



Newsletter Vol. 8. #3 May-June 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) 851-0202.

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@pdi.net), jjudge@pdi.net for more information. Hope you can join us.

From the Prez.

Plans were completed for the July lunch ride to Snook, TX that I hope is well attended at a place with the name of Sodolaks which is known for its "Chicken Fried Bacon" and I hope that those who are going to attend the AVA National Rally at Lake De Gray in Arkansas have completed their plans too. The dates for the rally are July 11th thru the 14th, it is going to be hot so watch your temp and drink plenty of fluids.

We are still looking for someone to host this year's Voyage Home. Help needed! We are up to 86 members and I hope still growing!

LSV President, Brenda Herring

Treasurer Report:

Here is what I have up to date.

We have \$600 in downriders fund.

Right now we have \$658.00 in general fund, but we also have more long sleeve shirts on order so general fund will drop as soon as order comes in.

We still have a lot of tee shirts, and other items for members merchandise to buy.

Secretary/Treasurer, Sandra Judge

The Safety Corner:

See Well

To ride Invisible Roads safety, a rider has to see well. Seeing well is accomplished by understanding a procedural way of seeing and developing this procedure into habit. First cast your eye as far down the road as possible to the Vanishing Point - the point where the road disappears from view. Then from the Vanishing Point back to your eyes, analyze or size up everything in the road environment of concern. This distance between the Vanishing Point and your eyes is the View Corridor. By continuously looking as far down the road as possible and sizing up the View Corridor,

you give yourself the most time and the most distance to react to whatever it is that caught your attention.

So around every curve, over every hill crest, it is a two step procedure. First catch the Vanishing Point with your eye, then size up the View Corridor.

See you in third gear.

Jim Ford

www.ridersworkshop.com

866-767-6900

The Rider's Workshop

4623 Saul Road

Kensington, MD 20895 USA

Trailer Towing With A Motorcycle

I think we all agree from the start that in all actuality, a 2-wheeled motorcycle wasn't & still isn't designed to pull a trailer. A trike on the other hand is a different set of circumstances and that for this writing won't apply here.

We can talk aerodynamic design & all sorts of issues & complexities here, but I'd like to focus on some of the basics.

Some things to consider & think about are;

1. Tongue weight (additional weight added to bikes rear suspension)
2. Total weight of trailer & contents (which goes with tongue weight)
3. Spare tire location.....What???? you're asking. I'll explain later on
4. Coupling
5. Trailer wheel bearings
6. Condition of tires.....no explanation needed on this, I don't think

I'm sure there will be some arguments on the numbers here, but from what I've read & spoken with a few "experts" on this subject, the recommended tongue weight for a motorcycle cargo trailer is 8-12 pounds with 15 being the very maximum & 6 pounds being the extreme minimum. You will probably have to pack, adjust, empty, & repack the trailer several times to get the tongue weight down.

The trick is not to get it too light & have the trailer trying to jump off, nor too heavy that it adds unnecessary wear & tear to the bikes suspension. Remember, if you pack a cooler, this will definitely add tongue weight. To check tongue weight you can use a set of bathroom scales, set them up on block so that the trailer tongue is at about the same height it will be when coupled to the motorcycle

Total weight of the trailer causes the bike's motor & drive train to work harder, just like it does with your truck & camper. It takes more to get rolling & it takes more to stop. This also adds to the wear on brake pads.

I'll skip #3 for now & go to 4. There are 2 types of couplings for motorcycle trailers; a swivel coupling & the typical rigid coupling. The swivel coupling does just what the name implies. As the bike leans left or right into a turn, the coupling swivels also keeping the trailer ball & coupler "synchronized" & fitting properly. The rigid coupling does not move; the ball moves within the coupling & leaning too far into a turn has been known to force the trailer off the ball in rare instances. This then produces very negative consequences & results. With that said, approaching & going into turns & curves while towing a trailer are a bit different than if you were not towing a trailer.

Wheel bearings are something that doesn't get near the attention they should. And while towing a trailer with a motorcycle you sure as heck don't want to have a bearing go out on you. It's suggested that the bearings be checked & greased as needed before every trip, just as you check your motorcycle.

This is where it's good to have "bearing buddies". These nifty devices makes greasing bearings a snap.

Spare tire location is critical, believe it or not. It needs to be mounted underneath & behind the axle or mounted to the back of the trailer. A couple I know body surfed down a section of fresh asphalt on I-40 because the spare tire on their trailer came loose from the front side of the box, dropped vertically down wedged between the cooler rack & box on to the pavement, parallel with the axle, bit into pavement & flipped the trailer which in turn threw the bike on it's side & there they went.....'Nuff said!!

If you tow a trailer, remember the ride will be a bit different. The bike will respond a bit different.

If you have never pulled a trailer with a motorcycle, I would suggest some practice to "get the feel" for the differences in response.

Until next time;

Ride smart to ride safe

Rick Londagin

LSV Safety Officer

Working on Bikes **And Other Things**

It seems to be too hot to work on motorcycles at this time! It is almost too hot to ride!

Ride Reports

Lunch ride to Orsaks in Fayetteville, May 14

As it turned out, I made the trip solo. Not only without my copilot but also without the riding partner I'd figured on. Oh well, I know the way without a guide. I did sort of meet up with PathFinder about 5 miles before I got there so it looked like we rode together. Not that many in attendance so there were plenty of people to talk about. A lot of bikers chose Orsack's for lunch that Saturday. We were very lucky (& appreciative) that Brenda had reserved us a table. Lunch was uneventful. Notably there weren't 6 policemen there like there was last time we ate there. Met some new folks - Ken & Yong --wait, never mind, they've

been members for a looong time, I just hadn't seen 'em lately. The meal was ok, but not as good as I expected - and that's from easy-to-please me, not the club food critic! Looking forward to going back to Oscar next weekend. – SpeedBall

Lunch Ride to The Oscar Store, Southeast of Temple

Brenda and I were not able to make this one either. Why, do you ask, well our Prez clutzed out and tripped and broke a bone in her foot. Ouch! Well at this date she is on the mend very well and almost as good as new, but still not able to run any foot races yet.

About the lunch ride I saw a picture of the group and if I got a written report I must have lost it so I am just going to say that I looked at their menu on the internet and I sure wish I could have been there! Oh Well there will be another time I hope!
John

Hill Country Tour, 4/14-16, 2011

This time, for a change, it was mostly about riding & eating - oh wait, that's what it always is. We had several folks that'd registered who couldn't make it to Llano. Those of us who did make it had, I believe, a great weekend. I arrived midafternoon on Thurs & half the attendees were already there. As noted in the past, we are becoming more a motel group than a camping group. Although total tents & Rvs, we had 13 people at the campground & 19 in motels - totaling (about) 32 in attendance. We also had 7 who'd registered but didn't make it to the event. We weren't sanctioned as an AVA regional this year, so there were no doorprizes, so the Sat. night business meeting was shorter than usual - not a bad thing.

The rides were also mercifully shorter this year. We had two almost-100-mile guided rides. The one on Friday was in the vicinity of Enchanted Rock and the other, on Saturday was around Inks Lake State Park. Both days, we had an alternate ride, effectively mirror images of the aforementioned two. There was a winery stop and a ride on the very curvaceous Park Road 4. The wildflowers were few & far between. The rain came Friday morning about 8 a.m. It lasted about two minutes and did not get the sidewalk wet. - SpeedBall (RB)

Hill Country Tour, Llano, Texas

April 14th thru 16th 2011

Brenda and I traveled to HCT using separate modes of transportation. She in her SUV and I on our yellow wing. We were camping so her car was crammed full of gear.

We had a nice ride and arrived mid-afternoon and got the tent setup and found some shade and a cool drink to relax and visit with the other arrivals.

The campground was right on the river and was very nice. We had geese, which we had to run off, have you ever stepped in geese poop! We also had a young porcupine wander through camp and climb a tree. The campground was also right on a golf course, I mean right next to it. The first evening we saw that the sprinkler system for the course was running and did not pay too much attention to it at the time. It seemed that the sprinklers were on a timer. When it was time to retire for the evening it was a pleasant temp, so we had the windows about half way up. I had just dozed off and I was woke up by this horrific screeching noise and then water hit the tent, a lot of water hit the tent misting through the screens and then it passed and then it came again. It lasted for about 30 minutes and then it was over. Surprise, Surprise! It did not happen the next night thankfully because it was very hot that night.

We were setting around gabbing one evening and a golf ball comes zipping through bouncing on something after hitting one of the many trees. Thankfully it did not hit anyone or any of the bikes. Someone picked up the ball and when the golfer came carting up looking for his ball he held it up and hollered "If you want your ball come and get it". We were surprised that he just got back on his cart and drove off without saying a word. I guess he was scared of all of us old mean bikers! Hah!

We had some nice rides and ate some good food too. Brenda and I just had to go to Cooper's BBQ and really screwed up. She got half a rack of ribs and I got some brisket and a pork chop, with tee it cost us almost \$40. It was much more than we could eat and much more than we wanted to spend.

In my opinion the most enjoyable time for these gatherings is the time of the evenings spent with our friends setting around telling lies and such. We are looking forward to the next time.

John and Brenda

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
AVA International Rally, Lake De Gray, AR	07/11 thru 07/14/11
Voyage Home, don't know where yet, TX ??	This Fall????????

Come join us!

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	???
December 2-4	IMS	Dallas	

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

Ride Safe
&
Have a Safe Independence Day