

NorCal Voyagers Newsletter

December 2008



NCVC Newsletter

You have something you want to see in the NorCal Voyagers Newsletter??? Send it along to news@norcalvoyagers.org and we'll get it in the next issue. You can also send articles to any board member in the club and they will get it to the editor.

We're especially interested in doing personal stories about our members. You don't have to go into a lot of detail, but knowing a bit about our members goes a long way towards a more enjoyable friendship. Get those pictures, campfire stories, and humorous biking experiences out and send them off to the editor for the next newsletter!

Useful Internet Links

Northern California Voyagers Club

<http://www.norcalvoyagers.org>

American Voyager Association (AVA)

<http://www.amervoyassoc.org/>

American Motorcycle Association (AMA)

<http://www.ama-cycle.org/>

This Month...

CHRISTMAS PARTY (December 13)
Fresno Moose Lodge

Next Month...

A NEW YEAR
Best Wishes to all Members!



NorCal Voyagers Newsletter is developed for the Northern California Voyagers Club and is freely distributed as a benefit of membership.

The *NorCal Voyagers Newsletter* is not a policy or formal arm of the Northern California Voyagers Club, but rather an informational source for it's' members.

Some or all of the opinions expressed in the *NorCal Voyagers Newsletter* may not be those of the Northern California Voyagers Club, its' officers, sponsors, advertisers, or the newsletter staff.

The *NorCal Voyagers Newsletter* reserves the right to edit or correct any mistakes within information submitted for publication.

The *NorCal Voyagers Newsletter* is not responsible for the accuracy of content printed within these pages.

Any questions concerning content or information contained in the *NorCal Voyagers Newsletter* can be submitted to editor@norcalvoyagers.org for review.

The words "Voyager" and "Kawasaki" are registered trademarks of the Kawasaki Corporation and are used for reference purposes only.

NorCal Voyagers Newsletter

December 2008

Club Info and Activities

PRESIDENT'S LETTER

By Don Medina, NCVC President

December is here and with that I, Don Medina, am the new Nor Cal Voyager President, Ray walls is V.P. and every thing else is the same. Trisha Blue, Secretary, Wayne Bright, Treasurer, Dennis Ellingson Sergeant at Arms.

This month is going to be a busy one, on the 13th is the Christmas Party and the 20th the international Motorcycle Show in San Mateo. After these we all will be ready for the big day on the 25th of December.

The good news is that Ray is out of ICU and Betty is looking for a hospital where Ray can go. Ray is not ready to go to a rehab hospital and doesn't need the hospital he is staying in. Two weeks ago 5 members all met at the hospital in Fresno to visit with Ray that was great fun. Ray was able to say a few words, two of which he voiced when I told him that if he didn't attend the meeting he would be president for one more year. To which Ray replied "BULL SHIT!" So Ray can speak without help!

I have Perko's reserved for our club meetings in 2009. NOTE: All meetings will start at 11:00 am so we have more time for the after meeting rides. There will be a great one after the January meeting, so come even if we're all in cars because of the weather, rain, or cold.

Wayne Bright was at the meeting and he is walking with out a cane, still a little weak but doing good. Lee House is back to work. Bill Owens is on vacation in Vietnam as per his email about not being able to

attend the meeting. Dennis Ellingson is at home recovering from surgery.

Rides for 2009

April 17-19: 35th Rider rally in Ventura Ca. to be held at the Ventura Fairgrounds

May 8-10: 2-day ride to Oregon, meet in Corning Ca. on Friday

July 10-?: AVA Rally Tour Meeting in Barstow, Friday night for an 8:00 am Departure Saturday. The stop for Saturday will be Flagstaff Az. Sunday will either be Alamosa CO. or Santa Fe NM.

Late Aug or early September: Canyonlands Tour planned by Al Thearle and Roger Allen

This is all I have on the Schedule. If there is anything you wish to have the Club do or ride, call or email me and let's get it done.

Location of Christmas Party: Moose Lodge 5025 E. Dakota Fresno C. Phone 559-294 8268, this is going to be a great time. Please RSVP for I a head count to know how much food to have.

Lodging:

- Piccadilly Inn Airport: Phone 559-251-6000; tell them you're with the Nor Cal Voyagers. Price is \$89.00 King or two Queen Beds
- Kings Canyon Motel Phone 559-255-7877 Price \$50.00

Meeting Place for the International Motorcycle Show: Denny's in San Mateo Ca. 2920 S Norfolk, Phone 650-574-1221.

NorCal Voyagers Newsletter

December 2008

NCVC DECEMBER MEETING

By Trisha Blue, NCVC Secretary

Meeting Minutes – November 29, 2008

The meeting was held at Perko's Restaurant in Manteca. Meeting was called to order by Vice President Don Medina at 1142.

Members in attendance:

Don Medina (VP), Trisha Blue, (Treas), Shirley Deatherage, Marvin Deatherage, Wendy Thearle, Al Thearle, Brian Coldicott, Wayne Bright (Treas), Joel Colletti, Bill Ashworth, Teresa Ashworth, John De Muri, and Dale Bird.

Minutes from last meeting were read by Trisha Blue. Approved by Joel Colletti; seconded by John De Muri.

Treasurers Report: Read by Wayne Bright. We had no bills and no income. Our current balance is \$3,858.07.

Activities report: Led by Don Medina. The October 25th ride was wonderful (see story later in newsletter). Our Christmas party is coming up Saturday, December 13. The International Motorcycle Show is December 19-20-21. We will have a club ride to the motorcycle show Saturday leaving from Denny's Redwood City at 8:30 am (details later in newsletter). The new Voyager will be there!

Old Business: None

New Business: The menu for the Christmas party will be ham, mashed potatoes, green beans, slaw, pies, brownies and ice cream. Don is considering something different for the 2009 Christmas party, maybe a 2-day weekend ride with a party Saturday night.

The party location would still be convenient for spouses and members who don't participate in the ride.

April 17-19 we will have a ride to/campout at the Rider Magazine 35th Anniversary Rally in Anaheim, CA. It will be a great rally with vendors, guided tours and more.

May 8-10 Don is planning a ride to Oregon. Friday night we hope to meet in Corning, CA, and stay in motels. We will have 2 nights in motels and will be done by Sunday evening.

For the AVA Rally tour, we will start by meeting in Barstow Friday, July 10 (cars ok). We will reserve motels ahead of time. Saturday morning we will ride to Flagstaff, AZ. Sunday we will ride to either Alamosa, CO (Don, Trisha & anyone interested) or ride on to Santa Fe, NM. The pre-rally event Monday will be a ride to Madrid, NM, scene of showdown in movie "Wild Hogs" for a BBQ dinner, melodrama and mining museum. The rally runs Tuesday through Thursday night and includes everything from guided tours, vendors, a bike show, motorcycle land (skills) games, seminars, opening and closing dinners, awards and much more. The Website can be found at: <http://www.amervoyassoc.org/09rally.htm>

A Canyonlands Tour is being planned by Al Thearle and Roger Allen for August or September.

Officers were elected: Don Medina, President; Ray Walls, Vice President; Wayne Bright, Treasurer; Trisha Blue, Secretary; Dennis Ellingson, Sergeant at Arms.

Don asked members who go on a nice ride or do something interesting, write it up and

NorCal Voyagers Newsletter

December 2008

send it to him for the newsletter. We all enjoy hearing what others are doing.

Today's after-meeting ride will take us to Modesto west on Hwy 132 to 580, northwest on 580 to Corral Hollow Road into Livermore to Panama Red Coffee Shop. From there we took Hwy 84 through Niles Canyon. At Fremont we split up to go home.

Meeting was adjourned at 1224.



2008 Events

DEC:

CLUB CHRISTMAS PARTY @ FRESNO
MOOSE LODGE ON THE 13th

PRINTING GPS MAPS

By Jim Tinlin, NCVC Newsletter Editor

I received the following information in email, from a company that sends out a monthly newsletter. Although I haven't tried this myself, for someone that doesn't have a GPS this might be a reasonable alternative.

Those riders without GPS devices no longer have to depend solely on the high-level route maps published in RoadRUNNER. After downloading our electronic .gpx map files (for those tours that have them) to the desktop of your computer, go to www.gpsvisualizer.com and follow the instructions for uploading the map file to this program. You will soon see a Google Map version of the tour, which you can print at your desired level of detail for your tank bag map holder. Also, see "GPS Help" section

under "Articles" on our home page (www.roadrunner.travel).



JUST FOR THE FUN OF IT II

By Martin Thomas, Ray's Friend in Australia

After writing 'Just For The Love of it' I thought I would write about one of my trips on the Lambretta scooter that I got from John Skellern. This all took place after I had the scooter for a while and had grown in confidence with my riding, the Lambretta was decked out with front and rear carriers and two spare wheels (you can't do that with today's bikes) a very useful touring machine, be it a little under powered to today's machinery.

It was the summer of 1969, a beautiful summer in England, my friend Brian and I decided to tour Wales on my Lambretta, planning to cover around 1000 miles over a 2 week holiday period. After checking the scooter over in readiness for the trip, we had the scooter fully loaded with a tent, sleeping bags, cooking equipment, some food and clothes and we left Worcester, England. With all that weight and the scooter 2 up, our top speed was about 50 mph so we averaged about 40 mph, it was going to be a slow trip but we didn't care, we just to be 'Voyaging' that was what this was about. We set out for South Wales and

NorCal Voyagers Newsletter

December 2008

travelled about 150 miles on the first day and camped by the side of the road. Even now Wales has very little traffic, back in 1969 we didn't meet much traffic at all, marvelous fun, we had discussed spending a couple of days in a 'Butlins' holiday camp, there would be girls there, a very important part of our agenda, but that was in Pwllheli, North Wales, we had a long way to go before our goal would be reached. On our second day we headed north, totally lost, sheep everywhere, riding carefully we went from tiny village to village as we started to meet traffic. What's going on we asked each other, seeing signs for Carnarvon, a larger Welsh town, with total innocence we rode towards Carnarvon town, then traffic jams. With me at the controls, trying to be clever, I started using tiny lanes to try and skip around the town centre, I entered into an old style coaching yard where horses were once kept, there was an arch leading onto the street, so through it we went. Unbeknown to us the Queen of England's son, Charles, was to become the Prince of Wales that day, Wow, we had just found out why there was so much traffic in Carnarvon, we were in the middle of Prince Charles's investiture and we had just joined the procession route to Canarvon Castle. People 6 deep now lined both sides of the road waiving union jack flags, most of which were now in hysterical laughter watching me wobble along wondering what to do, a policeman jumped out in front of us and exclaimed "what the hell are you doing here" not giving me change to answer, he just said "Never mind, just go back where you came from" so we did. If you did this today, I'm sure you would be in a lot of trouble with security the way it is, but this was all a long time ago. After all this we asked for directions and headed for the countryside once more and found a camping site in Golden Bay, 5 miles or so outside of Pwllheli to spend the night. The

next morning we headed into 'Butlins' and 'yes' our mission was accomplished, lots and lots of girls, poor old Brian and his boils (spots) they wouldn't go near him, he was so angry, my shyness didn't help, so after 2 fruitless days the trip continued on. We had heard about a difficult hill to ascend and decided to head for it; I could gain another little flag to attach to the tank antenna that I had fitted to my scooter. The hill is called 'Pigs Pass' it was a huge ascent, after a couple of attempts, the only way we could get up there was with me riding in first gear and Brian pushing from the rear, but I got my flag. Punctures plagued us during the fortnight, even though we had 2 spare wheels, I still found myself repairing inner tubes by the side of the road, looking for bubbles in puddles on the side of the road, hope you understand what I mean, we had no spare money to use service stations. Over the 2 weeks we covered most of Wales, I think we did anyway, can't really be sure as we were lost most of the time, camping in fields etc. If I tried to do a holiday like that today I would seize up, arthritis and a dodgy prostate is no fun, but my memories of that great holiday on my Lambretta remain very special.

Ain't motorcycling FUN!



NorCal Voyagers Newsletter

December 2008

2008 VETERAN'S DAY RIDE

By Don Medina, NCVC President

I feel that I am the luckiest guy; you see I have two sons that ride motorcycles. Both of the boys, whose names are Donald Jr. and Dominic, are excellent riders. Like most parents, when the boys were young and showed that interest in motorcycling, I had this deep concern for their safety. The only real way that I felt was a safe way for them to learn about street riding was to go road racing. Both of the boy's road raced for a few years, and both were able to become expert-level riders.

When I get to ride with either of the boys, it is always a treat. Last Veterans Day, Donald Jr. and I took a ride up the coast on hwy 1. As I write this intro to the ride, I think back to an earlier ride that the both of us took. It was in 1994, I was riding a 1984 GPz 550 and Donald Jr. was on his 1989 FZR400. In the day these were pure sport bikes, the GPz had a half fairing, while the FZR had a full fairing. We had decided on doing a loop from Denver down to Cañon City, follow US 50 up to Salida, then north to Aspen. From Aspen we would ride to Glenwood Springs using the Interstate that takes us back to Denver.



We left Denver in late afternoon; by the time we got to hwy 50 it was dark. We blasted up the road in the dark with our headlights trying to burn a large hole in the darkness. When Don Jr. would get up close, I could use his headlights. His FZR had dual headlights. Hwy 50 winds along the Arkansas River, for the most part staying on either bank just a few feet above the river itself. We were riding at a crisp pace, me leading. When we got to our campground after sitting up the tent, we relived the trip to that point. The next day we went river rafting on the Arkansas River. After rafting we rode to Aspen, we took Hwy 285, until you get to state route 36 thru Twin Lakes and up over Independence Pass, elevation over 12,000 ft. This part of the ride keeps you on your toes, as you begin to climb the road is twisty, with short straights (watch your speed). Most turns are constant radius, which helps you keep a steady pace. As you gain altitude, the shoulders disappear as do the guard rails. There is one section when you are on the pass itself where the edge of the road is where you fall off the mountain. Going up you need horsepower, but when you began the decent you use all the brake you can squeeze. I relive this short story because neither of the boys had done any road racing at this point. I remember looking in my mirror watching Donald Jr. weaving in the turns, not really knowing a whole lot about riding. All Donald Jr. had done before he got his Motorcycle Endorsement was take an MSF course. We made it though the whole trip with out an accident.

But today is Veterans Day 2008 and our rides for the day are a 1982 Yamaha XJ650, shaft drive, and a 2002 Kawasaki Voyager. Both Donnie and I have been talking about this ride for awhile and the day is finally here. We leave Half Moon Bay midmorning and miss all of the

NorCal Voyagers Newsletter

December 2008

morning traffic into and through San Francisco. We ride over the Golden Gate Bridge at the speed limit as this is a double fine zone! When you exit the Golden Gate Bridge you climb the Waldo Grade, both climbing and descending the road has flowing turns which is a warm up for what is to come. We take the hwy 1 exit and ride to the Arco station to fuel up. With the 6 gallon fuel tank and mpg the Voyager gets I know that I will not have to refuel again until we get home. The Yamaha only carries 3.5 gallons.

We head out with me leading. The first 5 miles are nice and easy going with the turns not sharp and we're climbing. Once we crest the summit it feels as if a magnet is pulling me along. I leave the Voyager in 3rd gear since we're not going very fast, 30 to 35 mph. Before long we get to the coast and here is where the road begins to tighten up with a bunch of 10 to 15 mph turns, both up and down hill. I have steel-braided brake lines and new EBC brake pads all around on the Voyager. This makes getting into the turns much easier, because as the miles pass under the bikes, the speed begins to increase and now I begin to use a lot more brake pressure on the front brake. I'm one of those people that like to use mostly front brake, only occasionally using the rear brake. For now I am still able to come into the turns using the front brake. As I exit a turn and start to throttle up the inside, Donnie comes by and I hear the little 650 working. I now know that Dad's pace was Dad's pace and too slow for Donnie. Yeah, I turn the throttle and I too am answered with forward motion from those 1200cc under me. Now I have to start coming into the turns much faster, I am beginning to see that the little Yamaha carrying my son is becoming a small dot. I now start using the front and rear brake as hard as I can. Coming down hill into a 15

mph hairpin turn, I shifted into 4th gear trying to get as much speed as possible out of the Voyager before I brake. Inside my head I'm telling myself to brake, but Donnie is getting away and that is not going to happen. When I do brake, I grab as much front brake as I can and at the same time I start using the rear brake while down shifting 2 times to get into 2nd. This is such a rush that the Voyager begins to wind itself up into a knot. When I get to the turn in point, I just slam the bike into the turn and give it a handful of throttle and I feel all seven hundred plus pounds of bike fighting with me. With those big wide handle bars and a lot of body English, the Voyager and I make it through the turn and then another and another. I only just kiss the ground with the foot pegs. As for the engine, I begin to use RPM that I don't ever use, the 5,000 to 6,500 RPM range, and boy does it make a difference.

Let's talk about the Voyager. When I got the Voyager it was a handful to ride. I remember wanting to call Donnie and ask him if he would be willing to trade my old Connie back for the Voyager. I began to do little things to the Voyager. 1st was removing the rear speakers and passenger controls and one of the passenger hand holds. 2nd I got a Corbin seat cut to me. I like to sit straight up or a little forward with my legs under me, like you sit on an old style Connie. 3rd a Superbrace, and when I installed the brace I lifted the front of the Voyager so that the front wheel turns free. I then loosened the axle bolts, making sure that the fork tubes and legs worked smooth. After that I put the Superbrace on and the holes lined up with no problem. 4th the steel braided brake lines with clutch line. 5th took the swing arm apart, cleaned, then reassembled packing the swing arm bearings. When assembling the bearings I used a torque wrench. When I got to the

NorCal Voyagers Newsletter

December 2008

proper torque I would work the swing arm up and down 5 or 6 times. Then I would recheck the torque on the bearings but the bearing would be loose. I repeated this until I got the proper torque reading two or three times in a row. At this same time I changed the shock oil using a combination of 5wt and 10wt to get the 7 ½ wt Kawasaki tells you to use. 6th was new fork springs; I used the Race Tech light spring. These springs are shorter than the stock, they come with a lot of spacer stock. I then had to make the proper spacer for preload and sag. This took 2 days of trial and error, but worth the work. I then filled the fork legs with 10wt Amsoil. 7th and last was a set of Elite 3 Dunlap's.

Getting back to the ride, most of the turns on this next section of the road are down hill sweepers to the right and mostly hairpin left turns that open up uphill. On the right turns I can hold the Voyager in 3rd gear and just kiss the foot pegs on the asphalt. When leaned over like this and you begin to open the throttle, the swell of that big engine starts to grow, the speed beginning to increase all the while turning the throttle all the way to the stop. With a bam, you're into 4th gear and the rush from the last corner to this short straight and wow, I'm going down hill into another left-hand hairpin turn. This goes on until we get to Stinson Beach. From here the road opens

up to those flowing turns. Since its midweek and most people are working, the traffic is light. We ride past Olema and Point Reyes State Park. When we arrive at Tomales Bay, we ride the speed limit. With water lapping the edge of the road and the way the road snakes along the east side of the Bay, I wanted to savor the moment. A few miles later we arrive at Bodega Bay (this is where the movie, The Birds, was filmed). Donnie gases up. We head north and just where the Russian River meets the Pacific Ocean we find a restaurant.

We sit so we can see the ocean. The food is ok; the conversation was all about the road, and how much fun we were having with the road all to ourselves. After 3 cups of coffee with lunch, we're off. We head east on River Rd riding the north bank of the Russian River. With the river on your right, mountains on the left and a nice winding road, life is good. Now is when being a Vet is great because we can freely ride in this wonderful country. At Guerneville we cross the Russian River and ride through mountains and forest with the road running through the middle, Donnie lets me lead again and the Voyager eats road in 3rd gear. All too soon we meet traffic which will stay with us until we arrive back in Half Moon Bay.

NorCal Voyagers Newsletter

December 2008



December 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13 NCVC – Christmas Party (Fresno)
14	15	16	17	18	19	20
21	22	23	24	25 Christmas	26	27
28	29	30	31 New Year's Eve			

2009 Club Events Calendar

JAN – Meeting: Manteca (11AM)	FEB – VACANT	MAR – Meeting: Manteca(11AM)
APR 17/18/19 – River Rally, Ventura	MAY 8/9/10 – Oregon Ride MAY – Meeting: Manteca	JUN – VACANT
JUL 10-??? – AVA Rally JUL – Meeting: Manteca (11AM)	AUG??? – 2009 Tour	SEP – Meeting: Manteca (11AM)
OCT – VACANT	NOV – Meeting: Manteca (11AM)	DEC – NCVC Christmas Party: Fresno Moose Lodge

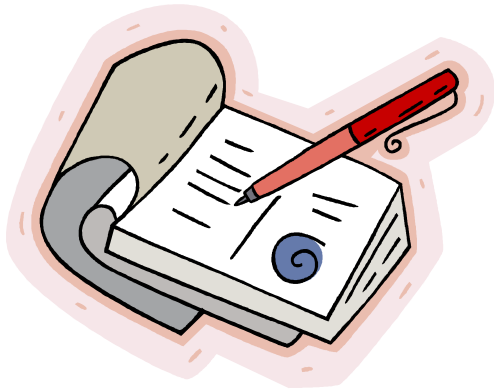
NorCal Voyagers Newsletter

December 2008

The Last Page

And finally...

Thanks for reading the NorCal Voyagers Newsletter. We appreciate the input from the club membership and hope you enjoy this newsletter. If you have any comments, additions, corrections, articles, submissions, please send them along to: editor@norcalvoyagers.org



NORCAL VOYAGERS BOARD OF DIRECTORS

President	Ray Walls
Vice-President	Don Medina
Secretary	Trish Blue
Treasurer	Wayne Bright
Sergeant at Arms	Dennis Ellingson
Activities Director	VACANT
Webmaster/	Jim Tinlin
Newsletter Editor	

If you have any questions about the club or comments to the Board of Directors, please use the following e-mail addresses:

president@norcalvoyagers.org
vicepresident@norcalvoyagers.org
secretary@norcalvoyagers.org
treasurer@norcalvoyagers.org
tours@norcalvoyagers.org

Please use this Application Form to join the club

Name 1 _____ E-Mail Address _____ Birthday _____
Name 2 _____ E-Mail Address _____ Birthday _____
Address _____ Phone Number _____ Anniversary _____
State _____ Zip Code _____

Number Joining the Club (check one): 1 2

Mail Application and Payment (\$10 for 1 member / \$15 for 2 members) to:
Wayne Bright / 2149 Gibson Avenue (Louis, Ca. / 93611-0698