived and took the time to get some cool and refreshing beverages and managed to find some shade with a cooling breeze to wait for the rest of the group.

Dell was the first to arrive and found us setting on the porch of the building with others arriving quickly after that. We had around 25 show up I think and I believe we all ate our fill. We also shared some good stories. You all should have been there. The weather was beautiful but HOT especially on the ride back. We rode back with Dell accompanying us to Liberty where we parted and we arrived home shortly after that. I took a cool shower as soon as I was able and settled in for the remainder of the day. Hot weather and riding really take it out of me quickly now a days but it was worth it to see all of you again.

Until Next Time, Ride Safe, John and Brenda Herring!

## Wisconsin Trip

I had been checking the long term forecast frequently in anticipation for my trip to Wisconsin for the wedding of a friend's daughter. Chris and I had gone to high school and college together. I hadn't seen him in several years and this was going to be sort of a reunion with some of our mutual friends from our college days who were also coming. Chris had been diagnosed with pancreatic cancer about two years back. It looked like he had been one of the few who beat it but a recent checkup had shown some cancer near his lymph nodes, We didn't know how much time he had left so that made this trip more important than it would have been otherwise. Like my last trip to Wisconsin, two years ago, this one looked like it might be a wet one. On the previous trip, I had driven in rain and on wet roads for hundreds of miles.

My original plan was to leave early Thursday morning and get in Friday evening. By Tuesday, it looked like I might be able to leave from work on Wednesday after a half day of work. As it did two years ago, Wednesday morning started off with a heavy rain. I considered taking the car to work and coming back for the bike but I figured that it had rained long enough to

wash the surface oil off the road. Besides that, traffic wasn't that heavy at 5:30am so I donned my rain suit and headed in to work.

I was able to hit the road about 10:30am. It was still raining and I had considered waiting until Thursday to leave but the forecast didn't look any better. I rode in and out of heavy rain until just before Dallas where it eased to a light drizzle. The rain finally quit around McKinney and the sun started coming out. My rain suit had kept me dry but if I didn't get it off soon, it was going to become a sauna. I stopped in Anna for a drink and to get my rain gear off. While there, I refueled the RT. I was surprised to see that I had gotten better than 52 mpg since filling up somewhere north of Waco. The ride was becoming pleasant as the clouds disappeared and the humidity dropped. I headed up US69 through Oklahoma through the hills and ranchland. I had considered stopping at Miami OK for the night but when I got to the turnpike (IH44), a road sign indicated that it was only about 60 miles to Joplin MO so I figured that would be a good place to stop. That would make the next day's ride a manageable 700 miles. Well, I missed the one exit that had all the Joplin motels so I continued on. It was pleasant riding but it was starting to get dark and the deer warning sign I encountered gave a good reason to get off the road. Just when I thought I'd have to continue to Springfield, I saw a highway sign for a Super 8 in Mt. Vernon MO. I prefer something a little less expensive but it would do. As I was looking for access to the Super 8, I spotted a clean looking mom & pop motel so I pulled in there. For \$49, I got a clean bed in a clean room, which was all I was looking for.

I was on the road by about 6am the next morning. The gas station next door had gas so cheap (2.37 for regular) that I decided to fill up there. I headed northwest on I44. As interstates go, I44 in Missouri is relatively pleasant as it undulates through the northern reaches of the Ozarks. I was in Illinois before 10:00am. From St Louis up to Rockford can be a bit boring but at least the weather was cooperating. I was finally able to get off the interstate southeast of Madison. The four-lane curves west towards Madison before it curves east towards my destination. WI 73 is a scenic two-lane that runs almost straight north. The speed limit is lower but the reduction in distance compensates so taking it was a win-win situation. This road runs through a farming area with small wooded hills surrounded with farm fields. The sky was getting darker and I encountered a little light rain before I pulled into Brandon, WI at about 5:15pm. Judy was already there - she had flown in to Appleton the previous day. I didn't get much chance to ride while I was here. Friday was spent running errands; Judy wanted to go to the cheese factory and a few other places. Saturday was the wedding. While I was sitting at the bar talking to my friend, he remarked to the groom's father, who was on his other side, that I had driven a motorcycle up from Texas. After telling us about his experiences riding old British bikes in India (his home) he told me not to go away because he wanted me to meet someone. Shortly, he returned with the groom who was interested in motorcycles and currently had a cruise. The groom was interested in a BMW and I was invited to bring the bike to the gift opening the next day. Judy's sister had invited her dad, brothers, and their families over for lunch Sunday so I wasn't sure I'd be able to make it. About 1:30pm, the gathering had died down so it looked like I might be able to make it to the gift opening 35 miles away. I got there just as they were cleaning everything up. The groom and his father wanted to see the RT and I was peppered with questions about it from both of them.

I had been watching the weather forecasts to see what the return weather would be like. Whether I left Monday or Tuesday, it looked to be bad weather. I had to be back to work Thursday so I figured it might be prudent to leave Monday in case I had to "hole up" somewhere. Judy and I had a breakfast with some friends at 9:00am so I packed up the bike and Judy followed me in the car to our destination. About 10:30, I decided I needed to get on the road so I said my "good byes". Between the rain and having to take some highways choked by small towns, my initial progress was slow. I had rain off and on until just west of Peoria. I don't normally take that route but I had come upon an internet site that claimed US24 was scenic I took 24 west almost to Quincy. While 24 was a pleasant road, I'm not sure the detour was worth it. I actually found IL107 and US54 which I took south to Bowling Green, MO to be more scenic. I picked up MO161 in Bowling Green which took me to MO19. My destination for the night was Hermann MO, an old German town with a winery and numerous Bed and Breakfast places. Just before entering Herman, MO90 crosses the Missouri River and there's a good view of the river bluffs from the bridge. I got a room at the Hermann Motel. Then I proceeded to take a quick walking trip of the town stopping at a tavern for a beer and burger.

I was on the road early again the next morning. I had taken the scenic route so far and was still over 800 miles from home. I didn't get very far before it started to rain. The rain started to come down hard and I was looking for someplace to pull over and put on my rain suit. I spied a Wal-Mart and pulled into the parking lot as the rain started to really come down hard. As soon as it eased up a bit, I was on the road again. About a half hour later, the rain quit. Because of the high probability of thunderstorms to the west and some storms already showing on the morning radar, I opted to continue south on MO19 all the way to Arkansas. MO19 south of I44 is a scenic road with an abundance of curves. This road terminated at US63 just before the Arkansas state line. When I got to Mammoth Springs AR, it was decision time again. I could head west through some scenic roads but the probability of storms in that direction was still high. I could also end up going through some of the areas that had already experienced flooding. The alternative was to head south to Bald Knob and pick up the four lane (US67). That would keep me dry and I had a small chance of being able to sleep in my own bed that night. Since I had been traveling the scenic route, my pace had been rather slow. I stopped in Bald Knob for a gas/potty/soda stop. I didn't leave Bald Knob until almost 1:00pm and I was still about 550 miles from home so avoiding another night on the road didn't seem likely. However, now that I was on a four-lane, I was starting to cover ground quickly. I was in Sulphur Springs around 5:30 or 6:00 and was finally able to get off the interstate. I headed down TX19 to Athens where I picked up TX31 into Waco. I made it to Waco before 8:30. With about two more hours of driving I35, I could be home. I pulled into my driveway about

10:10. Total mileage for the day was 800+ miles; total for the trip was 2623 miles. I still had the next day as vacation so, needless to say, I slept in the next morning.  
Dave Schani

### **EVA Enchanted Tour 2010, best ride of my life so far**

Twenty years ago, there was an article in a motorcycle mag titled 10 Top Roads in America. I'm sure all were great but the only one that was remotely close enough for me to ever get to was NM78-AZ78, straddling the border between Arizona and New Mexico. In 1998, I got a chance to drive the route in a car & I remember thinking that there were too many gravel-filled, off-camber corners for it to be a good bike ride. I was wrong. The EVA included this ride on their Enchanted Tour in 2008, but I wasn't able to attend. I made it this time. About 750 miles to the basecamp in Silver City, NM, but I took 3 days to get there. First night in San Angelo, 2nd in Balmorhea, where I joined Pathfinder, then on to S.City the 3rd day (Thursday). That was relatively uneventful except for getting to watch DS dance w a Javelina & not having a camera handy. The weather man had promised that S.City would be 10 degrees cooler than Austin - he lied, but the low humidity helped. Friday dawned momentarily cool & RR led the group of 6 to Mule Creek (nothing but a post office), the sort of jumping-off point, where he craftily managed to get the nice postmistress in our group photo. From there, we headed west and generally downhill. Much reminiscent of RR337 & TX16 just south of Kerville. The easy turns were designated 45 mph but those were outnumbered by 25, 15, & 10 mph. A total of about 26 miles on this leg. The next leg was a surprise that wore me out. At its western end, AZ78 deadends into US191, formerly US666, also known as the devil's highway. North on 191 to Alpine, AZ. Literally thru the middle of a gigantic open pit copper mine, then 90 miles of the same (if not more intense) zig-zag curves on, for the most part, a narrow highway. By the time we got to Alpine for lunch, those 25 mph curves were getting easy. After you do a hundred or so of them, that'll happen. SpeedBall

### **Enchanted Tour 2010**

Richard (Speedball) and I had been trading emails for a few days regarding meeting somewhere on the road somewhere on the way to the Enchanted Tour in Silver City. My plan was to leave from work Wednesday and stop somewhere for the night along the way. Although Balmorhea was my preferred destination, my actual stoping point would be determined on when I could get away from work. Although my actual time of arrival was still unknown, by Tuesday, it looked like I'd definitely be able to make Balmorhea before dark. As it turned out, I was able to leave about 10:30 and was in Balmorhea by about 3:30. Richard was already there waiting for me. We checked in to the motel and then headed for Balmorhea State Park five miles away. The \$7.00 entrance fee could be considered a bit expensive for the short time we were there but Richard and I agreed that the refreshing dip in the huge spring fed pool was worth it.

Next on the agenda was supper. After discovering the only place open for food was a small hamburger stand, made the short drive to Saragossa to a restaurant recommended by the clerk at the motel. I was somewhat disappointed by my soft tacos but Richard looked like he had a winner with his chicken fajitas.

The next morning, we "hit the road" about 6:00. It was still quite dark so I had the opportunity to impress Richard with the RT's headlights. Those three H7 bulbs make the Voyager's single bulb seem rather wimpy by comparison. By the time we reached Sierra Blanca, the sun was up. We left I10 for the "scenic route" and headed up FM1111. The first several miles weren't particularly scenic so I was hoping it got better. At one point, I needed to almost stop as a javalena wandered out into the middle and stood there before turning around and going back into the brush. Eventually, we discovered why this road was considered scenic - a rolling landscape with huge expanses of large yucca plants; some of them five or even six feet tall (not counting the height of the flower spike). It continued like this all the way to the junction with US52/180. We headed west through what is primarily a desert grassland although some areas were covered with cactus or shrubs. We also saw more yucca plants. Shortly before reaching El Paso, we passed through some arid mountains. We made our way through El Paso traffic before passing through Fort Bliss and the Franklin Mountains on our way to I10. We blasted along I10 to Deming and then up US180, arriving in Silver City around 12:30-1:00. Jim Judge was already set up at the campground and Bob and Pat showed up a little later. Rod was the last one to show up and I was surprised to see him pulling a trailer behind his 1700.

Friday morning we headed northwest on US180 to NM78 which took us west to Mule Creek where we stopped at the tiny Post Office for a group picture. We got the postmistress to take our picture so Rod could be in it. This was the same postmistress who took our picture two years ago on the 2008 ET. Back on the road, the scenery changed and the road got curvier as we approached Arizona and went over Mule Creek Pass. We were in an area of Ponderosa and Pinion pine. on the other side of the pass, we encountered some awesome views and broad sweeping turn as we descended into the Sonoran desert. At Three Way, we headed north on US191. Formerly designated US666, the road is also known as "The Devil's Highway" ad the Coronado Trail. We stopped at Clifton for view of the huge open pit mine. This mine is so big that calling it huge seems like an understatement.

As we continued north, we were soon back in the mountains. This road is nearly continuous curves for 90 miles. It snakes around so much that in several places, you can look to your left and see a stretch of road that you were on a couple of minutes ago. We stopped at the Bear Wallow Cafe for a nice lunch before heading back to Silver City City on US180. This

wasn't as scenic as the route we took to Alpine but it was still a nice drive.

Saturday morning, our group dwindled to three people. Pat had to get to Wichita Falls because his father-in-law had become ill and had been rushed to the hospital. Bob decided he would ride part way with Pat and then turn for home. Richard needed to get back in order to help Cindy babysit some grandkids. That left Jim, Rod, and I. After Richard, Bob, and Pat had packed up and left, we went up to Lake Roberts for breakfast. From there we went southeast to NM152 which took us over Emory Pass and into Hillsboro on some winding mountain roads. The cafe that Rod had planned for a lunch stop was closed but none of us were hungry anyway. We headed south on NM27 through an area of grassy hills to the junction with NM26 which took us east to Hatch, home of the famous Hatch green chilies. At Hatch, we went north on NM187 rather than get on I25. This is desert but irrigation from the nearby Rio Grande River has created a lush farming area. When we reached NM152 we headed west back through Hillsboro and Emory Pass to Silver City.

Rod, Jim, and I had super Saturday night and said our "good byes". Sunday morning, I left about 6:00 Central Time. I went southeast to Deming and picked up I10 and took it to El Paso. Temperature had been pleasant but it was beginning to get warm. It would have been quicker to stay with I10, but I decided I'd take US62/180 again but this time, take it all the way east to TX54. Even though it was Sunday morning, I ended stopping at many unsynchronized traffic lights in El Paso. Finally, out of El Paso and moving along US 62/180, the temperature actually dropped a few degrees and became pleasant again. I continued east through the town(?) of Salt Flat and actually encountered a real salt flat to the east. The Guadalupe mountains loomed up off to the northeast and they appeared to be much closer than they really were. I finally hit TX54 and went south with a vista of mountains to the west. At Van Horn, I hooked up with I10 again. Now it was starting to get warm again. By the time I got to Fort Stockton, the temperature was approaching 100. The temperature continued to climb until somewhere between Mason and Llano, I read 107 on the RT's temperature indicator. It dropped a couple of degrees after that but stayed above 100 all the way to Austin. I had stopped for a moment in Mason to douse myself with water from a bottle I had in my tank bag. I pulled into my driveway around 6:00. Mileage was 752 miles for the day and 2052 for the whole trip.

Dave Shani

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**Up and Coming:**  
**September Lunch Ride to Lindsey, 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:**

<b><u>Date</u></b>	<b><u>Event</u></b>	<b><u>Place</u></b>	<b><u>Hosts</u></b>
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	Wallisville, 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. – ЯВ

## 2010 LSV VOYAGE HOME

### REGISTRATION FORM

The annual LSV Voyage Home 2010 will be in Wallisville, TX October 14 thru 16, 2010. No activities scheduled except for arriving prior to the first breakfast & ride Friday morning. This is open to all LSV members & their guests & AVA members.

Brenda and John Herring will be your hosts. Headquarters for this event will be at the Turtle Bayou RV Park which is located halfway between Houston and Beaumont on I-10 on the South Frontage Road.

From the West take exit 811 and stay on frontage road to park on the right. Go around the "ROAD CLOSED" sign, the road is open to the park.

From the East take exit 810 and U-turn under freeway then left on the frontage road and follow camping signs for 2 miles to the park. Go around the road closed sign, the road is open to the park.

**Call Brenda Herring at 936-336-2840 for campground reservations.** The rate per night is \$25.00 per site. Two tents can share one campsite. Only one RV will be allowed per campsite.

The motel of choice is the Days Inn Suite which is located North of I-10 at the Highway 61 exit in Hankamer, TX. For reservations call 409-374-2424 and mention that you are with the Lone Star Voyagers group. Rates for 2 guest are from \$69 to \$79 per night with \$10 per each additional guest per night. Anyone who is not camping and wanting to attend any activities in the campground will be required to stop at the campground office and pay a one time fee of \$5 for a visitors permit.

All activities are pay as you go. To help defray expenses attendees will please remit \$7.50 per person with your registration. Make checks payable to: **Brenda Herring**; Send payment with this form to: **Brenda Herring, 325 CR 130, Liberty, TX 77575.**

Please **register by 1 October 2010.** The first 30 applicants will receive a Voyage Home 2010 ride pin.

Brenda and John can be reached at 936/ 336-2840 email at [brendalsv@gmail.com](mailto:brendalsv@gmail.com).

We will use channel 24 as the official AVA/LSV CB channel.

**Pilot Name:** \_\_\_\_\_

**Co-Pilot Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Approximate Miles to Event:** \_\_\_\_\_

Will be staying at: Campground / Motel (Circle one)  
If at Campground - Will have Hook-ups / Tent (Circle one)

Will arrive Wednesday/Thursday / Friday / Saturday: (Circle one)

**Club Affiliation:** \_\_\_\_\_

**Enclosed: (\$7.50 per person) x people: \$** \_\_\_\_\_

We, the undersigned, agree not to hold the AVA-LSV, it's officers, agents, members, or anyone connected with AVA-LSV functions responsible for any accidents, injury or personal loss while we are en route to or from or during any LSV get together, rally, activity, ride-in or event.

**Primary Signature:** \_\_\_\_\_

**Co-Pilot Signature:** \_\_\_\_\_

**Everyone is requested to bring a stuffed toy to be donated to the Dept. of Public Safety**