

NorCal Voyagers Newsletter

September 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...

EVENT (Aug 23-Sep 6)
NCVC Western US Tour

CAMPOUT (September 19-21)
Turlock Lake State Park

MEETING (September 27)
Manteca, Perko's Restaurant

Next Month...

CAMPOUT/PICNIC (October 16-18)
McConnell State Park

EVENT (October 25)
One Day Ride from Castroville



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Club Info and Activities

PRESIDENT'S MESSAGE

By Ray Walls, NCVC Newsletter Editor

Hello NCVC members & Friends. By the time you read this; our 15 day tour will just about be over. I'm sure we will have plenty of photos for you to view on the web site.



Enroute on the Western US Tour with the NCVC

Since we had to cancel our August camp out and this was our off month for meetings, I really don't have much to say. You are probably glad of that. Our esteemed VP will be running things while I am gone, so if you need anything please contact him. His phone # is in your latest membership roster. If you don't have one: you should. I have sent them out quite often. I guess you can call one of the members that does have one.

By the way I have a right side upper fairing for sale. It came off of an 86 Voyager and the color is burgundy. I paid Carl Leo \$260.00 for it and that's what I will take for it. It's stripped of everything just like the OEM's from the factory. I bought a new one from Kawasaki for considerably more money, but it was already painted black

with the teal blue insert. And believe it or not, that was cheaper than having this one painted to match my bike. So if you need one, I have one.

I have had some medical problems for the past two months. I was having dizzy spells and some pretty bad head aches. We finally figured out what was wrong. I had a sinus infection in early July. I thought it was over with but found out through an MRI that it was still there. That was causing my dizzy spells, the head aches were caused from my neck being out of whack. So now I think I can make this trip without discomfort.



Devil's Tower Monument, Wyoming

That's it for this month, will have a lot for the October news letter. And hopefully someone else will keep a log of our trip and put it to paper for everyone to read. See you all in Sept.

Cheers; Uncle Ray

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Bill & Bernadette at the Custer battlefield, Little Bighorn, Montana

ENCHANTED VOYAGE

By Don Medina, NCVC Vice-President

While at the AVA Rally I met Rod Westphal, President of the Enchanted Voyagers. As we spoke he told me he was coming out to the races at Laguna Seca. We met again at Laguna Seca and while shooting the breeze, Rod told me of the Enchanted Voyagers having an Enchanted Voyage. This was at the same time I was going to be in Denver for a large family summer picnic.

So on Aug. the 12th I headed southeast over to Yosemite National Park down Tioga pass to Lee Vining. Good roads, no traffic. Destination was Las Vegas, Nevada. Here in Lee Vining I could either go to Tonopah or down to Death Valley. I chose Death Valley. It seemed to take forever to get to Death Valley, but with no traffic it was fun. While in Death Valley I got to experience the fact that 108 degrees is a lot cooler than 118 degrees. On the south east side of the Valley the road ran straight, but had dips which were fun the faster you go. I got to going faster than I've ever gone on the Voyager through the dips trying to see if I could get air time. No dice, but never got head shake.

Next Morning I left Las Vegas, and went over Hoover Dam. They are building a freeway bridge over the canyon and to the west of the dam. In Kingman I picked up Route 66 over to Ash Fork, Az. Trouble is, 66 gets you on the interstate five miles before Ash Fork. But I could see old 66 running east along side of the Interstate, which was enough for me to get on old 66 and head east. This was good for half a mile then there's this sign telling me that no one cares for the road. Off I go now, I have large pot holes and after about another half mile most of the black top is gone. On I go the Voyager and me. At about 2 ½ miles I come to an old bridge, a great photo opp.



Now I can either go back or stay on course. I stay on course the road stays the same for awhile when suddenly the pavement gets real smooth for about a ¼ mile then it all ends. I can see the town of Ash Fork, now I have to turn back or take a two track path. Yep I take the path. After a bit this path heads south and I want to go east. I'm really close to town now, but these railroad tracks are in the way. I remember in my youth spent in small towns, that if you follow the tracks they always take you into town, even in westerns tracks take you to town. Off I go on the path along the tracks

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into Ash Fork. I get into town and look over the Voyager, every thing is there. On to Flagstaff, then down into Sedona. No stopping just a quick look from the saddle, then on down to Camp Verdi. The map shows a road with no towns near by, so it should be a good road. It is. With no traffic it's an easy ride into Payson, AZ. With the sun dropping low on the peaks of the mountains, it's time for bedding down. I check a few motels but the prices are a bit steep. I want to go east but there is lighting and dark clouds so south I go. I team up with some fast moving traffic and in less than an hour I'm in Chandler, AZ, but no motels. I get a motel in Grande, AZ. While I'm checking in it starts to rain.

Thur. I'm to meet up with Rod and the Enchanted Voyagers in Silver City NM. The ride there is wonderful. Just after Tucson, Az. I meet up with another Rod from Nogales, AZ. He is heading to Cheyenne, Wyo. Rod is riding a Harley. As we head up to Silver City his fuel light comes on, we slow down and make it to Silver City where we say, "Hope to see you soon." The camp ground and RV Park was right in the middle of town - wow is it nice. Price only 11.00 dollars for a tent or small trailer. There were 5 motorcycles there and 7 members. We shoot the breeze then its time for dinner. We head up into the clouds to Pinos Altos and the Buckhorn restaurant. After dinner we gas up for tomorrow's ride.



On Friday at 8:30 sharp we head out west and over some wonderful roads with no traffic to the Mule Creek post office. There we took lots of the photos we were even able to get the post master to take our pictures.



Off we go to an open pit copper mine. I have never seen an open pit mine. Wow this is larger then anything I have ever seen; the number of dump trucks working the mine is eye opening. From here we stay on the same road that runs the ridge for 50 miles to Alpine, AZ. Nothing but turns up and down left and right, life is good until five miles before Alpine, AZ. The sky opens up and it starts to rain, not hard, feels good as it has been hot. But with every foot we

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travel the rain comes down harder. As we get into town hail is falling with the rain.



Alpine's streets are flooding; we ride through all of this and get to our lunch diner. I bid good bye after lunch and head for Denver Colo. I have to be there by 6 PM on Sat. and it is now 3 PM Fri. With about 600 miles to travel I let the 1200cc engine start to sing. Before I know it I'm in Santa Fe, NM with more lightning, thunder and rain so I stop for the night.

On Sat. I have 400 miles to ride and a cold front has moved into the whole rocky mountain region. I take US 285 from Santa Fe to Denver and the closer to Denver I get the colder it gets. The temp on my thermometer reads 48 to 50 degrees.

My return trip was fast. I left Denver at 6:30 pm and got to Green River UT 350 miles later at 11:30 pm. Then from Green River UT to Half Moon Bay the next day is a 900 mile plus day. This was alright because I was on a Voyager and that is really what they are made to do, which is to travel.

Don Medina

2008 Events

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 27th

OCT:

MC CONNELL SP. CAMP OUT & PICNIC 16-17-18, PICNIC ON 17th
ONE DAY RIDE OCT25, STARTING IN CASTROVILLE

NOV:

BASALT SP. CAMP OUT 7-8-9.
MEETING ON 29th, ELECTIONS OF OFFICERS

DEC:

CLUB CHRISTMAS PARTY @ FRESNO
MOOSE LODGE ON THE 13th

AVA RALLY, PART 1

By Don Medina and Trisha Blue

Trisha and I started planning for this trip in South Dakota July 2007. As spring came I began to visit the AVA web site frequently to read the updates. In April of 2008 my life changed when I found out that if I didn't retire by July 1, 2008, I would take a big hit in my retirement. So I retired on June 27, 2008. This was the day we planned to leave for the Rally. That day I had Trisha meet me at the shop in San Francisco at 9:00 am. We rode up to Sacramento to my company's main shop where I was given my exit interview and FINAL paycheck. Three of my fellow mechanic co-workers and both of my supervisors rode up to Auburn to give me a going away lunch.

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Very cool bosses and co-workers. The smoke was heavy and thick from the fires, it hurt to breathe. By the time we got to Reno we could finally see blue sky. We stopped at the Honda Dealer in Reno since Trisha's starter button was not always working and it was also affecting the reverse on the Goldwing. Trisha was told that the starter button was the problem and the adviser pushed it a few times, magic no more problems. Then off to visit my grandson who was staying with his grandmother in Reno. When we left Reno it was late afternoon. We stopped in Fernley for gas and had a Wendy's dinner. This would become our routine the rest of the trip all meals at Wendy's. Trisha can't eat or have any wheat or wheat by-products. Wendy's chili and baked potato are wheat free and for less than \$6.00 we could both eat. As we walked out of the restaurant, it's my nephew calling me about my mother, she is in the hospital. What a way to start my 5th hour of retirement. That night we ride to Winnemucca.

07-28-08 This morning we fuel up in town, and we're off to Grand Junction, Colo. We eat lunch in Wendover at a nice Mexican restaurant. As we near Tooele, UT I take a back road around Salt Lake City. When we get back on to Interstate 15 it's a short jaunt

to US 6 and Green River, UT. When we get onto US 6 it's getting late but the temp is in the low 90s and beginning to cool off. The state of Utah has been working on this road for many years and they're taking a lot of the fun out of it, but not all. As we enter the canyon outside of Spanish Fork a car gets in between Trisha and me. There is no passing lane and this car is right on my bumper. Which means pick up the pace, which I do. I normally don't ride fast when I tow the trailer but this guy is being an ass. It's a 300 Chrysler. As we go through a few turns I feel out the motorcycle trailer package. I then start to drop the hammer, as my corner speed starts to increase I look into my mirrors and see that the distance between me and the 300 is growing. My max speed is 75 mph, which I don't really care to run. It makes the Voyager work too hard and uses a lot of fuel. So I slow down to 60 – 65 mph in the corners. On the straights my max speed 70 mph, and after five miles no more car. What about Trisha? As soon as there's a passing lane she has caught back up to me. Just before Price, UT you drop down a canyon that is eight miles of winding road and then the road is straight. Dusk is beginning to come on as we get to Green River UT. At 9:00 pm we fuel up both the motorcycles and our bodies and we are back on the road at 9:30 pm. It's a hundred and five miles to Grand Junction, Colo. Before we leave I ask Trisha if she can ride another hour and a half, her reply is YES BUT NO MORE. Now is when I ask the Voyager for a little extra, this next section there will be no worrying about anything but getting to Grand Junction, Colo, in an hour and a half. We make it but we had to run hard, the needle on the speedo was on the right side of the gauge. When we got to Grand Junction they were having a country western Woodstock and all the motels were booked. We found a room at the Quality

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Inn for \$160.00. When I stepped back and looked at Trisha, all she said is I'M TIRED. By midnight we had showered and were in bed.

07-29-08 6:00 am and down we go to breakfast. For the price, the hotel gives us a hot breakfast with a large cup of coffee. After that it's out to the motorcycles. It's cool now but with nothing but blue sky; it's going to get hot. We ride over to the gas station to fill up. While I get my change, I ask the manager where the air and water are located. I air the tires on the Voyager because yesterday they felt soft. While I was washing off the motorcycles, the manager comes over to shoot the breeze. We talk about trikes and how he would like to get one because it looks like it would be fun to ride. We head east to one of the most fun sections of interstate highway in the UNITED STATES OF AMERICA, Glenwood Canyon. We stop at the middle rest stop to do the picture thing and look at the Colorado River flowing through Glenwood Canyon.



Up we climb, Eagle then Vail then Vail Pass at 10,000+ feet. We stop at the top to enjoy the cool fresh air and the rest stop. While stopped a couple comes over and gets to asking questions about the Timeout

trailer. I pull out after a bit and head down the mountain toward Denver. Coming into Denver you crest a rise and there is the city way down below you. You are at the top of Mount Vernon Canyon which is 9000+ feet and Denver sits at 5280 feet. We get to the hospital that my mother is in. As Trisha and I walk up to the lobby, there sits my mom. They are releasing her. I get to visit with her for a few hours. As we leave I can relax knowing that my mom is recovering.

Traveling east from Denver used to be a bore when I was young, but now that I am older I see beauty where there was none before. This makes the next 200 miles easy. We stop in Colby, KS for the night, our shortest day of the trip. Since it is early, finding a room is no problem. I don't make reservations because we don't really know how far we will travel each day. We know where we wish to end the day but sometimes things come up. After checking in, unloading, wiping down and covering both the motorcycles, it's time to get an ice cream cone. There is a Dairy Queen across the road. They closed at 8:00 pm so Trisha and I start a quest to get ice cream. We find it at a Sonic which is a half mile down the road. We walk there and back which helps settle our tummies.



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07-30-08 Another early start. With different time zones every morning, the start time gets earlier. This morning we got up at 6:00 am, but west coast time is 4:00 am because yesterday we crossed into the Central Time Zone. By 8:00 am we are driving away from the Village Inn. Topeka, KS comes up first, then on to the Kansas toll road. Kansas City is next. On the east side of Kansas City I start to look for Shell stations. I see a sign so I exit the freeway and follow the signs. Not all stations are near the exits. We travel about a mile up the street before we find the Shell. Trisha had ridden up to me and asked if I knew where I was going. I looked her in the eyes and said no, but TRUST ME. We get to the Shell and it is a small 7-11 type and everyone is friendly. They ask where we are going and where we are from. I ask, where am I? They all laugh and tell me Independence, MO.

Back on the freeway we travel east up and down those rolling hills of Missouri. There are times that the cruise control kicks off because of the steepness of the incline, but it is doing much better than last year. I had balanced the carbs 2 days before we left. I set the balance so that all 4 carbs were balanced at 3000 rpm which also helped the idle since the balance there was almost perfect. We stop at 7:00 pm in Hill City since both Trisha and I are tired. I still go on a hunt for ice cream and McDonalds comes to my rescue.

To be continued next month

Don and Trisha



EDITOR'S CORNER

By Jim Tinlin, NCVV Newsletter Editor

I hate to say this, but we're nearing the end of summer, vacations are winding down...kids are back in school, and some of us go back to work (thinking about our next vacation or how far away retirement is).

I think it's rather amusing how the gas prices are dancing like water on a hot skillet; they've been dropping lately but I would expect an 'unintended' upturn Labor Day weekend.

I took a trip with the wife to Las Vegas and Laughlin earlier this month, the gas prices were more reasonable than they are here in California. During our trip, we took a side trip into Kingman Arizona and I was floored with the prices of gas, at least **50 cents less** than here!!! How can that be? I'm sure that's a complicated answer, but the simplicity is 'that's the way it is' and 'that' hurts the consumer. I know it's not hurting the oil companies; all we can do is save fuel and hope the prices drop some more.

Ride Safe!!

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COMMUTERS ON 2 WHEELS

August 2008 RoadRunner Newsletter

Do you know someone--with no prior riding experience--who recently bought a motorcycle or scooter so they can save fuel and money commuting to work? If so, then chances are that person could benefit from some safe riding advice from you. To that end, you may find helpful the following ten street survival strategies for motorcycle commuters:

1. **Avoid High Risk Roads:** Try to avoid routes to and from work with high risk factors, such as those with ongoing construction, numerous places for traffic ingress and egress, frequent animal presence, etc.
2. **Be Seen:** Wear bright colors and use auxiliary driving lights to increase your visibility to other drivers and riders. Follow the left or driver's side tire track of cars in front so they will be able to see you from two of their rear view mirrors. Have reflectors on your bike and your riding gear for any night riding.
3. **Dress the Part:** Riders always should wear a full-face helmet, leather gloves, riding jacket with armor, and footwear that covers the ankles. Carry raingear and warm clothing for inclement weather.
4. **Identify Yourself:** Carry medical alert information that includes who to contact in the event of an accident, your name, blood type, drug allergies, etc.
5. **Continue Improving Your Safe Riding Skills:** Take as many riding classes as your time and budget allow. Also, gain experience by talking to and riding with more experienced riders and read some of the numerous books published about riding skills.
6. **Carry Emergency Items:** Tire repair kits, cell phones and first aid kits are good things to have on your commute.

7. **Ride Alert:** Never ride under the influence of alcohol or any other controlled substance or when you're significantly fatigued or emotionally distraught. Riders need their full concentration on their surroundings and shouldn't be listening to music through earplugs or engaging in any other potentially distracting activity.
8. **Anticipate:** Observe what is happening at least 8 seconds ahead of your current position to anticipate potential dangers. Watch for head movements of drivers at intersections or any other indication that they may not see you and are likely pull out in front of you. Allow at least three seconds of space between you and the car in front of you and never share a lane with another moving vehicle.
9. **Pack Securely:** Carry your briefcase and any other items in a courier bag, tail bag, saddle bag or otherwise firmly attached to the bike in a secure fashion.
10. **Inspect Your Bike before Riding It:** Check for proper tire pressure and remaining tire tread life, fluid levels, functioning lights and other critical bike functions before riding it.



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Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Labor Day AVA West Tour	2 AVA West Tour	3 AVA West Tour	4 AVA West Tour	5 AVA West Tour	6 AVA West Tour
7	8	9	10	11	12	13
14	15	16	17	18	19 CAMPOUT: Turlock Lake	20 CAMPOUT: Turlock Lake
21 CAMPOUT: Turlock Lake	22	23	24	25	26	27 MEETING: Manteca
28	29	30				

2008 Club Events Calendar

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

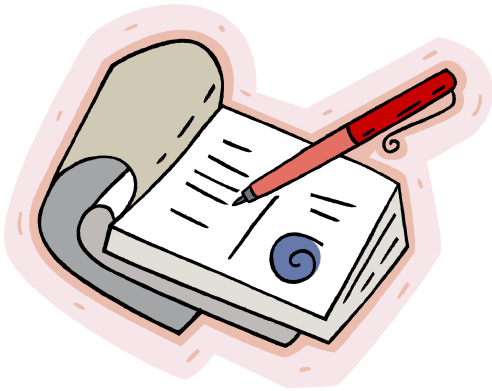
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The Last Page

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



NORCAL VOYAGERS BOARD OF DIRECTORS

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Vice-President	Don Medina
Secretary	Trish Blue
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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