

NorCal Voyagers Newsletter

March 2010



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...

RIDE: Morro Bay (3/19-21) Friday meet at Hollister Inn, ph: 831-637-1641

NCVC MEETING: MANTECA (3/27)

Next Month...

CAMPOUT: Basalt Campground San Louis Reservoir (4/9-11)

RIDE: Daffodil Ride (4/17)

SUPPORT RIDE: Wildflower Triathlon (4/30-5/2) Lake San Antonio



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Club Info and Activities

PRESIDENT'S LETTER

By Don Medina, NCVV President

Happy March to everyone. This is the month we get the NorCal Voyagers season off and running. March 19-21 we have our first overnight ride of the year and it's going to be a doozy. We'll be meeting up with new and old members, riding through California valleys and small towns, then over to the coast and riding down through Monterey and Big Sur with the splendor of the Pacific Ocean as a backdrop.



Roger Allen, Morro Bay Ride Organizer

I have been reading on the Forum that club members would like to have a get-together and have an M/C workshop. I like the idea. I have a one-car garage and I'm willing to host an event, down side is I am in Half Moon Bay. But if you're willing to come, I am willing to host. New member Jerry Zimmerman is also willing to host and he is north of Manteca which is more centrally located. If you go onto the NorCal Voyager Forum you can read what we've be talking about. Let me know if you are interested and some dates that work for you. When we do have this get-together, I can bring

Amsoil products at my cost: engine oil, diff lube, fork oil, bearing grease and brake fluid. Call me and let me know what you want and how much of it. 1200 Voyagers take 180cc of diff oil so 5 people can share a quart of this oil, cost of \$2.75 per person.

Ray Walls went back into the hospital to have a hernia repaired. He is now back home and doing alright. When I spoke to Ray last the pain from the operation was going away and he was feeling much better. Ray also told me that has had four inquires about the brake lines and one inquiry was from a 1300 rider. Ray is also getting rid of all his Voyager 1200 inventory for free, so if there is something you need call Ray Walls or drop him and email.

We have another member that is now retired: Lee House. We haven't seen much of Lee because he was always working. I got an email from Lee telling me that he was now retired and he would be at the Morro Bay ride. Congratulations Lee!

Cold Weather Riding

By Don Medina

How many times have you ridden and gotten cold on a motorcycle? I started riding in 1973 on an RD350 Yamaha and it had no protection. Then I got a CB500 four and after many years and miles I got a used Vitter Windjammer. I even got lowers; life was good. Fast forward to 1995 and my new Concours with full fairing and warm; I rode many happy miles in comfort. 2002 I got my brand new Voyager 1200 full-on

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touring bike, but this is the coldest motorcycle I have ever owned. When you ride a naked bike you expect to be cold, but on a touring bike with a full fairing I expect to be warm.

What to do? I love the bike; sure don't want to get rid of it. So I started working on it. First I ordered rain guards from Kawasaki for the feet, then hand wind protectors and they helped. I then got heated grips and new winter gloves from Lee Parks which also helped. I then got a large Clearview windshield oversized wider and taller, a big help. This year I changed the heated grips to a different non-heated model and added a heating element that glues onto the handle bars and throttle sleeve. I got a new used sleeve from Carl Leo. My new grips are grab-on with chrome ends; I got them from Marvellas at the Rally last summer. Then I plugged the lower vents in the fairing with plastic bags. At the last meeting Jerry Zimmerman asked to see the lower wind shields, so I put one on. What a difference, no wind on my legs. When I got home I put the other shield on and now I finally have a warm touring motorcycle. Mostly I don't have to use anything but the heated grips.

But I am getting older and so after 35 yrs of riding I bought electric clothing in December 2009. I got the First Gear carbon heated gloves and a full liner. I was having a problem getting to the controls while riding. Sometimes I get too warm and other times not warm enough. Then my hands get colder than the rest of my body so I adjust my gloves all the time. I came up with the idea to mount the controller on the clutch master cylinder mounting using the mounting bolts. I used a 2-inch piece of plastic with Velcro and then the other side of the Velcro is glued to the back of the controller. Now for the wiring, since I had already used the 10 amp accessory terminal behind the headlight, I used the passenger 10 amp accessory under the trunk.



Controller mount on the Voyager



Don's new hand grips, hand shield and oversized windshield

I made the same mount for Trisha's Goldwing (see the pictures). For the Goldwing I found an accessory outlet under the left fairing pocket that was not being used. I called Mission Motorcycles and asked the parts person what plugged in there. It was for a cigarette light type plug but rated at 3 amps. After buying the plug and cutting off the end and doing the same to the First Gear plug, I soldered the two ends together. Trisha now has an electric gear outlet that turns off with the ignition.

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Controller mount on Trisha's Goldwing



Don Medina with a warm Voyager, temperature 30 degrees

Getting Yourself Ready for the Riding Season

By Don Medina

The thing about retiring is that you have to get old. Retiring is the good part, but the getting old not so good. I had been a heavy-duty truck mechanic my whole working career, except for the Navy part when I worked on jet engines. But working on class 8 trucks is heavy work and in awkward places. So I have always done physical training by running, bicycle riding and aerobics. I did lots and lots of training so I was always fit, just a little heavy. But working on those large trucks you needed a little extra weight.

In June 2008 I retired and so did a lot of my fitness program. All I did for the 2009 riding season was walk 3 miles a day five to six days a week. My pace was fast; I kept a 16-minute pace most times. Last year I noticed that my Voyager seemed to be getting heavy. I figured that was just age. During the AVA Rally I dropped the Voyager. Then a few days later in Denver, Colorado, I dropped the Voyager again. I also started tiring after a few long days of riding. My backside begin to bother me at the 350 to 400 mile mark, which is not good when you are shooting for 500 mile plus days. Even my arms felt heavy. I noticed this when at the end of day it took effort to just hold on to the handle bars.

In December 2009 I got a month-to-month membership at the local gym in Half Moon Bay, Snap Fitness. It was getting cold, windy and the rain made it hard for me to keep walking most days in the winter. The gym gives me a chance to use the weight machines, muso ball, tread mill, elliptical, Stairmaster and free weights. At first it was hard going in because most of the members were young. But I just kept going and getting stronger. Those young guys lifting mega weight and then me just lifting 30 or 40 lbs of weight; but I kept going. I begin to ride my mountain bike to strengthen my legs and help the gluts' (your butt).



Me & 2 motorcycle buddies enjoy the view after climbing 1200 ft

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The results are back; Trisha and I did our annual ski trip and what a difference! We both were able to ski better and a bit longer each day. On our last day of vacation, we skied a solid half day and then drove 500 miles in the car. I was not exhausted, just tired. Then I rode the Voyager and it must have gone on a diet 'cause it sure is easier to move and ride.

Just reminders that life is much easier if we stay fit and keep moving. For me I just want to be able to ride all day, day after day and not tire.

Grape Crusher Ride

By Don Medina

This story is to show everyone that reads this what a great motorcycle the Kawasaki Voyager 1200 is. This is not a story of speed or being the rider with the most to prove; it is all about the Voyager 1200. I don't condone speeding or reckless riding.

I had made plans to attend the AMA road races at Infineon Raceway. Kawasaki is the major sponsor of the event and being a ROK member I was hoping that ROK would have a ride into the wine country and onto the coast. The only thing I could find was a ride on Thursday of race weekend, The Grape Crusher Ride by Leo Vince (they make aftermarket exhaust systems). They had a \$40.00 entry fee which included a free BBQ lunch midday, drawing for prizes and last a t-shirt. When we got to the end of the ride at Infineon Raceway, there was a big surprise 2nd meal including cold cuts with cool drinks, soft or water. When I signed up for the ride, there were three groups to choose from: Privateer, Factory and Corsa. Privateer is moderate pace, Factory is a more serious focused group, and Corsa is the fast group, they recommended full-faced helmet and complete leather suits.

I choose the Factory group because this group wasn't crazy fast. When I got to the meeting point, there were only sport bikes and one Harley. I find check in; get my credentials and a cup of coffee. They have maps of the ride with directions, telling us the lunch stop location and two after-lunch ride routes. They call us up for a riders meeting, giving safety tips, and a short list of do's and don'ts. One big don't is passing over double yellow lines, another caution is that we will be riding on public roads. We gather into our groups to meet our group ride leader and tail gunner. The Factory group is huge; there must be 50 riders 99% of them on sport bikes, and everyone is young! Everyone I speak to tells me about track days, about race days and how hard they have ridden the roads we are about to ride. 50 riders is just too many to have an invigorating group ride with so many fast riders. I stand back a moment and look around at the Privateer and Corsa group. The Corsa is the smaller of the two; I walk over to the organizers and ask if I can change groups. No problem is the reply. I'm wearing dragon jeans and leather jacket with armor, summer gloves with full gauntlets with double straps to hold gloves in place. My boot are Sidi street rider, I think they are a cross between motocross and road racing boots. I walk over to the ride leader and tell him that I'll join his group! He says ok, I survey this group and one third of the 18 riders are 40- or 50-somethings riding street fighters, dual purpose and sport bikes.

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Some of the Corsa group with their street fighter motorcycles

My Voyager is a 2002 with 111,000 miles, stock with Race Tech fork springs set with 1 3/8 inch of sag, 10w Amsoil, rear shock has had the oil changed to 7 1/2w Amsoil, set on the #3 on rebound, 40# of air in rear shocks and no air in the front forks. I have a Superbrace, Elite 3 tires front and rear, steel braided brake and clutch lines (from NorCal Voyagers) EBC FA-85 pads sintered and EBC front rotors. I have a Corbin seat cut down and padded in back to move me forward (bad back) so I sit straight with the added benefit that I load the front of the Voyager. I did fill the tank with 91 octane "old guys go fast" gas.

Everyone has loud pipes and once we start to move, I can't even hear my bike. We get on the freeway on-ramp and everyone is gone. The good thing is that I can now hear my bike and we'll be coming to the Richmond Bridge soon. Sure enough there they are all in line paying their toll. They slow down crossing the bridge. I find a spot with a quiet bike and enjoy the ride. It's midweek and I don't have to work; a very good day. Getting onto Ca 101 south, the on-ramp has a couple of turns which gives me a chance to see how everyone rides. It's a typical group, some are very good and others are just good.



First rest stop during Grape Crusher Ride

The route is take Hwy 1 from Tam Junction to the Petaluma Cheese Factory, about 80 miles of tight, twisty mountain roads. There are large vistas of the ocean with great drop offs on the left as we travel north on hwy 1. In the first part there are a lot of 15- to 20-mph turns, most will be downhill. Right turns will have sand or dirt on the roadway from cars dropping the inside wheels off the roadway. The rest stop is at the 30 mile mark, then through Stinson Beach, past Olema, a lagoon and then a few farms. The turns will be sweeping with a few tight ones. These were mostly put in to test your brakes. Then we head inland from Hwy 1 on Point Reyes Station Rd to Petaluma Rd and the Cheese Factory. Petaluma Rd has a long straight with a sheriff in wait somewhere!

We leave Tam Junction and within three miles I am by myself. Guys and girls are passing cars over double yellow lines; so much for the moderate pace. As I get to the Mount Tamaulipas turnoff, all the cars in front of me turn off. Off I go after everyone that passed those cars. A Voyager has lots of motor and it builds speed much faster than you think when you twist the throttle to the limit and hold it there. This gets you to those tight turns much faster than you're prepared. I grab a handful of front brake and rear brake to take some speed off and then just stuff the Voyager into the turns. I began to drag the foot pegs in the first turn and

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it keeps up to the end. Some of these turns are at the end of a long downhill where you can get into 4th gear for just a bit. I find that the tach needle is swinging all the way to the 7,500 limit. As I drop down the hill you go by the speed signs telling you of the impending tight turn I'm quickly approaching. With the massive weight of the Voyager I use both the front and rear brakes, squeezing the front lever until it almost touches the handle grip. The rear brake has to be used gently or else you'll lock up the rear tire. I trail brake all the way to the apex of the turn with the foot pegs dragging. I pick up the throttle as hard as I can beginning my exit. The sensation of accelerating hard while still leaned over and dragging the foot pegs, I kind of feel like those racers on Speed TV. I am humbled by a 1000 Ducati rider as he comes around me on the inside, while I'm accelerating. That Ducati is 400 lbs lighter and has 30 hp more than my Voyager, but I give chase. I look in the mirror and see a line of sport bikes behind. They come by one by one, but only when the road gets straight. When exiting the turns the torque of the 1200 Voyager gets me out of the corners fast.

We get to the lunch stop, and just a few of the riders have gotten there ahead of me. They serve up a great lunch and have a raffle with all sorts of prizes, but I don't pay much attention as I just want to ride. I leave the lunch stop before anyone, so that I can ride at a moderate pace. No more than 8 miles out I hear the sound of a 4 cylinder with a race pipe with the hell bent sound. I look in my mirrors and here come a gaggle of bikes. What to do? I am 61 years old riding a touring bike that hasn't had any real upgrades in a decade or two. I down shift two times and give my Voyager all the throttle there is and the race is on. Two of those hot dogs get by and then the road begins to narrow and twist. But with food and coffee in my system I give it a go and until the road get straight for long periods no one else comes by and then it is only

the 1000s. I look down at the tack once when a CBR600 was trying to come by and I was in 5th gear looking for 6th and the reading was 6,500 RPM. When we all stop at the next rest stop, I started receiving high fives from the sport bike riders. What I was hearing from the sport bike riders was, "Who makes it?" or "Voyager, I didn't know they were that fast!"

The ride to the race track was at my pace. When we got to Infineon Raceway there was a big surprise. Brian from ROK was setting up the ROK tent. We talked awhile and I took a peek at the 2009 1700 Voyager. But wait; there was another surprise because we were getting a lap of the track. A Voyager 1200 on the race track; ok! Infineon Raceway is a tight 2.5 miles, with lots of elevation changes. They take us out in two groups; I'm in the second group. I wait at the back of the group, as they move out I keep waiting until everyone is gone and the tail gunner flashes his light for me to get going. I enter the track going up the hill to Turn 2, a sharp right, off camber and the Voyagers drifts way out to the edge of the track. On to three A-B; A is an uphill left and at B you turn right and drop down to Turn 4. 800 lbs is a lot of weight to try and slow when going downhill into a right turn that continues to drop away. When the elevation flattens out you begin to enter Turn 5 which is a flat open turn. Then comes the carousel which is a left hand sweeping turn that goes downhill and ends in the longest straight. Then I'm on the brakes for Turn 7 which is a 180-degree that takes you back downhill to the "Ss" with some small rollercoaster hills. Now you're coming to Turn 9 which is a stop and go right and left turn. Turn 10 is an open flat sweeper and then I'm off of the track. Coming out of Turn 2, I'm in 2nd gear and my heart is racing, you see I had the Voyager leaned as far as I could dragging the pegs so hard that the foot peg was folding up, with the edge of the track coming up fast. On I go to Turn 3, I am now in 3rd gear, I lean in and I'm going to slow for the

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first part but as I lean into the B part of the turn and crest the hill the Voyager has a full head of steam. I upshift into 4th and was that a mistake. I'm going down a steep hill and I grab a giant handful of brakes front and rear, catch two quick down shifts and lean right. Almost as soon I lean I can hear the scraping of the peg. Now I am using body English to try and keep the Voyager more upright. I drop down into Turn 5 with two upshifts, each coming at the 7,500 rpm. I'm in 4th gear dragging the pegs again as I enter Turn 6, the carousel, I downshift into 3rd. I pick a line that is clear. I have caught up with some of the riders. There are a bunch to my left and a few on my right at the outside of the turn. As the Voyager settles into the Turn, I begin to feed throttle; yep, more scraping. I hang off of the inside and the Voyager moves past the other motorcycles. When the Voyager reaches the straight, wide open throttle and I'm still leaned over. I let the Voyager drift to the outside of the track, that 7,500 redline comes up fast. I power shift to 4th gear as the Voyager gets to Turn 7 and the tack needle is just getting to 7,500 rpm redline. In my helmet I have a big grin and I bang the shift lever down into 3rd gear while on all the brakes as hard as I can squeeze the lever and pushing on the rear brake pedal. I'm going way too fast and I drift to the outside of the turn. I let out the clutch and feel more then hear the big 1200cc engine rev. I don't know how high the engine revved to, but this is the race track and there are no police. I get a good drive again out of Turn 7, and now I know that all that low-end torque on the Voyager never leaves me wanting for more power. I go through both of the Turn 8 Ss. I have never been able to run the Voyager this hard before. When I arrive at that Turn 9 stop and go, I am very happy that I had stayed outside. No matter how hard I apply the brakes and downshift, the Voyager cannot stop like a sport bike.

When I get home and check the Voyager; it had used 1qt of oil, a few days later the clutch started to slip. I added a quart of oil and called Carl Leo.



Roger Lee Hayden Monster Energy Kawasaki Team bike

Morro Bay Ride - Lodging

Hollister Inn

Phone: 831-637-1641

152 San Felipe Road \$59/\$69

Morro Shores Inn & Suites

Phone: 805-772-0222

290 Atascadero Road \$59/\$69

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2010 Club Events Calendar

<p>JAN 30 – Meeting: Manteca (11AM)</p>	<p>FEB - VACANT</p>	<p>MAR 20-21 - Morro Bay ride, meet in Hollister on Friday</p> <p>MAR 27 - Meeting: Manteca (11AM)</p>
<p>APR 9-11 - Campout: Basalt</p> <p>APR 17 - Daffodil ride, meet at Manteca Perko's</p> <p>APR 30 - Wildflower Tri</p>	<p>MAY 01-02 - Wildflower Tri</p> <p>MAY 14-16 Sierra-to-the-Sea, meet in Colfax, CA on Friday</p> <p>MAY 22 - Meeting: Manteca (11 AM)</p>	<p>JUN 4-6 - Susanville ride, meet Friday In Corning, CA</p> <p>JUN 25-27 - Monterrey Campout</p>
<p>JUL 3-23 - Don & Trisha traveling for AVA Rally</p> <p>JUL 12-15 - AVA Rally, Holliday Valley, NY</p> <p>JUL 31 - Meeting: Manteca (11 AM) NCVV 10th birthday</p>	<p>AUG 20-31 - Ray Walls Fall Classic Northwestern Tour</p> <p>AUG 24-26 - Western Regional Rally, Redmond OR</p>	<p>SEP 3 - End of Ray Walls Fall Classic Northwestern Tour</p> <p>SEP 25 - Meeting: Manteca (11 AM)</p>
<p>OCT 23-24 - Half Moon Bay Ride-In (Campout)</p>	<p>NOV - VACANT</p>	<p>DEC 10 - Meeting: Fresno (8 PM)</p> <p>DEC 11 - Christmas Party Moose Lodge Fresno (Start 1:30 PM)</p>

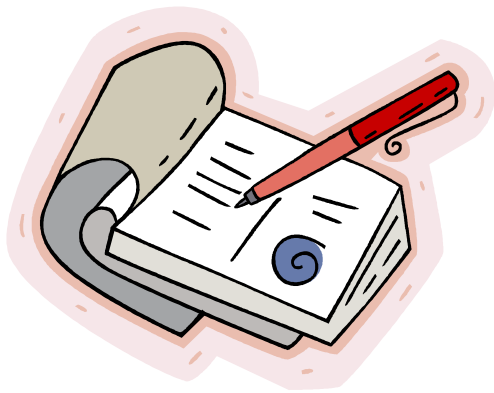
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The Last Page

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

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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
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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