

# NorCal Voyagers Newsletter

May 2008



## NCVC Newsletter

You have something you want to see in the NorCal Voyagers Newsletter??? Send it along to [news@norcalvoyagers.org](mailto: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

Here are some web pages that may be useful to our club members:

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...

**EVENT (May 16-18)**

Campout: Brannan SRA (North of East Bay)

**MEETING (May 31)**

Manteca, Perko's Restaurant

## Next Month...

**MEETING (June 13-15)**

Campout: Brannan SRA (attend Crawdad Festival)



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## Club Info and Activities

### PRESIDENT'S MESSAGE

By Ray Walls, NCVC Newsletter Editor

Hello NCVC members & Friends. Well; it looks like summer has finally arrived, at least here in Fresno. This is the 28th of April and it was 93deg here. But it's going to be back in the low 70's by Wednesday. But what the heck this is bike riding weather; Right.

We had a very successful camp out and picnic this month. Had about 17 people show up. Would have liked to have seen a few more, but I guess in this game you take what you can get, and be happy with it. We have been going to Costco over in Turlock to buy our meat & etc for our picnics.

I arrived at the camp grounds on Thursday. Did a little scouting around the little town of Delhi. I would have never thought they would have a nice big super market there. Anyway I found one and took a little tour of the store. I found New York steaks for \$3.90 a pound.

To make a long story short; we bought 25 steaks on Saturday morning plus a bunch of other stuff. I figured at \$3.90 a lb the steak would be tougher then a boot. But not only I but everyone there was surprised at how tender they were. Unfortunately the Mc Connell state park will be closing on July 1, along with a bout 50 others in the state.

I have set up camp outs for several of those that are closing. I haven't made any changes yet, because there is a small chance that some of them will remain open. Very small, but a chance anyway. Once the final list comes out I will rearrange our schedule accordingly.

We will be going to Brannan Island in May. I have reserved a group site #6 for us. They called me Sunday and said there was no water in any of the group sites at this point in time. The lady said they usually have water in all the sites but something has happened to the water supply to the group sites and they do hope to have it restored by the time we arrive.

We have room for about 55 campers, so every body pack up the ole trailer and come on out. That's May 16 -17 & 18. I can't remember if I will be coming out early or not. I have to find my reservations to see. Anyway come on out and bring your mosquito repellent, they aren't spraying for them. The state is broke and they are laying off park custodians who do the work in the camp grounds. The situation is getting bad.

Bill Burns has his 2002 Voyager up for sale. If any of you are interested in an up grade, I think this might be a good one. The high blue book is I think \$6,634.00 and he is asking \$5,500.00 or best offer. Give him a call and take it off his hands. He can only ride one at a time anyway, so he don't need it.

I am somewhat concerned about our '08 tour. With the price of fuel getting up to \$4.00 per gallon. I'm concerned it will go even higher. I have set a limit of \$4.00 per gal for myself. Anything over that is just getting to rich for my blood and I may just drop out or cancel the trip altogether. This will depend of course on what the rest of you think. Those of you that have plans to make this trip, I would appreciate it if you would contact me and give me your

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feelings on this. I don't want to ruin it for any of the rest of you.

OH by the way Dale Bird sold his camp trailer, so anyone that had any thoughts of buying it just lost out. George Mack & Darlene bought it today 4-28-08. Now he is looking for a new ride. He loves the BMW and the Gold Wing and is even thinking about a Harley. He says he can't afford any of them right now, so I think I will see if I can sell him my 400cc burgman. He can't pull the trailer with it, but he will have a ride. Speaking of the Burgman, I do want to sell it, I found an 08 650 cc Burgman I fell in love with. So my 400 is for sale. I will take \$3,000.00 for it and it has about 3000 miles on it. It gets 52 mpg in the city. I don't know what it will get on the road.

I think I have said enough for this month. Those of you that don't make the camp out in May, try to make the meeting on the 31st at least. We would love to see you.

By the way Albert Bowers, Eric & Maria Houser, you have to attend the meeting on the 31st. The club owes you a free dinner. We always buy our new members a dinner of their choice. UH that is as long as its within reason.

*Cheers; Uncle Ray*



## ONE DAY RIDE – APR. 5

By Don Medina, NCVC Vice-President

Trisha and I left Half Moon Bay at 7:00 am so we could get to Modesto by 9:00 am and have our 2nd breakfast. The price of gas was \$3.75 at our cheap station here in HMB, so I decided to get gas on the road. The temp was high 40s and there was very little traffic. My red gas light came on at the San Mateo Bridge. I stopped in Hayward and got \$5.00 worth of gas – just enough to get to the Arco on I-5 in Manteca where both Trisha & I filled up for \$3.55/gal. We rolled into the Denny's parking lot at 9:00 am and saw a Goldwing and an LT1200 BMW in the parking lot. When we walked in we saw that Brew had a string of tables pulled together for us.



Brew, his passenger, Heather, and Al Thearle had already ordered. Marvin and Shirley Deatheridge joined us. By 9:30 am we were at the bikes getting ready to head out. The morning was still cool. Marvin led us through Modesto to Hwy 132 east to Coulterville. There were lots of traffic lights all of the way to Waterford. East of Waterford the traffic was gone so we could travel at 65 mph. We were soon in La Grange where they were getting ready for a rodeo on Sunday. Then the road began to get some turns and the group strung out. I

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was leading (Voyager) followed by Trisha (Goldwing trike), then Marvin & Shirley (Voyager), Brew & Heather (Goldwing) and Al (LT 1200 BMW). As we started to climb in altitude the day got warmer. With no traffic we were able to keep a good pace. When we arrived in Coulterville, the temp was 70 degrees. (50 miles)



I made a left onto Hwy 49 out of Coulterville. The road was up, over and around very gently which was just to sucker us into relaxing. Just as we got used to that pace, bam! the turns get tight and that's just what happened to me. As I came down a hill I could see the road had a right, left and then another right that went around behind the mountain. I was running at 60 mph when I got to the first right and leaned into the turn – wow, I had to lean a lot harder than I expected and the same happened on the left. As I exited the left I still gassed up a bit because I had slowed to about 50 mph and I was on the 65 mph mode. I got to the last right hander around the mountain and it tightened up and dropped away. I braked hard and leaned into the turn hard. I looked into my mirror to see how Trisha was doing but saw no one. Yep, Trisha and everyone else had wisely slowed for the first turn... The road was tight for the next 4 miles all the way to the

fish hatchery. 67 miles and it was break time. Shirley saw that Marvin's bike had leaked oil which had blown back onto her very stylish boots and chaps. Marvin used a rag to block the oil and hopefully keep it from Shirley's leathers for the rest of the ride. We stretched our legs and fed some very good-looking trout. After about 30 minutes we were ready to get on the road again. Brew and Heather left us for Yosemite since Heather had never been there. The rest of us went to Sonora for lunch. We were able to find parking right on Main Street after I did a quick u-turn. We managed to park all four motorcycles in one space. Lunch was at the Miners' Kitchen. After lunch, Marvin and Shirley decided to stay awhile and browse around town.



Now there were 3 of us heading on to Jackson. We went through Angel's Camp and finally reached Jackson. We rode on looking for Daffodil Hill outside of Amador. We missed the turnoff and ended up in Plymouth. At the Shell station, Trisha got 2 ½ gallons of gas and we bid farewell to all. It was 3:30 pm and we still had to ride to HMB. Trisha & I took Hwy 124 through lone to Hwy 88. No one was on the road which made it incredibly pleasant. When we got back to the Arco on I-5 my trip meter

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registered 232.1 miles and the price of gas had gone up to \$3.59 since 8:20 am. Trisha used 6.2 gal for a 37.5 mpg average. I used 4.5 gal for 51.5 mpg avg. Then we went on to Livermore for dinner and then home. We arrived home at 7:45 pm some 390 miles later.



Overall the ride was a success. We had 5 bikes and met a new member, Al Thearle on his LT 1200 which sounds sooo good!

## 2008 Events

**MAY:**  
BRANNON ISLAND SRA CAMP OUT 16-17-18  
CLUB MEETING 31<sup>st</sup>

**JUNE:**  
BRANNON ISLAND SRA CAMPOUT AND  
CRAWDAD FESTIVAL 13-14-15

**JULY:**  
AVA RALLY 8-9-10  
VETS PARK MONTEREY CAMP OUT ON 18-  
19-20  
CLUB MEETING 26

**AUGUST:**  
HUNTINGTON LAKE CAMP OUT 8-9-10

**AUG/SEPT:**  
TOUR OF NW AREA OF AMERICA, DEPART  
ON 8-23-08 RETURN ON 9-6-08

**SEPT:**  
TURLOCK LAKE SP. CAMP OUT 19-20-21  
CLUB MEETING ON 27<sup>th</sup>

**OCT:**  
MC CONNELL SP. CAMP OUT & PICNIC 16-  
17-18, PICNIC ON 17<sup>th</sup>  
ONE DAY RIDE OCT25, STARTING IN  
CASTROVILLE

**NOV:**  
BASALT SP. CAMP OUT 7-8-9.  
MEETING ON 29<sup>th</sup>, ELECTIONS OF  
OFFICERS

**DEC:**  
CLUB CHRISTMAS PARTY @ FRESNO  
MOOSE LODGE ON THE 13<sup>th</sup>



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## LETTER TO THE PRESIDENT

By Ray Walls, NCVC President

Here's a story from a guy I sold some brake lines to in Australia. His Name is Martin Thomas. He has a 1986 Voyager he bought a couple of years ago. Anyway he sent me this story and when I read it, It touched my ole heart strings just a little bit. Kinda brought back some old but good memories.

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Ever since I can remember, I have loved motor bikes, so I thought, as it's nearly 40 years since I started riding them, I think it's time I wrote down some of my experiences over the years. If it proves to be funny to you I'm pleased cos. it has been fun, well mostly anyway, so here goes.

It all started for me in 1967, I was 4 months off my 16th birthday and my best mate Paul had bought his first bike, a Suzuki 50 sportsman, a miniature real motor bike, kick-start, 4 gears and a clutch, it was terrific! Brand new too! As an apprentice Electrician I was earning 4 pounds 10 shillings a week, how in hells name could I afford one I thought. My father, a very strict person, had already seen Paul's Suzuki and had "barred" me from bikes (ho ho ho). Paul's dad was the opposite; he helped him with the deposit for the "H.P." (A bank loan as it is today) and then bought him a helmet (not compulsory in those days), a jacket, gloves and waterproofs, lucky bugger. My Mum however was a lovely lady, I explained of my love for motor bikes to her and she said that she would work on my father so as to allow me to have one. Well after a couple of weeks, my father issued the statement "you can have a moped when you're sixteen". My moped became a Honda 50 scooterette, 3 gears and only 2 years old, it was a vision of loveliness, the 45 pounds that it cost, came from working every hour I could. With my birthday being

Christmas Eve I had bought the bike four weeks before hand, my license and insurance all dated for my birthday, I was ready! Skint but ready, now I was desperately saving for petrol money with my little Honda sat in the shed. Then my father said you can start riding your moped in the spring, it's far to cold to ride it now, well I pretended not to hear that. Midnight came, it was my Birthday, it had stopped snowing, so I crept out of the house, down to the shed and wheeled out my Bike, all filled up with petrol, lights checked several days before, I pushed it out of earshot, sat on her and fired up. With a clear night and not too cold, perhaps 2-3 degree's I set off, oh it was lovely, Out towards porter's mill I went trying to get a feel for her, I was in ecstasy. Within a couple of hours my cotton ex-army combat jacket was frozen solid, I owned no helmet or gloves and I had long since lost the feeling in my fingers. So I reluctantly headed for home, I'm quite sure it was only pure adrenaline that kept me from dying from hypothermia that night.

I kept that Honda 50 till the spring, then swapped it for a tatty Yamaha 100 twin. Tatty it was, but 70 M.P.H. bloody hell, my first experience of any kind of speed, I just wanted to go round corners on that insane two-stroke bike. Practical it wasn't, bump start's in the morning, huge fuel consumption, melting spark plugs, etc, etc. My father was going berserk at me saying get something sensible, what a dilemma, so I bought another Honda 50 to calm things down at home. My motorcycle test was looming, so as it worked out things were not too bad and I had experienced speed for a few weeks. The little Honda helped me pass my test first time, hooray! No more ugly L-plates and now I could ride anything as long as my father didn't find out. We had not spoke to each other for months, not that

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I cared much and there was little point in making any further waves.

At this time Honda was still new to the motorcycle industry in the UK and rapidly making its mark; "Skellerns" had become the new agent for Honda in Worcester and were very busy. I often went to the shop just to look at the new models and dream a little, me being chatty as I am; I soon became friendly with the owner John Skellern. While talking one Saturday morning he mentioned that he urgently needed a courier to collect spare parts from the Honda importer's in London, so I said, "I'll do it" he smiled and said what on your Honda 50. To cut a long story short I set out right then, I got back late that afternoon with exhaust pipes up my jumper, brake shoe's in my pockets, all kinds of crap tied to the sides of my little Honda 50, John was amazed. This went on for weeks, with me earning more on a Saturday than I did all week. Then John said "sorry Mart I need more this week than you can carry mate so I'll send a van", I was quite relieved secretly as we were going into winter once more and it was hell of a journey on a Honda 50. So we chatted on for a while with me explaining that I was at war with my father, this being the reason why I could not have a larger bike, with him giving me his sympathy as we walked into his bike shop. Then I noticed this Lambretta scooter out of the corner of my eye, two-tone brown it was, full handle bar screen, rack, and spare wheel, in immaculate condition and only 2 years old. "What's that John" I asked, it's a part exchange I took months ago he said, my father couldn't moan about that could he, I said, If you want it Mart it's yours said John "I owe you a lot," I'll swap it for your Honda 50, hold on I'll go and get the keys and paper's for it. Well it was easily worth 4 times the value of my little Honda, isn't it good to have friends, John came back and

said, why not take it home and "test the water" with your father, if all is o.k. Just drop the papers in to me for the Honda, how's that Mart. Well John was a huge gentle man, about the same age as my father. I was so elated, I gave his midriff a huge hug, then climbed aboard my Lambretta and left him with tears in his eyes, (Love you John), God bless. With my heart trying to break out of my chest once more, I rode this beautiful Lambretta the 3-4 miles to my home. I was thinking, here we go again. I pulled into my parents drive and there he was, as if he knew what I had done, trying my best not to wobble I pulled up, switched off this almost silent running scooter and put her on the stand. What's that! He exclaimed, sending me into a fit of stuttering, before I could get any words out, he balled "it's about time you bought something sensible like that!" The relief was immense, you like it then, I said, I don't like anything on two wheels, he said, but at least that has a windscreen, then he turned and went into the house. Well that was my first year on a motor bike over with, looking back, probably the busiest.

Twenty years on, 1987 and I had long since left home, my preference had become Kawasaki, I had tried a Z650, a good bike but by this time I needed a speed fix and I don't mean chemicals. My career had taken me into Electrical Engineering so a car came with the job, bike's were now purely for pleasure. So I bought a nearly new GPZ 1100 A2 model, a good bike to start with, by the time I finished modifying her she was awesome, a full fairing, engine mods, clutch mods, nitrous oxide kit, beefy swinging arm, new wheels, tuned muffler's, the list is endless. My main aim was "street legal" drag racing at my local drag strip, plus a bit of fun on the road, the UK police won't stand for that these days but I'm going back 20 year's here.

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## ITEMS OF INTEREST

By Jim Tinlin, NCVC Newsletter Editor

I received this article from the ValueTeck.com newsletter that I receive every month. Everyone has their own experiences, and I thought this was an interesting article to share with the club.

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### MOTORCYCLE SAFETY - CRASH AVOIDANCE

**by Jerry Palladino**

I read somewhere recently that 99% of the crashes most riders get involved in are avoidable. While that may seem a little hard to believe, it just may be true.

Let's look at the most common motorcycle crash which of course, occurs when another vehicle violates your right of way. This usually happens as you approach an intersection and a vehicle turns left in front of you. It also occurs when a vehicle pulls out from a side road into your path, but let's look at the left turning vehicle first and how to avoid the crash since your actions should be pretty much the same for both scenarios.

Here are the best ways to avoid a crash in these situations. First, look at least 12 seconds ahead of your motorcycle. Your eyes should be scanning from left to right and up and down. The sooner you see the potential hazard, the more time you'll have to react. Second, since most crashes happen in an intersection, slow down when approaching one. Cover both your

front and rear brakes as you get closer to the intersection. Position your bike to the left side of your lane. If you're going to have to swerve around the left turning vehicle, your swerve will usually be to the left around the back of the vehicle and then quickly back to the right. However, most of the time in that situation, your only course of action will be to stop quickly using both your front and rear brakes. That's why it is so important to practice emergency braking using both brakes. The average rider never does practice braking, consequently, in that situation, the average rider slams on the rear brake, locks the tire and skids right into the vehicle. Even if he misses the vehicle, he still slides onto the ground. Either way, he crashes for no reason.

By looking way ahead of your motorcycle, you'll be able to anticipate the actions of that vehicle and be able to apply your brakes long before it becomes an emergency. If you spend just a few minutes a week practicing emergency braking, you will lessen the chances of locking the rear wheel dramatically.

The second most common motorcycle crash involves only the motorcycle and it's called 'failure to negotiate a turn'. What usually happens is the rider gets into a turn and suddenly believes he's going too fast to make it around the curve. Maybe the rider hears the pegs start to scrape. Since he's not familiar with that sound, he panics, straightens up the bike, then looks at the yellow line in the road, the guard rail, or even the oncoming vehicle and a crash occurs. In over 600 cases of failure to negotiate a curve studied, in every case the bike was capable of making the turn at the speed the rider was going, the rider was not.

So, how do you avoid this crash? It's simple. Learn to use head and eyes properly. When rounding a curve to the left, position your bike to the right side of the lane and focus on the end of the turn and nowhere else. Never, never, look at the yellow line, the guard rail, or the oncoming car. If the road curves to the right, position your bike to the left side of the lane as you enter the curve.

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11 Mother's Day	12	13	14	15	16 Campout: Brannan Island SRA	17 Campout: Brannan Island SRA
18 Campout: Brannan Island SRA	19	20	21	22	23	24
25 Memorial Day	26	27	28	29	30	31 Club Meeting: Manteca

### 2008 Club Events Calendar

<b>JAN 26</b> – Meeting: Manteca	<b>FEB</b> – VACANT	<b>MAR 13/15/16</b> – Campout: McConnell <b>MAR 29</b> – Meeting: Manteca
<b>APR 5</b> – One Day Ride: Modesto <b>APR 11/12/13</b> – Campout: McConnell	<b>MAY 16/17/18</b> – Campout: Brannan Island <b>MAY 31</b> – Meeting: Manteca	<b>JUN 13/14/15</b> – Campout: Brannan Island
<b>JUL 8/9/10</b> – AVA Rally <b>JUL 18/19/20</b> – Campout: Vets Pk Monterey <b>JUL 26</b> – Meeting: Manteca	<b>AUG 8/9/10</b> – Campout: Huntington Lake <b>AUG 23 to SEP 6</b> – 2008 Tour	<b>AUG 23 to SEP 6</b> – 2008 Tour <b>SEP 19/20/21</b> – Campout: Turlock Lake <b>SEP 27</b> – Meeting: Manteca
<b>OCT 16/17/18</b> – Campout: McConnell <b>OCT 25</b> – One Day Ride: Castroville	<b>NOV 7/8/9</b> – Campout: Basalt State Park <b>NOV 29</b> – Meeting: Manteca	<b>DEC 13</b> – NCVV Christmas Party: Fresno Moose Lodge

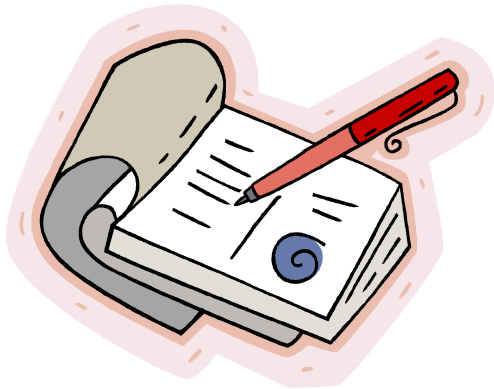
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## The Last Page

### 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](mailto:editor@norcalvoyagers.org)



#### NORCAL VOYAGERS BOARD OF DIRECTORS

President	Ray Walls
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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](mailto:president@norcalvoyagers.org)  
[vicepresident@norcalvoyagers.org](mailto:vicepresident@norcalvoyagers.org)  
[secretary@norcalvoyagers.org](mailto:secretary@norcalvoyagers.org)  
[treasurer@norcalvoyagers.org](mailto:treasurer@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