



Newsletter Vol. 8. #2 Mar.-Apr. 2011

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 New President, [Brenda Herring](mailto:brendalsv@gmail.com), in Liberty (936-336-2840), brendalsv@gmail.com, or our Vice President, David Dunn, in Houston, TX. (281-622-0509) ddunn.tx@gmail.com or our Sec/Tres [Sandra Judge](mailto:jjudge@pldi.net), jjudge@pldi.net for more information. Hope you can join us.

From the Prez.

Well it is a New Year!

Hi y'all. back safe from SFR, were a good time was had. There were 11 present. As usual we ate and rode. The LSV has a lunch ride coming up April 9 to Casa Rodriguaz in Bryan at 11:30. And HCT is April 28 in Llano at Robinson City Park. I hope to see a good turn out. Ride safe.

Brenda

Treasurer Report:

We still have tee shirts, long sleeve shirts, vest patches, 1 lg. back patch, hats, and one windshield cover left. Please call or write to make orders.

Our bank account was hit hard this last month, our web page \$95, rental of pavilion \$65, pay out for supplies to John for newsletter expenses \$91.12, and for the pins for HCT \$197.75.

We did sell some club items and collected some dues, but the account is lower than it has been in a while.

Our General Fund is at \$262.47.

Our Down riders Fund is - \$601.00

Sandra Judge
Secretary/Treasurer

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 2nd, 3rd or 4th 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 3rd direction if there is a "protected left turn" light before proceeding into the intersection.

Rick Londagin.

LSV Safety Officer

Working on Bikes And Other Things

Shade Tree Mechanic

OK, so I took Vinnie to a friend's place and used his barn/shed while I worked. I've been having electrical problems and needed a good floor and lots of room with a roof. Since I don't have those, Walt (whom some of you have met) offered the use of his shed....again. He's a great guy.

I had problems with the battery light (after changing the battery), the left turn signal, needed to replace the bolt for the battery bracket, the running lights weren't working....and...the radio quit working. Yeah, I let stuff go.

There's always an excuse for not doing needed maintenance, none are any good. After I got into it, I found that I had forgotten to reconnect the 'dummy' wire to the battery. The one that's supposed to tell you if the battery is bad. I had previously attached it to a resistor to fake the charge of the cell.

Next, I tried to replace the bolt into the threads that Hippi cut for me in Lulling. However, the bolt wouldn't fit through the bracket hole. I had to wait until I got home to ream out the bracket hole to get the bolt into the hole.

Then, by a process of elimination, using a multimeter, I discovered the switch for the running lights was bad. I picked one up on my way home. It took about 4 minutes to replace it.

When I was taking off the right fairing lower, I discovered 2 bolt flanges were broke off. About now I saying to myself that I will fix something when it breaks....this is getting to be a loooong day! I was able to fiberglass epoxy these two flanges after I got home with 2 coats of epoxy administered over a 48 hour period.

With the upper fairing off, I could get to the radio amp. Everything was tight. I thought I would find a loose ground. I checked behind the headlight as Dell (?) suggested and also found nothing wrong. I remember reading in the Voyagers Voice that a sponsor of the AVA roster advertised Voyager radio repair. Turns out that Pete Franchi (Virginia) is as nice a guy as Carl Leo! He also does not have a Virginian accent. He seemed to know exactly what was wrong. I checked and he was correct. I fixed it and felt relief.

Oh yeah what Pete told me was the fuse holder on the noise suppressor sometimes gets corroded. Mine wasn't but I noticed the radio coming on and going off while wiggling the wire. I replaced the fuse holder & that did it until I backed out of the shed. I called Pete again when I got home and told him (after going behind the headlight again) that I noticed another possible broken wire on the noise suppressor and he told me that it could be bypassed with no adverse effects. It could be replaced by an auto radio noise suppressor. The radio seems to work fine with out the suppresser so I have not replaced it yet.

And finally my failure. My right turn signal usually gives me trouble, a connection problem somewhere. But this was different. The front signals just wouldn't come back on. Again, after tracing a bunch of wiring, I went for the simple fix....check the bulbs. They were good. BUT, when fiddling with the socket, the signal came on, then off, then on, then off.....just kidding. They did start working and I couldn't get them to quit again no matter what I did. So I buttoned the bike back up. They worked all the way home.

2 days later, after sitting for the epoxy to dry, I took Vinnie to work and the first time I used the left signal, it went dim, then out. Both quit. Dang!!

The following day I was able to get some time to look into the problem... Simple fix! I replaced the turn signal fuse....BUT....yup, it blew again, and again, and again. On Saturday, I started digging into the wiring at the right saddle bag. Keeping this story short (too late), I cleaned some connectors and they have now worked for 5 days and my fingers are crossed.

Never let repairs go this long. If it weren't for the generosity of a good friend, I really would have been working under the tree in the front yard. I was at Walt's from 9am to 3pm, only had 2 adult beverages and only lost 2 mirror bolts (had replacements at home!).

If I can work on this bike, anyone can. What a mistake Kawasaki has made.
MusicMan

Demo Rides

Part I.

My first ride was on Wednesday March 23rd. I grabbed my new issue of the Voyager Voice and headed off to work. I was planning on showing the manager at Wood's the 'add' by AVA in his behalf. When finished with work, I went to Woods Cycle Country in New Braunfels. I had signed up on line for the BRP Can-Am Spyder demo ride. I had about 20 minutes to get there and get signed in.

Well, that only took 5 minutes because of pre-registering so I took the extra time and went into the building to see Mark Sheffield, general manager of Woods. I had met him before, but now, after seeing that Woods sponsored the new AVA directory, I brought the VV in with me to "show & tell".

He was surprised and appreciative when he saw his business card displayed with the other roster sponsors. He took me outside to show me a 1996 Voyager they took in on trade. He'll take it to auction because his profit will be higher that way. It only had 71k on the clock but the paint was pretty well faded. I don't know much more about it. Anyway, we parted company and I headed for the Can-Am tent.

Before we rode, we watched a promo film on the Spyder and all it's attributes then chose a 'bike' and got a short instruction on starting and stopping. Then we started up the 'bikes' and weaved through about 150 feet of curvy cones at 5mph with a Can-Am guy watching to make sure we didn't put down our feet when stopping, or, fumble for the front brake (there isn't one).

There were about 6 newbies and 2 guides, a tail gunner and a ride leader. I didn't know what a great ride was planned. Back roads, curves and the interstate gave us all a good idea of handling. We rode about 30 - 35 minutes.

So here's my thoughts. What a weird feeling. No leaning! I have no trike experience, so I can't compare to that. The disclaimer paper at the sign up tent actually stated that the Spyder "is not a motorcycle". That surprised me. The 3 wheels are controlled by a single brake peddle which is an ABS type system to control skidding. The rear drive wheel has acceleration and throttle skid control. These features, combined with a computer were supposed to aid your control and avoided skidding or flipping, although that word was never used. It has a 998cc twin made in Austria. It's power was ample but nothing like the Voyager. There are after highway pegs available.

The model I tested, msrp about \$27,000, was the touring RT. It weighed in excess of 900lbs. It had a 5 speed manual transmission which seemed to shift OK. There is also an 's5' auto transmission available that has shifter paddles

My right foot had a lot of vibration and was feeling slightly numb after the ride. The left foot had some vibration but was acceptable (?). The handle bars were constantly 'wobbling' or "shaking". This may have been caused by hand tension from my unfamiliarity of 3 wheels. The steering seemed very sensitive. I came to be more at ease with this by the end of the ride.

The biggest thing is the lack of leaning. On a bike, or cage, one doesn't feel the centrifugal force of a curve like on this vehicle. It's un-nerving, even at the end of the ride. It reminded me of riding a snow mobile where you off-set your a**, kind of lean across the machine into the corner, so the it doesn't flip. When going through the corners I wondered at times if that computer stuff was keeping me from doing just that.

The Spyder had ample storage under the 'hood' and in the trunk and bags. The ride was comfortable and this model came with adjustable suspension. One of the display Spyderys had a trailer hitch and there was a matching trailer sitting next to it....what a coincidence! I'm trying to think of other items y'all might be interested in but can't thin of any. Ask me at HCT. In short, I would probably not buy one of these for two reasons: 1) money and, 2) it ain't a bike!

Part II

My second ride will be on a Vulcan Vaquero. (next issue)

MusicMan

Ride Reports

The Lunch Ride to Luling.

Our recent lunch ride, Mar 12, 2011, to City Market BBQ in Luling was a good day for me - except that my copilot had to bow out. This'd be a 1.5 hour, 80 mile ride for me if I took the big road thru the big city, but I detoured east around Austin. Gassed up in Taylor at \$3.379, then south on TX95 to Elgin, to Utley via FM1704, then to Red Rock to pick up TX86 & on into Luling. There was a lot of minor construction projects going on, but they weren't out there on Saturday. Yes, the wind blew like it was March in TX. There were 13 in attendance; MusicMan & Charlie, Big D & Hippi, PathFinder, Larry, & me from "West" Texas with DD & Todd, Ron & Venita, Del and (gasp!) Chip, all from the East (well, East of Luling). Westerners got there, kicked tires then got in the chow line at about 11:30. The entire time that we were there, there was always 30 to 50 people in line to be fed. There was a crawfish festival going on so there were probably more folks in Luling than usual. They charge \$9/lb for brisket & the same for ribs & \$1.80 per sausage link. I got "about" a half lb of brisket & same on ribs - skipped the sausage. Too much to eat so I took some home to SugarBeet & "the girls". My total bill was about \$12. I thought the food was good.

Larry & I rode home together. We took US183 to Lockhart, then FM20 to almost-Bastrop. We split there, he headed back SW on TX21 & I took FM 969 toward Austin (a great bike road!) to west of Hornsby Bend, then FM973 to Manor, then FM734 & I35 to RoundRock where I bailed off the big road & went local roads to the house. – SpeedBall

Lunch Ride to Bryan

On April 9, 2011 Brenda and I saddled up on the Yellow Steed about 8:00 in the morning for a nice ride to Bryan to meet our fellow club members for lunch at Casa Rodriguez Cafe. The café is very conveniently located in the middle of Historic Bryan, so the sign says. We were almost the last to arrive because of a work train just east of Richards, but we made it in time to see our VP still eating his breakfast! Go figure! He was the only one eating at this time. There were 19 in attendance. The food was very good except for the chicken taco that was the other half of my 2 taco lunch. (Boiled chicken, yuk!) The beef taco and fixin's were very good. Dell had a "House Burrito" that was friggin HUGE! He gave away almost half of it.

We all headed our separate ways about 1:00 and fought the wind all the way to the Sam Houston Forrest. Brenda and I got home around 3:30 I think. We had a great time and enjoyed visiting with our friends.

John

Big Bend National Park & Terlingua. Spring Fun Run, 2011. EVA/LSV.

Wow it's a long way out there! I'd been toying with setting up a fuel pump repair clinic and then Pathfinder invited me to join him in riding TX163, from Ozona to Comstock while en route to Terlingua. That's got to be the definition for "off the beaten path". I was a little afraid that we'd get to Juno, TX & my fuel pump would conk out - just tempting the fates toooooo much on a 17 year old bike. But it is a Voyager & it did just fine. Though the first 32 miles south of Ozona were rather bland, TX 163 turns into a great biking road from Juno south, as you follow the Devil's River. There was fuel available at Ozona, Comstock, Sanderson & Marathon, so no worries there either. I paid as little as \$3.399 for 87 octane in San Angelo and as much as \$3.909 for 88 octane (mid-grade) in Terlingua.

Speaking of long, lonely highways, US385 from Marathon to Big Bend is in that category. As a matter of fact, that whole area out there is pretty barren. You have to pay entry to Big Bend (\$10 for a bike) if you go to Terlingua via US385. The entry ticket is good for several days & Big Bend was on the agenda anyway. We checked in to Chisos Mining Motel, next door to Pink Kathy's place, then hit the campground where arrivals were plotting the next days ride.

Day 1, getting out there, the weather was perfect but on day 2, it got a little warm. We saw upper 90s on Friday while we rode Big Bend. We retraced Dave & my route to just north of Big Bend, then SE on FM2627. We visited the Stillwell ranch, store, RV park, museum. A tribute to Hallie Stillwell, one of the Big Bend pioneers. The trek from Terlingua to Stillwell ranch is about 60 miles, nearly all with a speed limit of 45 mph - boring! We ate Tex-Mex at the Rio Bravo on Friday night- that was better food than I expected.

Day 3, we rode the River Road to Presidio, then turned around & rode it back to Terlingua. This was Saturday and there were lots of bikers on that road. The day was not without its glitches, but overall a big success. We buffeted at the campground restaurant that night.

Day 4, going home. Pathfinder & I headed north to Alpine about 6 a.m. We traveled, relatively safely at 55 mph, thanks to Dave's really bright headlights. If I'd been alone, I'd had to run 35 mph to ride safely. Jack Rabbits, Dave's old dancing partner, the Javelina, and then several Mule Deer that I didn't even see. We fueled & parted company in Alpine. I had about 8 miles of riding into the almost-risen sun, then north with better visibility on US67 & back to San Angelo. Besides the aforementioned night creatures, I saw a porcupine, lots of Whitetail, a juvenile Bald Eagle (twice), crows, a pet Javelina, & a dead coyote on the trip. –RB

Terlingua

Tuesday: Took Annie to the vet for boarding. Packed the truck and loaded the bike with help from John!

Wed.: Left early morning headed for Del Rio where we would spend the night. {Toilet in the room overflowed. Had to change rooms.} Note to self: find a different motel in Del Rio.

Thurs.: Del Rio to Terlingua and the Chisos Mining Co. Motel. Arrived early afternoon after an uneventful final leg. Richard and Dave arrived late afternoon. Then RR arrived. Some small talk, plans for Friday. Then we meet the rest of the group for supper.

Fri.: Out at 6:30 for breakfast at Kathy's and talk around the firepit. Then off to Stilwell Ranch Museum, back though the Big Bend Park to Santa Elena Canyon.

Sat.: Back to Kathy's for breakfast. Then off to ride the River Road to Presidio. Supper and goodbyes.

Sun.: Llano for the night.

Mon.: Llano to Liberty. 16 dead deer and 1 dead goat the roadkill count to home. There were 11 in attendance.

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Brenda S.

My SFR Trip

There was excitement in the air. It has been about 4 years since I'd been to the SFR with the EVA. I had prepared to leave for this trip the night before.

I got up early as I usually do took a shower and prepared myself for the day. I put my things in the saddle bags and trunk. I love the storage capacity of the Voyager. I pulled out of my driveway about 8:15.

I decided to take a different route to my destination. Traffic seemed slightly lighter than normal, and I negotiated it pretty decent. I exited at the appropriate time, not quite to the city limits of New Braunfels. I turned into the parking lot at Canyon High School and waived at the security guards as I passed. I drove around to the back of the music building and parked.

I unpacked my brief case and trumpet, walked into the band hall and set up in the practice room which I normally do. I began to warm up.

I started to wonder who was going to SFR and how much fun it would be.....

(BTW, I did the same thing on Friday!)

MusicMan

Up and Coming:

Lunch Ride to City Market in Luling, TX	03/12/11
SFR in Terlingua, TX	03/24 thru 03/27/11
HCT in LLano, TX	04/28 thru 05/01/11

Come join us!

LSV Hill Country Tour 2011 Agenda

(preliminary - subject to more detail later)

Thurs, Apr 28, 2011

Arrive & setup.

Group ride to supper in Llano about 6 p.m.

Friday

Ride to breakfast in Llano

Leave for Friday guided ride from breakfast restaurant

Lunch on the road

Return to campground by 3 p.m.

Supper on your own

Saturday

Ditto Friday except

business meeting at campground pavillion early enough to
ride to supper after meeting

Sunday

Kiss me goodbye & go home

LSV 2011 Calendar:

<u>Date</u>	<u>Event</u>	<u>Place</u>	<u>Hosts</u>
Jan 1, 2011	Blessing Of The Bikes	Boerne	CMA
March 24-27	Spring Fun Run	Terlingua, TX	EVA/LSV
April 28-30	*Hill Country Tour	LLano, TX	RB
June	nothing at this time		
July 11-15	AVA National Rally	Degray Resort State Park, AR	AVA
Oct. ??-??	*Voyage Home	Somewhere, TX	???
November ??	IMS	Dallas	

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

Ride Safe