

Jan/Feb 2014

Voyager's Voice



American Voyager Association

The Official Magazine of the American Voyager Association

AVA Directors News:

Dave & Dot Wirtz retire

Jim Moore's Iron Butt:

Bun Burner Gold, 1500

TEAM

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Top photo: Richard Pepin and his Voyager 1700

Middle photo: Tony Dybala and his 2003 Voyager 1200, AVA Forum name: Lucasind

Bottom photo: Tony's son, Brad, with his 2000 Kawasaki ZRX 1000; Brad won the Youngest Rider award at the 2013 AVA Rally in Logan, OH

Front cover top photo: Dion, President Badgerland Voyagers, and Tammy

Front cover main photo: Interstate 70 in the Colorado Rockies at the Eisenhower Tunnel

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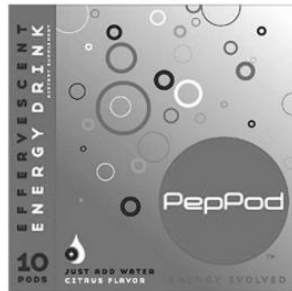
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David Roy, cleaning his Voyager 1700, during the De Gray AVA Rally



**2014 AVA Rally Note:
 A ride to NASCAR Center**

I have been a big NASCAR fan for a couple of decades or more, but have never made a trip into the Charlotte/Racing Teams area as of yet. I plan on attending the rally in Asheville, and was wondering if anyone wanted to make a day trip into the Charlotte area. I know there are a lot of great roads and day trips around Asheville, but thought I would see if any interest was out there!

Ken Knight

A Word from the Chairman Mike McGee

Good news! We ended the year of 2013 with 288 members. We continue to receive membership renewals on a daily basis. If you know of some past AVA members that are friends of yours and still ride, please consider giving them a call and ask them to renew. We are actively sending out renewal postcards to our past members for the same reason. You can also renew your memberships on the website with Pal Pal. I'd like to thank Bronson and Judy again for all their hard work.

You know this old adage, "In the spring, a young man's heart turns to thoughts ofmotorcycles'. Well sort of. Our minds should begin to turn toward the upcoming rally. It has been eight months since our last one already and the next one in Asheville is only a few months away. The AVA's 25th annual rally! If you have not been able to attend the last few, we hope you will consider attending this special event for anyone who has been associated with the American Voyager Association over the years. Please join us once again!

In this issue, you will find an announcement from Dave and Dot Wirtz that they are being forced to step down from the AVA because of serious health issues. Dave and Dot have been enthusiastic supporters of the AVA and have done a great job as rally coordinators and putting on all the bike night events. They are crushed to have to do this. The Board and our members will miss them dearly. Because we live in the southeast, we have many times ridden or driven home from rallies with Dave and Dot. I will sadly miss them.



Robin AVA Treasure and Mike AVA Chairman relax at the AVA Rally Santa Fe, NM

AVA YEAR PINS

The AVA has run out of 1 year and 23rd year, AVA year pins. We need to order more pins, but the setup fee and minimum order of 50 pins is expensive for the AVA at this moment. The AVA will be ordering them for those who are waiting. While speaking with Board members, I mentioned that I don't wear my past year pins, only the most current, which is the same with some board members. So I'm asking if there are other AVA members who are not wearing or displaying their past year AVA pins, the AVA would really appreciate it if you'd recycle those year pins. Please place them in a sturdy envelop (padded manila) and mail them to Bronson Barth. I'll be mailing Robin's and mine back immediately. Thank You for the help.

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STEPPING DOWN FROM THE AVA BOARD

David & Dorothy Wirtz

Stepping down from the board has been one of the hardest and emotional decisions we have had to make since joining the AVA. We joined the AVA in 2003 shortly after purchasing our Voyager. Upon hearing that the 2004 rally was to be held in Asheville, NC I contacted the rally coordinator Charley Sargent and his wife to offer assistance with anything we could help them with. The one thing that is hardest to do is put a ride package together especially when you are not familiar with the area. Dorothy and I worked most of the year prior to the rally with the other members of Palmetto Voyagers to get rides set up. By rally time we had put together one of the largest packages to date, 35 plus rides with about 8 ride leaders from our local chapter. This gave us our first chance to meet the board members who at that time were led by Bob Jones, his wife Char and the other members. We feel that you, the board and membership, is one of the best groups of people we have been associated with. We are proud to have had the opportunity for this association. I look up to each and every one of you for you are both friends and family. Each year we have looked forward to the rally as many of you do.

As most of you know my personal thing has been the bike shows which have offered me 20 first and second place trophies, all of which are proudly displayed. Not being able to attend future rallies leaves an empty place in my display BUT an even bigger hole in my heart. Remember I will be at the rallies in spirit, so Jim Curren, bring your A-game to the light show. Rumor has it that this year you are pulling a trailer to haul a portable generator just to power up the lights.

Being member of the year in 2008 (having slipped out to have a smoke) and being called back in to the center of attention to be presented the award left me absolutely speechless, and you know that doesn't happen often. Thank you Duane Ash, board members and AVA members. Then later we were asked to join the board for AVA. What an honor that was for us. Dot and I are both faced with medical issues as some of you already know. Dot suffers from numerous different issues, failing eye sight,



diabetes (uncontrollable) along with several other illnesses that go along with it. Dot's health is failing her where she is not able to do a lot of what she once could. As for me, most of you may not know it, but I was close to meeting our maker this past spring due to conditions caused by being exposed to "Agent Orange" when in Vietnam while serving in the US Navy. This has resulted in me having a IGG immune system deficiency in my lungs and bronchioles. Readers digest version, when I am exposed to other people, if they have a bug or carrying a bug virus they pass it right on to me. Being around a lot of people is like playing Russian roulette for me and they are afraid if I do catch something they may not be able to help me out. I am not the kind of person that wants to live in the plastic bubble but to some degree I have to. On advice from my doctor I cannot attend functions where there are large groups of people such as dinner functions, sporting events and even shopping or out to dinner. I can no longer work due to having to take so many sick days. I guess this is a blessing in disguise. The doctors have requested 100% disability for me and I am waiting for the decision from the Va at this time.

Dot and I are stepping down from the AVA board and we thank everyone for giving us the opportunity and pleasure of serving on it. We will miss being part of the best family we have known and taking a vacation each year with 150 plus of our closest friends.

God bless, ride safe but live life to the fullest.





AVA Webmaster Report
By Ronald Riggs

Short report this month. Online AVA membership applications for new members and renewals for existing members are up and running. You can now pay your membership dues via PayPal. No PayPal account? No problem. Pay as a PayPal “guest” using your credit card. We do charge a small “convenience” fee for paying with PayPal to cover the costs that PayPal charges us to process the payments. For regular US memberships, this is \$1.50. If you would rather, you can still download a PDF version of the membership application and mail it in with your check.



I expect to have online rally registration available by the time the next issue of the Voyager’s Voice comes out.

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Pulling A trailer across Country

BY Hank Thompson

O'Riley's. We rode there, and purchased two new wiring connectors (just in case!), a crimping tool and spare wire crimps, some new safety chain, and some electrical tape. Back to Jim Boy's parking lot, where I performed emergency surgery on the wiring harness. Soon, we were on our way to Austin Nevada, the jumping off point for our trip.



So, now the question of what emergency supplies should one bring on a cross country trip?

Number uno, someone who knows what they are doing, has done this before, and can keep you out of trouble. We were lucky enough to have three of those on this trip, and we were very glad we did! I learned much from their experience.

Some of the things I already have or plan on packing for the next trip are:

1. Spare wiring bits and pieces
2. Small tool kit, metric sockets and end wrenches at the least
3. Flashlight
4. Some sort of tire repair kit, and a tire pump or can of air (Pump preferred)
5. A regular and Phillips screw drivers (The latch on the Hannigan lost all of its

hardware, and would not stay closed or locked. I had to borrow a Phillips screwdriver from Marv and Ella)

6. Spare face shield for helmet (Mine worked it's way loose on one side in a Ohio thunderstorm, and was beating me in the face until I ripped it off)

7. Spare tire for trailer, and guess what? a JACK. Had a spare tire, didn't think of the jack though, but luckily, I didn't need one!

8. Spare fuses for the bike, lose the right one, and the bike will stop dead.

9. Don't even think of riding a long trip without some sort of rain gear, our Frog Toggs were used more than once!

10. Cell Phone - Phone booths are a thing of the past, never saw a single phone booth the whole trip.

11. Camera - I had one, but it was too big and bulky to carry all the time, I now have a pocket sized Nikon, and I can download the pictures into my laptop, which I also carry..

12. For trekking across the desert, an ice chest filled to capacity with Ice, Bottled water and Gator Ade. We also had a Camel Back full of Ice. Also, bring snacks - we carried a net bag of tangerines and some bananas, ate 'em all!

13. A cover for the bike/trike, to protect it from the rain at night. Also, some cloths to wipe it down in the morning before you start out. Those wet seats were pretty bad!



This past July, wife and I rode to the AVA Rally in Logan, Ohio With three other riders from California. First order of business was to get the trailer lights functioning correctly. We had just brought the trailer from another AVA member, who had it wired for his BMW motorcycle. Well, that did not work for us. His wiring was completely different than ours. After hunting all over the area for the correct wiring plug, we finally found one, only to learn that all of the wiring needed to be replaced which we did, from O'Riley's auto supply. The long ride was to start from the Jim Boy's Taco shop in Jackson, California, where we were met by several other riders, including some who could not make the trip with us. While we were standing around talking, someone noticed that my trailer safety chain was hanging too low, and just about ground through. On closer inspection, I discovered that the wiring harness between the motorcycle and trailer HAD been ground through. We went back inside the restaurant, and asked if there was a auto supply store nearby. As luck would have it, there was, just a couple of blocks up the street, and it was an

Illinois Prairie Voyagers

The Illinois Prairie Voyagers go to Florida we have two members from the IPV that live in Fl. for the winter months and have wanted to host a monthly meeting So we made it happen this year. On Jan 19th we had our meeting at the Vallis home in Naples Fl. Then on Jan 20th eight of us were off to Miami to board the Carnival Victory to sail off to Grand Turk, Half Moon Cay , and the Bahamas for 5 days. It sure was a nice break from the cold and snow here in the Midwest but come on spring





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Lone Star Voyagers

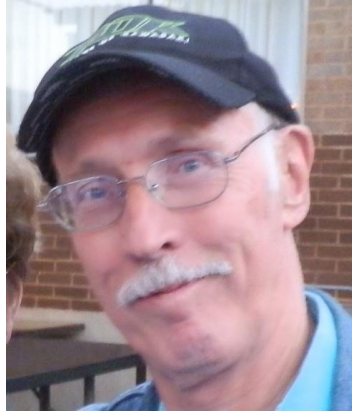
We are the Lone Star Voyagers (mostly Texas, but lots of neighbor members from AR, AZ, NM, OK, & even an ambassador member from OH). We have 2 big ride-in deals per year; one in April & one in Oct plus a meet-in-the-middle Spring weekend with th EVA from NM . This March 27-29, we're meeting EVA probably in Terlingua, on the Mexican border, near Big Bend Nat'l Park. In mid to late April, we'll have our "Hill Country Tour", somewhere in that area west/southwest of Austin and west/northwest of San Antonio. Our Fall ride-in, the "Voyage Home", is historically somewhere not in the Tx Hill Country, though it's had to stay away from Kerrville, etc. We also have an almost-monthly lunch ride. Since most of our members are in the vicinity of Austin to Houston, that area is over-represented in our lunch forays.

We've been an arm of the AVA organization since March 2003. Prior to that, we were "The Texas Posse" of the Arkansas Regional Voyagers. With a membership year that begins anew Jan 1, as of today (01/28) we have 40 current members counting both riders & significant other passengers. By April, we'll likely be back up to about 60-70 members. Our riding season (not counting the Winter of 2013-14) is about 11 to 11 and one-half months long. Nobody down here owns a bottle of Stabil. Come ride with us. Contact me or our president David Dunn on our website forum at

<http://pub6.bravenet.com/forum/static/show.php?usernum=491463454&frmId=12>

Secretary, LSV

Ride safe, Richard Baxter,



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Iron Butt

Agony of Defeat and Thrill of Victory

By Jim Moore

This ride is not for the faint of heart. There are many things that you have to take into consideration when toying with the idea of attempting this ride. Such as, knowing what your limits are as a rider, your time management skills, how well you know your bike. Let's not forget Mother Nature, as she likes to throw curve balls.



Long distance rides are nothing new to me, as I have done many of them. The first long ride that I did was when I was 18 and rode from Boise, ID to Ames, IA: 1400 miles, 28 hours, with a speed limit of 55 mph in 1977. Then, after 20 some years of not owning a bike, I bought a 2003 Kawasaki Voyager and got back into riding again. The next long ride I did was in 2009 after attending the AVA Rally in Santa Fe, NM. I rode from there to Ottumwa, IA total 1200 miles; I completed the ride in 16.5 hours. The next long distance ride I did was a 1000 miler on my way to the Western AVA Rally in Joseph, OR in 2011. On my return I left Joseph, OR, and rode 1600 miles in two days. The first day was 900 miles and the second day was 700 miles. There are many other rides that I've completed between 500 to 600 miles.

I found out about this ride on the Iron Butt Association web site. This ride is known as the Bun Burner Gold, 1500 miles in 24 hours. They classify it as an extreme ride, and you know what they are right! They also have other rides that give more time to complete like 1000 miles in 24 hours and 1500 miles in 36 hours.

So now with some history, this is the story of how I accomplished the ride. Now, as I have said, the things that I did on my ride may not work for everyone or for many riders at all, as will come to light through the reading of this article.

I made two attempts. The first attempt was on my way to the 2013 AVA Western Regional Rally in Reno, NV. It was a Friday and I had to work part of the day. I was up at 4am and worked until noon. I got home from work and took a nap from 1 to 3pm. When I got up, I washed the bike, packed my bags, and printed off the paperwork needed to log my ride.

It was 8:30pm when I decided to leave on the trip to Reno, NV. I talked to my wife, Karol, and decided that I would not take the paperwork needed to log my ride, that way I would not feel any pressure to complete the ride and, if needed, I would get a hotel room. My first gas receipt at 9:15pm and off to Reno.

The first three stops went like clockwork, stopping every 150 to 170 miles. Then Mother Nature threw me a curve ball as I neared North Platte, NE; it started to get foggy. I pulled out of North Platte, NE, at around 3am; these were worst 180-miles on the whole trip. One, it was dark, two with the fog even the full moon was of no help. Three, there were several sections of road construction with new black top and no lane markings. Four, moisture from the fog was condensing on the windshield making it hard to see the road. I pressed on and got to Pine Bluffs, WY, at around 6am Mountain Time (600 miles) and was I ready for a break! I filled up the bike and pulled it off to the side and got a cup of coffee, a large coffee, I decided to call Karol before she went to work and let her know how the trip was going. However, I was unable to get ahold of her, and after many attempts I gave up due to bad cell reception or something to do with the blue tooth and the GPS. It was a way to kill some time and get my thoughts together and also hopefully let the sunrise burn off the fog. Well it helped. I left after a 30-minute stop although the fog was not completely gone; it was much brighter and a lot easier to see the road. I was off to the next stop, which was Walcott, WY, (170 miles). After about an hour on the road, the fog was gone and all that was left was the bright sunshine. The sun sure felt great after riding through Nebraska with the temps in the 50s. When I got to Walcott, WY, I finally got ahold of Karol and was able to tell her how things were going. Another 20 to 30 minutes passed. Then it was off to Little America, WY, (170-miles). There was not a cloud in the sky, so no chance of rain. But, with sunshine comes another problem. After a while, the temperature started to rise and I started to get very warm. When I got to Walcott, WY, the temp in the cockpit was 80 degrees, which was tolerable even with a complete set of riding gear on. By the time I got to Little America WY, which was around noon, the temp in the cockpit was approaching 100+ degrees. Now, that is way too hot to wear a complete set of gear. So, it was off to the restroom to remove the rain liner and the thermo liner from the jacket and the pants. Man, did that make a difference! It was like a night and day difference. There was one other thing that I was experiencing that had never happened to me before and that was my nose was getting extremely dry on the outside. So, to take care of that I really wanted sun screen and that was in the backrest, the backrest that I had

left at home. I went into the truck stop to see if I could find some. I was unable to locate any so I ended up buying some Vaseline, which did the trick! So I filled up the bike and set off for Tooele, UT (180-miles).

When I got to Tooele, UT, it was 3pm. I filled up the bike and made another phone call to Karol. She told me that Maverick had called and asked if I was on my way. Now, Maverick's place was my final destination for the day. He and his wife were gracious enough to let me stay at their house for a couple of nights until I was able to get my room at Harrah's Casino. I have to give thanks to Don Medina for making these arrangements. Back to the ride: I called Maverick and told him that I had made it to Tooele, UT, and from the way it looked I should get to his location at 9pm his time. Also at this time, I called Don Medina and talked to him about the ride. All of these calls I made had to have wasted 30 minutes or more. So it was time to get back on the road again and head to the next stop, which was Wells, NV (170-miles)

On my way to Wells, NV, it sure looked like rain which would have been welcomed, as the temps were around 95 degrees. A nice, cool rain would have felt great, but it just did not happen. When I got to Wells, NV, I fueled up and was off to Winnemucca, NV (174-miles).

On this leg of the trip, things were going along as planned until I hit several sections of road construction. This leg of the ride was the longest of any that I had done. I never really had any concerns about fuel until I was about 30 miles from Winnemucca, NV, when the fuel light came on; I had traveled only 145 miles. Now, the fuel light usually comes on when I have 1 gallon of fuel left, but on this trip it seemed to vary from 1 gallon to 2/3 of a gallon left. So, after doing some math in my head and looking at my cheat sheet on miles per gallon when the fuel light would come on, I figured it out both ways with 1 gallon and 2/3 of a gallon left, and it was telling me that I was getting around 26 to 29 miles to the gallon. It really did not matter if I had 1 gallon or 2/3 of a gallon. I was going to be a few miles short to the next fuel stop and there was no place to get fuel until the next stop. So, I made the decision to run at 55 miles per hour where I knew that I would get 44 miles to the gallon. By doing this I was able to get to Winnemucca. When I got fuel it took 5.7 gallons (my bike has a 6 gallon capacity). Now that is cutting it close in my book, but still riding.

At the time, I did not think that this was a big deal, until I got back out on the interstate and had 13 more miles of road construction. So, that meant that I had a total of 43 miles of driving 55 miles per hour, instead of doing 77 miles per hour. I had lost around 20 minutes.

When I arrived at Winnemucca, I was around 50 miles short of the 1500 miles in 24 hours. Now keep in mind, I would have to get a fuel receipt before the 24 hours were up. Well, that would not happen because when 1500 miles rolled up on the bike I was at the exit for Rye Patch Reservoir and wouldn't you know it, there was not a gas station at this exit but I was out of time since it was actually 7:15pm Pacific time. The next fuel station was Lovelock, NV, another 23 miles down the road.

The rest of the trip was not as eventful. I had one hundred miles to go from Lovelock, NV, to Dayton, NV, which was the final stop for the ride at Maverick's house, and I arrived there around 9:15pm. That is just over 1600 miles in 26 hours, really quite an accomplishment in its own right.

Now, in review of the ride, things that I learned were to limit the number and duration of phone calls, even though it was considerate of me to let people know how I was doing. I had also realized that Mother Nature could have a great impact on how things go. Then there were the states with all the road construction.

It was a little depressing that I had failed to do it as planned, even though I was not logging the ride. I had planned to take a more leisurely pace on the way back home, which I would do in two days: 900 miles, then 700 miles the next day.

By now, many of you may be thinking to yourself, why would anyone do such a thing? Well, to answer that question, all I can say is that it all comes down to chasing that cement slab, by looking around the next corner trying to find the other end, and you know what? It never ends. After many hours of being on the road, you get in a zone. You feel like the road is flowing underneath you. I compare it to being in a video game and you are not physically moving down the road but you are just sitting stationary as everything goes by. Then, there are the personal accomplishments to achieve, like time management, planning, and dealing with adversities.

I always thought that I would attempt to do the ride on the way back home. But, most of the time I kept telling myself that I would do it in two days. I spent four days in Reno, NV, attending the Western Regional Rally. These were 4 of the best days I had all summer. It was one of the best rallies that I have ever attended. Just a sheer blast! It was great to meet old friends and make new ones. The camaraderie that can develop at these rallies is amazing. So, for those of you who have never been to a rally, I recommend that you attend one and see how much fun they can be.

After riding all the planned rides that they had for the rally and doing some riding on my own, I managed to log around 700 miles while I was there. It was on the last planned ride when we stopped for lunch, that I decided to attempt the Bun Burner Gold ride on the way back home. So, that meant I needed to get all the paper work to

log the ride. Off to FedEx I went to use their computer to get what I needed.

This was Thursday, with the awards banquet that night. I spent the rest of the afternoon packing, planning and preparing for my trip back home. I called Karol and told her my plans to do the trip in 24 hours. I let her know that I had no idea what my arrival time would be. That was because I did not know of my exact departure time. Now normally in this situation, I would have tried to pull out at 5am, which is what I have done most of the times in the past. But, that is not how it went this time!

I attended the awards banquet that evening and received the award for Long Distance Touring Solo, which was just over 1600 miles. Don Medina also recognized me for doing 1500 miles in 24 hours, which I had done, but not logged. But, like all good things, the rally came to an end. One requirement for the Bun Burner Gold was that I needed two witnesses for the start of my trip. With that done it was off to my room and to bed around 10:00 pm. No matter what time I woke up, I had decided that would be the time I would leave.



I woke up at 1am, after 2 short hours of sleep. I was up and out of bed, got the coffee machine going, jumped in the shower, put my riding gear on, and made sure that I had the Iron Butt paper work. After I had finished my second cup of coffee, I was on my way to checkout. I loaded my gear in the bike and then it was off to the gas station to get my first receipt, this would be the official start time for the ride home.

I filled up the bike and got the first receipt. The official start time was 2:14 am. I wrote down the information on the log sheet, I put my helmet on, fired up the bike, started the mp3 player, put my gloves on, dropped it in gear, and then it was off and down the road, headed for home.

I got the bike up to my traveling speed, went to set the cruise control and it started acting up. It would not hold a constant speed, so I tried to set it again. It just would not work. I made several other attempts to use the cruise, to no avail. So, I gave up and began thinking to myself, this is going to be a long ride home without it. Then, about 20 minutes into the ride to Winnemucca, NV, my first fuel stop, I started to settle from the anticipation high of leaving; I started assessing my surroundings. I began those conversations between Me, Myself, and I, and came to realize that, man, it sure was dark out here and that there were not many people out at this time of the night. Also, the temperature was around 60 degrees, which felt a little chilly after all the daytime rides with temperatures in the 90s. But, that was not a real problem as I was comfortable with my full set of riding gear.

About halfway to my first fuel stop, my ride was going along just as one could expect. Next thing I know, here comes a white pickup going by me at a fairly good pace. Now, I was going 2 mph over the speed limit, which made me think to myself that this guy was doing at least 10 mph over the speed limit or more, as it was not long until he was a ¼ of a mile ahead of me. I noticed another vehicle coming up behind me, when that vehicle caught up it was a Nevada State Trooper. I got to thinking that I might get lucky and see a little action. Could it be that he was going to pull over the white truck ahead of me? Better him than me, right? Well, of course it didn't happen, which was quite the letdown. After all, it's nice to have a little mind stimulation at night, so you don't get your mind stuck in a trance.

At 4:30am, I arrived at my 2nd fuel stop, 150 miles into the ride, at Winnemucca, NV. I filled up the bike, jotted some notes in my log, and was back on the road within ten minutes. I was now on my way for my 3rd fuel stop at Wells, NV. My goal was to complete this ride in the reverse order that I did on my way out to Reno, NV. It was not too long into this leg that I started to see the horizon lighting up. It was a glorious sight, as I knew it would not be long before the sun rose. The daylight would be a big boost to the mind and the warmth of the sun would sure feel good. I was about an hour away from Wells, NV, when doing my usual scan of my surroundings, going under an underpass, I noticed another black pickup sitting on the onramp, another Nevada State Trooper. This is when I started thinking to myself that it would not be a smart thing to get stopped because that would throw off my time schedule. Besides, who really has time for or wants a performance award anyway?

180 miles later, I arrived at Wells, NV, 7:00am Pacific Time. I filled the bike, did the logging and back on the road within 10 minutes on to my 4th fuel stop which was Tooele, UT. It must have been about 5 miles or so from the Nevada-Utah

Continued Page 14

ETHANOL GASOLINE/PURE GASOLINE

By Mike McGee

I think most of us would agree that ethanol gasoline has been a problem for most motorcyclists because of the problems it causes. If you ride your motorcycle on a daily basis and the gasoline flows through the carburetors, then you should not experience too many problems. However, if you let the bike sit around too long, the ethanol gasoline will start to gum up the passages, the idle and main jets, and the float bowls. I made mention to you awhile back that I did some repairs to my 2001 in 2010 on the cruise control cables and I let the bike sit around unfinished for a while and the carbs got clogged. The bike sat around until early last year when Carl Leo rebuilt them for me. He said they were green inside.

If you have a fuel injected bike, there don't seem to be as many problems. All of our fuel injected bikes have not had a problem. But, my two carbureted bikes have been a constant concern. I never used additives before. Now, I am adding Sta-Bil to the fuel. The problem is the ethanol has hardened all of the fuel lines and is constantly absorbing water from the atmosphere, which leads to corrosion.

Which leads me to my discovery: a website called Pure-Gas.org.

The website will tell you where in your state you can get ethanol free (EF) gasoline. I don't guarantee that everyone will have one near them but for most of us and our carbureted Voyager XlIs, you may want to consider looking into this. Many times, you can find EF gasoline at marinas because boat engines don't do well with water in their lines either. And driving your motorcycle out to the end of the dock might discourage you, too. However, there are many places where you can get EF gas. In my area, I was surprised to see that Sunoco and Marathon offer EF gas. I have a Sunoco dealer about 7 miles away where I can get EF gas. For my 1200 and my 900, this is what I am now going to start using. If I am on a trip, I will purchase whatever I can get, because I will be running it through the fuel system. When I return home, I will fill up with EF gas.

I may even store a few five gallon jugs at home for convenience.

Note, even EF gas still needs to be treated if the bike needs to be stored for the winter or if it is not running, like mine was. Most of us old people know that storing a bike with old style gasoline will cause it to leave varnish-type deposits in the tanks and carbs.

You can either syphon it out or like I did, pull off the left side cover, remove the coolant overflow tank, and remove the fuel line from the bottom of the tank and let it all drain out. You can slip a short piece of hose on it and guide it to a suitable container. I hope this may help those of you who have had the same problems I have.

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 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.

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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Sunshine State Voyagers

The Sunshine State Voyagers have been in somewhat of a hiatus mode over the course of the past couple of months, but that is about to change. Florida weather provides us with a great opportunity to ride almost year around, and with several major biking events on the calendar for us early in 2014, this presents us with opportunities to gather together to enjoy these events as a group.



SSV ride in 2013, Carl Leo and a Club member talking Voryagers

While this winter has been colder than normal by Florida standards, it is nothing we can't combat with an extra layer or two. We rarely have to deal with anything remotely close to being considered frozen precipitation, so all that time saved by not having to shovel snow can be put to good use on two wheels!

The first major biker event of 2014 in Florida is Bike Week in Daytona Beach, FL, March 7-16. The Sunshine State Voyagers will be coming together during the event for a ride through some of the more scenic areas of central Florida with a gathering at Daytona International Speedway.

For anyone who has never experienced Bike Week, this is one of the largest motorcycle related events in the United States, drawing bikers from all over the country, and from around the globe to the Daytona and Ormond Beach area of central Florida. There are vendor and entertainment areas scattered throughout the region from Ormond Beach

all the way down to Port Orange. Hundreds of thousands of bikers attend annually.



Tim George, SSV President left, George Borcharding SSV, VP, right

There are also motorcycle races that wind up race weeks at Daytona including qualifying races and the kick-off of the 2014 AMA Racing season with the Daytona 200 at the International Speedway.

Leesburg Bike Fest will take place April 25-27, 2014. The annual pilgrimage to the Yalaha bakery in the area will allow Sunshine State Voyagers to gather once again for food, fellowship, and fun.

Another great event here in Florida that will give us a chance to get together is the Riding into History Motorcycle Concours at the World Golf Village in St. Augustine, Florida. The event is scheduled for May 16-17, 2014.

The vintage motorcycle Concours d'Elegance features 300-400 vintage motorcycles from decades gone by, and celebrities from the motorsport world including Dave Despain, the 2014 Grand Marshall for the event. Anyone who watches motorcycle racing has heard Dave doing the analysis as the voice of motorcycle racing.

As we head into spring, the opportunities to get together to enjoy a ride along the coast, or to ride through the many scenic areas of our state will continue to pop up on the calendar. If you're visiting Florida and are looking for Voyagers to spend some time with, contact me at fbtjx@gmail.com and we'll happily assist in any way possible!

Iron Butt continued from page 11

border, when I noticed another Nevada State Trooper. This one had his lights going but fortunately was in the westbound lane and already had someone stopped. I was thinking, glad it's not me because at this time my cruise still was not working. It was about 50 miles from Tooele, UT, when I saw a Utah State Trooper that also had someone stopped in the westbound lane. They were definitely out to earn their money today and I was just hoping I didn't have to donate to their fundraising tactics.

153 miles later, I arrived at Tooele UT, 10:20am Mountain Time. I had lost one hour because of the time change. I filled up the bike, did my logging, and was back on the road within 10 min, headed for my 5th fuel stop, Little America, WY (167miles). It was not too long, maybe 5 miles, when my GPS played a little game on me. It told me to take the next exit, which I thought was going to be I-80 East. Well, it wasn't. It was a 4-lane highway, which turned out to be the shortest distance but not the shortest time. It all turned out fine, as it was good to see some scenery that I hadn't seen before. After all, all roads can lead to home. I got out of Salt Lake City, UT, headed up through the mountains and thought I would try and set my cruise, lo and behold it was working! That sure was a great feeling! As I'm watching the road ahead of me, I saw something that just didn't look right. It appeared there was some type of figures on the roadway. Were my eyes playing tricks on me? Was I seeing things? When I got closer to the rest area ahead of me, I figured out what it was. It turned out to be 7 foreign tourists. They were crossing the lanes of traffic to get to the median from the nearby rest area just to take a picture of themselves with their I-pad using the violet canyon wall as the backdrop. I said to myself, that's just crazy and unreal as the traffic was fairly heavy and with a speed limit of 80 miles an hour, one can only imagine what could potentially happen here. I just shook my head in disbelief and continued down the road. I arrived at Little America, WY, around 1pm Mountain Time. At this stop, I had 660 miles down and had used 10 of the allotted 24 hours. All I had left to go on this voyage was 1000 miles and 14 hours. With no time to waste, I filled the bike, did my logging and back on the road within my normal 10 minutes. Back on the interstate headed for my 6th fuel stop, Walcott Junction, WY (163 miles).

By now, the temp was around 90 degrees under a partly sunny sky. The heat was a little uncomfortable, but I did not want to take time to remove the linings in my riding suit just to put it back on within the next few stops. I was just cruising on down the super slab minding my own business, listening to the music on my mp3 player, and all my meandering thoughts. As I was passing a line of cars about 100 miles into this leg, I looked in my rear view mirror and saw the car behind me and behind them were nothing but red and blue lights. Man, does that get your heart pumping! So I pulled back into the right lane as soon as I could, to get out of the way. When the trooper came by me, he had turned off his lights and motored on down the highway. I arrived at Walcott Junction, WY, at 3 pm Mountain Time. I still had no time to spare, so I fueled up the bike and did my logging within the ten minutes. Then it was down the road, to my 7th fuel stop- Pines Bluffs, WY (168 miles).

As I was going down the onramp, just up ahead, sitting on the shoulder of the road was another trooper and no other cars around him. Well, by now I was starting to get a little paranoid, saying to myself, what is going on with all these troopers? Then to top it off, after I had gone past the trooper, he pulls out behind me. Now I'm really getting paranoid. My palms started to sweat and I was constantly shifting my eyes between looking ahead and checking my mirror. I kept my eye on this trooper but it was short lived as he used a turnaround in the median and went west. Phew! What a relief it was that I had continued to fly under their radar. After that it was nothing but smooth riding; nothing but me, my mp3, and the sound of the engine purring away. I arrived at Pine Bluffs, WY at 5:30 pm Mountain Time and still had 500 plus miles to go. I did my usual of filling up the bike, filling out my log, and back to chasing that super slab to my next destination, which was North Platte, NE, (182miles).

It was nice to ride some of this leg during the daylight, since I had ridden this section in the dark and dense fog on the way out. Also, by now the shadow of my bike had appeared in front of me, and it kept getting longer and longer until it vanished into the darkness. When I did this section before, I had great gas mileage so I thought to myself-no worries; I should make it to the next stop. As fate would have it, that is not what happened. I was not thinking of the

speed at which I'd ridden before. I was traveling anywhere from 45 to 55 miles per hour. Then it happened, about 145 miles into the ride, my fuel light came on. I did some calculations in my head and came up with around 29 miles to the gallon. I thought to myself, if I don't cut back on my speed, I will run out of fuel. I dropped the speed down to 55 miles an hour and coasted in on fumes to make it to my next fuel stop. I arrived at North Platte, NE at 9:10 pm Central Time zone, and filled the bike with 5.8 gallons. Phew, that was close! After the fueling, the logging and back on down the road within 10 minutes to my next stop, York, NE (176 miles).

Now it's dark, I start to think about the things that you can't see. Like, you know, DEER! With that thought in my mind, any glimpse of a reflective light made me think of deer. In Nebraska, they have reflectors on posts, marking culverts. They are at just the right height that clumps of tall grasses will temporarily block it, and then it will reappear. I can't recall how many times I said to myself, is that a deer? It definitely kept me alert. I arrived at York, NE at 11:45pm, filled up the bike, did my logging within 10 minutes and off to the next stop Council Bluffs, IA (107 miles). The end is near!

There wasn't much excitement on this short leg other than it was dark and the posts with the reflectors kept my attention. It sure helped being on roads already traveled many times before because I knew where I was and what was ahead. When I arrived at Council Bluffs, it was 1:25am Central Time. From here, I was thinking that it was going to take me around 2.5 hours. I still could not waste any time, even knowing that I should arrive by 4am Central Time. I did my usual of filling the bike, doing my logging and back on the road within 10 minutes to my last fuel stop, my hometown, Boone, IA (151 miles).

By now, there is mental fatigue setting in and actually it started setting in long ago. But, when you realize a goal is becoming a reality, you get this drive to see it to the end. With this burst of energy, it was back to heading down the long lonesome highway with the final stop in sight. I arrived at the exit that takes me off the super slab and now all I have left is 40 miles of two-lane highway. There is one location on this road that I have seen more deer than not, grazing in the ditches. As I

approached this location, I slowed down and kept a watchful eye for deer. Sure enough, I was not let down, there were 4 deer grazing in the ditch. Luckily, those were the only deer I saw the entire ride. From here it was nothing but clear riding to my final stop. I arrived at my last fuel stop and all I had to do here was get the last fill in the bike to get the official stop time. The official stop time was 3:46am. That left me with only 29 minutes to spare. What a relief!

With the ride over, all that was left was the 4-mile ride through town to home, that's all. When I hit the start button, the bike remained silent. I went through my mental checklist, key on- check, kill switch on- check, and clutch in- check. Tried again and still nothing. With being tired and mental fatigue setting in pretty hard, I wondered what am I going to do now? Do I have Karol come and pick me up? Try and work on the bike? Phone a friend? Or try something else? I decided to try something else and that was to put the bike in neutral and lo and behold, it started! Finally, it was off to home. When I got home, I tried to put the bike in the garage but I killed the motor, went to start it again and it was silent. Clearly, the bike was as exhausted as I was

and didn't have any pep left to even make it into the garage. I put the side stand down, climbed off the bike and waddled into the house.

The next day I found the problem, a bad clutch switch, which was also the cause of my cruise control not working. Got that fixed and haven't had any problems since.

For those of you who have never done any long-distance riding with time constraints, here are some of my ride facts to put it into perspective.

To do a Saddle Sore, you would have to ride 1000 miles or more and do it in less than 24 hours. I completed the 1000 miles in 14 hours 20 minutes. However, since I had only ridden 997 miles at the fuel stop in Pine Bluffs, WY, 3 miles short of the 1000 needed, I had to head off to the next fuel stop to get to the mileage needed. There I had a total of 1179 miles in 16 hours 54 minutes. That left me around 7 hours to spare. I averaged 9 minutes per stop.

To do a Bun Burner, you have to ride 1500 miles or more, and do it in less than 36 hours. If this is all that I was doing, I could have completed it in less than 22 hours. That left me around 14 hours to spare.

To do a Bun Burner Gold, you have to ride 1500 miles or more and do it in less than 24 hours (this is considered extreme riding). When I got to the second to the last fuel stop, I had only ridden 1462 miles, not enough miles to complete the ride. With 38 miles to go to get the required 1500 miles, it was off to the last fuel stop. I could have stopped and finalized the ride after about 50 miles of riding and had the required 1500 plus miles and done it in a little over 22 hours, but I knew that I could still complete the ride in less than 24 hours finish in my hometown. The final total of miles ridden for my ride was 1613 miles. I completed the ride in 23 hours 31 minutes and averaged 9 minutes per stop. This left me 29 minutes to spare. Not real close, but close enough.

So you may be asking the question, is this something that I would do again? Well, all I can say to that is you never know. Besides, Iron Butt Association has other rides that I would consider fun to try.

So, to sum it up,

Make sure no matter how short or how long of a ride you do, **ENJOY IT**



Jim with his 2003 Voyager 1200 during the AVA Western Regional Rally



AVA 25th Annual International Rally Registration

JULY 7-10, 2014 - ASHEVILLE, NC



Attendee Information (PLEASE PRINT)

Rider Name (Last, First):	
Passenger (Last, First):	
Miles to Rally:	
AVA Chapter Affiliation:	
Address:	
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Email:	
Phone:	
Emergency Contact:	

(Who we can contact in case of emergency at the rally)

Registration Fees

Rally Fee \$60 per person x ____ Attendees	\$
Rally T-Shirt – Indicate Number & Size: \$13 for sizes SM – 1X, \$15 for sizes 2x – 4X T-Shirt #1 Size: ____ T-Shirt #2 Size: ____ T-Shirt #3 Size: ____ T-Shirt #4 Size: ____	\$
Optional Rally Pin: \$5 each x ____ Pins MUST BE ORDERED BY MAY 1, 2014	\$
Optional Monday Night Event: Circle B Ranch BBQ Dinner, '60s Party, & DJ \$20 per person x ____ Attendees	\$
Total Due:	\$
Make Check payable to: American Voyager Assoc. Mail Registration Form & Check to: American Voyager Association Rally Registration 14211 NW 18 Manor Pembroke Pines, FL 33028	
Registration & Payments must be received by: June 25, 2014. On-Site Rally Registration: \$70 per person	
RALLY REGISTRATION INCLUDES: Admission for all four (4) days of the rally, Rally Patch, Guided and Self-Guided Tours, Motorcycle Show, Motorcycle Skills Games, Seminars, Opening Ceremony & Dinner, Closing Awards Banquet, and eligibility for giveaways and prizes!	

NO ANIMALS ALLOWED AT BANQUETS or anywhere food is served.

Please read the following waiver of liability carefully: IN CONSIDERATION for being permitted to participate in the American Voyager Association Rally, THE UNDERSIGNED:

- HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the American Voyager Association, it's officers, directors, management, and/or volunteers assisting in the event, the sanctioning organization, any subdivision thereof, grounds operators, officials, promoters, sponsors, advertisers, owners and/or lessors of premises used to conduct the event and each of them, their officers, and employees, all for the purpose herein referred as "releases", from all liability to the undersigned, his/her personal representatives, assigns, heirs, and next of kin for any and all loss or damage and any claim if otherwise while the undersigned is participating in this event.
- THE UNDERSIGNED RIDER agrees that in order to participate in this event, he or she will not ride while under the influence of alcohol or any substance, which affects the ability to operate or control his/her vehicle.
- THE UNDERSIGNED AGREES that he or she will not operate any vehicle in violation or contravention of any City, County, State, or Federal laws, statutes, ordinances, or regulations and shall be personally liable for all fines and penalties for traffic violations.
- EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event can be dangerous and involve risk of injury and/or property damage.

THE UNDERSIGNED HAS READ AND VOLUNTARILY SIGNS THE RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT, and further agrees that no oral representations, statements, or inducement apart from the foregoing written agreement have been made. This waiver includes all rally functions.

RIDER (Signature) _____ DATE _____

CO-RIDER (Signature) _____ DATE _____

PARENT/LEGAL GUARDIAN (Signature for Attendees under 18) _____ DATE _____

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Asheville, North Carolina July 7 - 10, 2014



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 AVA Rate: \$105/night 2 People



Rally Campground: [Bear Creek](#)
 81 South Bear Creek Rd., Asheville NC 28806
 Phone: (800) 833-0798
 Rates: \$40/30A - \$45/50A/night 2 people
 Tents: \$35/2 people
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Email Address:			Email Address:		
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