

The Enchanted Voyagers of New Mexico

MEMBERS' NEWSLETTER

July-August, 2007

Who We Are...

The Enchanted Voyagers of New Mexico is a group of Motorcycle Touring enthusiasts that like to get together and share their passion for their motorcycles (the Kawasaki Voyager, both the 1200 and 1300cc models) and their love of long distance touring on their bikes. While our primary mounts are the Kawasaki Voyager motorcycles mentioned above, we invite anyone that loves long-distance motorcycle touring to join us, regardless of the make or model of your motorcycle. We are not a 'brand specific' club. We are all friends, and have many friends from all over the country, so where you live doesn't really matter, either! I'll see you on the road!

What's Coming!!

The 3rd Annual 'Enchanted Tour'

We're going back to some beautiful country for this year's Enchanted Tour. We will be doing the 'Enchanted Loop' among other rides. Our base of operations this year will be in Las Vegas, NM, a beautiful ex-railroad town in the high country of eastern New Mexico. The campground of choice is the Las Vegas KOA. We haven't found a motel yet, but Stan & Helen Jankowski, are working on that, and that info should be on our website soon. Those of you that remember the first 'Enchanted Tour' will not want to miss this one!! The date is August 16-19, so it's coming up fast. See the EVA Website for more info, and info is being added almost daily, so check it out often! This one is definitely on my 'must go' list!

LSV Voyage Home...

The Lone Star Voyagers 'Voyage Home' run will be held this year at Caddo Lake State Park near Karnack, Texas. Not being a Texan, I'm not exactly sure where that is, but if it fits the mold of previous VH runs, it ought to be a Blast, with lots of riding in beautiful scenery (they've had lots of rain this year, everything ought to be Green!), good food, and lots of fun swapping lies, and telling 'war stories'. See the LSV Website for details. I'm hoping to make this one.

Ride Reports from the AVA National meet...

Ed. Note: We had a real good attendance at the AVA National Meet in Rapid City, South Dakota. I wanted to go but lack of financing caused me to cancel at the last minute. However, Rod Westphal, and Stan & Helen Jankowski did go, and both of them were kind enough to submit Ride Reports. And, Here They Are!!.....

AVA Rally Report By Rod Westphal

Sunday morning started out clear and warm. A perfect day for a ride. I left after church, wheels rolling about 10:00 with everything packed. I rode up US54 thru Carrizozo and worked my way thru Santa Fe and on up to Colorado on US285. A beautiful ride thru northern New Mexico. Went thru Alamosa and up over my first pass into Poncha Springs. Went over several other passes and thru Leadville and Breckenridge. I was looking forward to riding thru Rocky Mountain National Park, but didn't get there until just at dusk. As I went thru the park gate I saw a sign the pass was closed from 10:00 PM til 6:00 AM. Guess I had better hurry. I

made the roadblock at 10:03, just after they closed, but was able to get thru luckily. Made it down into Fort Collins where I got on I25 and rode to just before the Wyoming border where I stopped for the night. A nice grassy field. Got up the next morning and was on the road by 7:30. Rode thru Cheyenne and took 85 up towards Rapid City. It was pretty much open range most of the way until I got to Hot Springs where it started getting populated rapidly in addition to getting warm.

I saw my first sighting of Chief Crazy Horse in many years and made it to the campground in Rapid City about 2:00. Set up the tent and cleaned up a bit before heading into the motel and the pre-rally festivities. Met up with Stan and Helen and we had a great time at the Fort Hays Chuckwagon Supper. A great meal and good show after. Then we went to the night lighting of Mount Rushmore. That was a great viewing.

Tuesday morning I got to the rally at 7:30 for the helpers meeting. I helped with the registrations until about 10:30. Then Stan, Helen and I decided to ride the Iron Mountain highway and the Needles highway. We saw Bill and Nancy Kinzer, and asked if they wanted to go along. We went thru Keystone and found a nice BBQ place to eat. Then headed out on the Iron Mountain highway. A really nice road with beautiful views of Mount Rushmore. They had 3 pigtail bridges and 3 tunnels to go over and thru. Then we went thru Custer State Park and back on the Needles highway. Another great road with lots of sharp turns and more beautiful scenery. There are pictures posted on the Enchanted Voyagers website. We got back to Rapid City in time to clean up and go to the opening supper at the motel.

We had a good meal and one thing I noticed is every time we ate Duane Ash happened to be at the table that went first. I asked him about this, and he said something about having to eat first so he could start talking (whatever!!). The highlight was the speaker from Kawasaki ROK. He talked about wanting ROK to not be in competition with other clubs, but rather in addition to other clubs. ROK had provided many door prizes for the rally and also have provided quite a selection for the Enchanted Tour. Then he went on to tell about the strong possibility of a new Voyager coming out in the next year or so. That got me excited, but of course we will have to wait and see.

Wednesday I found a 'scenic' route to the HQ and looked around there at the vendors. Went for some more rides and made it back to the bike judging for the night. There were too many nice bikes to choose from. After that was a bike light show and then Stan, Helen and I went out for pie-a-la-mode at Denny's. The weather has been great so far. Cooling off Tuesday and clear every day with a little breeze. The skies were threatening Monday night, but nothing much developed, just a little shower at the hotel.

Thursday morning was the breakfast with the chapter representatives where we talked about things to help the chapters with their events. The AVA is trying to do all it can to help the chapters with their events. I know they were a great help with door prizes at the Hill Country Tour. After that I went for a ride to Wall Drug and the Badlands. I remember seeing Wall Drug in the early 70's when it was just a small drug store. Now it is a big 'tourist trap' with stores for everything. It was still nice to see again. The Badlands was a sight to see also. Some areas where nothing grew right in the middle of some nice grasslands. The weather was starting to warm up. Then I rode the Iron Mountain highway the other direction and went to see Chief Crazy Horse. Then Stan, Helen and I went for a ride to Sturgis. It is a fairly small town, a big change from when the rally goes on. Again we found a nice scenic ride back to the HQ. By then it was time to get ready for the banquet (boy the time sure went by fast).

We had another excellent supper and then the event prizes were given out. A couple from Florida won the 2-up long distance and got a set of Dunlop tires for that. Then the door prizes

and closing remarks by Duane. Finally the rally destination of Bowling Green, KY was announced. Charlotte has done an excellent job of providing PowerPoint presentations throughout the rally and the destination announcement was no exception. I am excited already.

Sadly, Friday morning came and I packed up and headed to Casper, WY to visit a friend. From there I left Saturday morning to go thru Colorado and home. This time I took a more westerly route home and went thru Glenwood Springs, Gunnison and the Black Canyon of the Gunnison National Park which is a great ride with great scenery. I got to Pagosa Springs a little after dark and stopped for the night a little short of New Mexico. Sunday morning I rode down 84 thru Chama to Espanola which is another beautiful ride. From there it was a rather warm ride the rest of the way home. Got home a little before 1:00 PM for a shower and time with my WONDERFUL wife. Sure missed her.

I have to commend Duane, Charlotte and the rest of the AVA board for an excellent rally. I can't think of anything I would change. It is nice having it in the middle of the week to allow for travel on the weekends.

Look for pictures on the Enchanted Voyagers web site.

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An A.V.A. National Rally Ride Report

By Stan Jankowski

A.V.A. National Rally

Rapid City, S.D.

July 9-13, 2007

The LSV/EVA are known for putting together some fantastic rides but until you've been to the AVA National "you ain't seen nothing".

This year Helen and I had the pleasure of traveling to Rapid City, SD for the national rally. The EVA/LSV were well represented by James and Nola Curren, Rick and Rene Londagin, Bill and Nancy Curren, Rod Westphal, and Stan and Helen Jankowski. From the moment we arrived at the hotel the good times started. After checking in we walked over to the convention center to check things out. We were greeted by the friendliest bunch of people outside the LSV/EVA. Most of the AVA board was present and we introduced ourselves. Since we were there as both riders and vendors, we claimed our little corner and set up our store. Once that was done it was time to get ready for the evening.

The fun started Monday night with a quick bus ride over to Fort Hayes to tour the Dances With Wolves movie set, have dinner, and sit back for a great show of music and comedy. The food was served chuck wagon style and they were able to feed about 400 people in under 30 minutes. Once dinner was done the show started and we were very well entertained by the house band, playing a mix of old and new western, rock and a bit of gospel. After the show it was back in the busses and over to Mount Rushmore to watch an historic and quite patriotic film about the presidents and the mountain itself. After the film the lights were slowly brought up to illuminate the sculptures. Then it was back in the busses for the ride back to the hotel.

Tuesday morning was set aside for registration, orientation and socializing. After checking in and receiving our welcome packages Helen and I opened for business. Our sales over the next couple of days were brisk and we're glad we decided to vend. The afternoon was spent on an incredible self-guided ride with "Rocket" Rod, Bill and Nancy, and myself. We rode a loop that took us over the Iron Mountain Road and the Needles Highway. The riding was fun and challenging and the scenery was incredible, passing through dense forest and one lane tunnels, past spectacular rock formations and by beautiful

lakes and streams. There were numerous switchbacks and even a couple of “pig tails”. Dinner Tuesday evening was buffet style in the convention room and was followed by presentations by the board and more socializing.

Wednesday brought more of the same. The morning was devoted to talks and demonstrations in the back lot with the main focus on safety. Several groups formed up during the morning for rides to more of the multitude of fun and interesting spots that surround Rapid City. Many chose the Ellsworth AFB tour and came back well pleased with their day. Helen and I minded the store in the morning and took a ride to window shop and soak up more of the scenery at Sylvan Lake and the Eye of the Needle well as some ice cream. Dinner Wed. was on our own (Outback) and the evening was set aside for the Chapter Spirit contest (in which Rocket Rod performed an amazing magic trick for the EVA) and the bike shows, including the chrome show down, best lights and general best of classes and best of show. There were some extremely well done bikes in every category and deciding which to vote for was a challenge.

Thursday started out with a very nice breakfast with the board for the chapter officers. Rod represented EVA and Helen and I were invited by the Ashes to represent the LSV. (Barry, I thought about you as I ate your Breakfast). After the morning vending time was over we packed up our goods and hooked up with Rocket Rod for a short ride on I 90 out to Sturgis for a light lunch and some sight seeing. We returned to town via Deadwood on a beautiful route full of gentle hills and sweeping curves. A quick shower and it was off to dinner at the convention center.

Dinner was again served buffet style and was followed by awards for the bike shows and numerous door prizes provided by AVA, Kawasaki, Carl Leo, and others. I would guess that about 1 in 3 attendees received something. Once all the prizes were given out we were treated to a special presentation introducing next years rally location, Bowling Green, Ky. From what we saw, all I can say is I'll be watching the AVA web site for the registration form. After some closing remarks by Duane Ash it was time to call it a night and a rally.

The AVA board and volunteers did a magnificent job in making sure everyone attending had an excellent time and the amount of effort they put in was astonishing.

For those of you who have been to one of these extravaganzas you'll understand when I say how great the whole thing was. For those of you who have not, I advise that you do whatever you can to make next year's rally. You will not be disappointed.

Stan Jankowski
EVA/LSV/AVA

Well, the A.V.A. National Rally wasn't the only thing going on during the previous months, it was probably the most fun, though! Some of us had to work, as Michael Biggerstaff (the EVA 'member at Large' in Florida) did. With a little hounding (actually, pleading) from the Editor, Mike consented to write an article about his experiences while riding to work. There are a lot of good safety tips in this article, so read carefully!

-editor

Did you ride to work today?

When Hank Scally, President of the Enchanted Voyagers Motorcycle Association, asked if I would write about riding to work I accepted the assignment for couple of reasons; first and foremost I was flattered that maybe someone out there actually enjoys my ramblings and second the ride to work is something that Marcia and I have quite a bit of experience with since we ride to work about 2-4 times a week. Before I give you the 411 on the daily commute we need to introduce ourselves.

Mike and Marcia Biggerstaff entered the world of the Kawasaki Voyager in November of 2005. Mike found a 2000 XII in near mint condition with less than 9K miles at a dealer in Albuquerque. We thought that having the extra locking luggage, radio, and a zippy 4-cylinder engine would be a welcome

upgrade from the Suzuki Intruder we had at the time. When we considered buying the Voyager we surfed the Internet to learn as much as we could and that is when we found that there was an active group of people who ride the Voyager in New Mexico. The Enchanted Voyagers are some really good people too; Mike and Marcia had the opportunity to take a couple of rides with the Enchanted Voyagers but then Mike accepted a job in Florida.

Now that you know a little about us I will get to meat of the matter; why would anyone want to ride to work? As I type this, the price of a gallon of gas starts with the number three! Even adjusted for inflation, it is the most expensive gas ever sold in the US. I've heard the reason is everything from the fact that the US hasn't built an oil refinery since the 1970s to an OPEC conspiracy. Why gas is expensive is not the reason I type this; how to make your daily commute more fun, safer, and less expensive is the main pursuit.

Mike and Marcia both work on Patrick AFB. We have a 12-mile commute to work that is very scenic. When both of us ride we get 38-42 MPG, but when we take "the cage" we get about 18-20 MPG. Every time we ride the Voyager we save about \$1.50 for the round trip.

When it comes to commuting, what could be a better ride than the Kawasaki Voyager? Most people who would be reading this know that the Voyager is a great touring motorcycle. How many people have stopped to think how convenient it is for getting to work. We have already pointed out how great the gas mileage is. Other factors that make the Voyager an ideal commuting bike include the locking luggage. Marcia and I are able to fit two full-face helmets in the trunk, and by using the saddlebags we can get two gym bags, lunch, and anything else needed for a day at work. Listening to the radio you can keep up with potential traffic situations, and the bike has more than adequate power, even with two passengers and a load of equipment, to maneuver in heavy city traffic or on a stretch of freeway. Combine all the forgoing with the very easy and inexpensive maintenance that most owners can accomplish and you have the ideal motorcycle for the urban jungle.

Through some pictures we will try to tell you what the commute is like and share some of the things that we find interesting, challenging, beautiful, etc. Florida is certainly about as different from New Mexico as you can get. Green and flat are two words that come to mind quickly.

Before we arrived in Florida we lived in Albuquerque, a medium sized city that at times seemed crowded due to being trapped on three sides by an Air Force base, a mountain, and Indian Reservation. Before we lived in Albuquerque we lived in San Antonio, which was certainly a challenging urban jungle to ride in. Melbourne Florida is much quieter in comparison. Still, riding around the people around here can be a challenge.

There are essentially two types of Florida drivers; the first is the one that will have the right turn signal for a couple miles while driving in the right lane over a causeway ("as soon as I'm at the top of the bridge I'm go to complete this turn and practice my splashdown"). The other Floridian driver doesn't know how to use a turn signal, yet will turn in front of you unexpectedly; as if using turn signals would give away otherwise secret intentions. If I have offended someone I apologize, but I've done personal observations and the amount of drivers that properly signal their intentions is at best 1 in 4.

While Florida drivers are sometimes more unpredictable than the wildlife that we used to have near misses with when riding in Texas and New Mexico, it is not the only hazard that we deal with. The other major challenge is Florida weather. Being this close to the ocean we often get a sea breeze. This is a pleasant way to cool off from a hot and humid Florida summer but when you are about 70 feet in the air on a causeway, with no trees or other thing around to slow down that wind, the Voyager can really get blown around.

Hazards of the ride are something that we all deal with but the scenery makes it all worthwhile. In our 12-mile commute we ride over both the Indian River (a lagoon actually) and the Banana River (also a lagoon). In between these two bodies of water is a strip of land know as Merritt Island that eventually

widens out and become Kennedy Space Center. If we decide to go up the highway known as A1A we see the Atlantic Ocean and all the people going to the beach as well. Our daily commute is 12 of the most interesting commuting miles we have ever had the pleasure to ride.

We miss the camaraderie of the Enchanted Voyagers and Lone Star Voyagers. If any of you Enchanted Voyagers or Lone Star Voyagers are in the Sunshine state please look us up. We have a spare room and enough garage space to get your bike into. Write to us at biggersm@hotmail.com

In closing, don't forget to ride to work the National Ride to Work Day, 18 July 2007. If every licensed motorcycle rider rides that day we can show that there is many of us out there and to please look out for us.

The urban biker's survival guide

1. Ride as if you are invisible; to the average person on the cell phone in his or her cage you are more transparent than cellophane.
2. If you see the rear view mirror of the car in front of you there is a chance the driver of that car may see you (but when in doubt, refer to rule number one)
3. When overtaking to pass a car getting the job done quickly and decisively is usually safer than slowly hanging around in a drivers blind spot (so go ahead and enjoy that torquey engine , it's good for you)
4. Sometimes the right thing to do is swerve to avoid a road hazard, a sudden stop may be unexpected by the guy behind you.
5. In a quite stretch of road practice hard braking and sudden swerving (and if you can do both simultaneously you are a master of the two-wheeled environment)
6. Never ride so close to the car in front of you that you would not be able to swerve to avoid a road hazard; the closer you are to the person in front of you the less time you have to dodge to avoid the pot hole that suddenly appears as the car passes over.
7. When it first starts raining is when the road is most slippery; slow down and don't do anything drastic.
8. Having a quick peek at a radar loop right before commuting is nice. Access to a cable television, the internet, or even a quick look at radar loop on a cell phone will tell you what sort of commute you will expect. Sometimes it may be safer to wait an hour or so until a really bad rainstorm is over.
9. Usually you are better off in the left wheel track when riding solo; if two or more bikes are riding then you should begin to do a staggered riding formation.
10. Know several different ways to get home. Taking a different road is always a nice change of scenery and can save you quite a bit time if you hear about traffic backing up ahead of time.
11. FM radio stations have great music, but AM stations are more likely to have the traffic updates you need.
12. If you know it is going to be windy all that plastic that makes for great weather protection is also great sails and can push you over the road. This may be the time to ride down the center of the lane and expect to be blown around a bit. If you know it is going to be gusting past 30-40 knots than it is time to take the cage (it actually hurts me to type that as it does for you to read it, but we do want you to survive and ride another day)
13. Know your bike and when something is not right. I use things like storefront windows to see if my lights and signals are working. As a reminder, according to the Motorcycle Safety Foundation, T-CLOCK is Tires, Controls, Lights, Oil, Chassis, and Kickstand. For more information check out this site: <http://www.micapeak.com/info/T-CLOCK.html>
14. When I say "it's time to hit the road" I don't mean the statement literally but none the less accidents happen. With safety in mind we recently upgraded from half helmets to modular helmets. We really miss the wind in our faces but we know we are safer. You should not have

any exposed skin from head to foot. This will protect you from the sun and wind everyday, but even more important it will protect you when you go down.

15. You have to have the ability to make a split second decision where none of the alternatives are very desirable; riding onto a shoulder and possibly laying a bike down is preferable to playing bumper car when a real car is your adversary. Nine times out of ten the car wins in a bumper car battle (but fortunately you remembered rule number 14 and were prepared to hit the road).

Each of us feels we are the safest, most skilled rider in the world, but it is impossible to ride so good that you can take the alcohol out of the driver of the oncoming car that has swerved into your lane, or the inexperienced teenage driver talking on the cell phone next to you. I plan on riding to work and for fun for as long as I'm able to. I always expect the worst, hope for the best, ride within my limits, and understand that motorcycling has inherent risks that can be minimized by using the above guidelines. You probably won't read about any of the guidelines I just shared with you in any of piece of moto-journalism; they are just a few things I've picked up in over a quarter century of motorized two-wheeled transportation. Ride safe out there; we want to read about your travels too.

While, Mike, Marcia, and I were punching clocks at work, other Club members were putting all the miles that they could on their Voyagers. Here, Rod Westphal, the official Club High Mileage rider, and my erstwhile V.P., recounts his experiences on a 10-day, 5000+ mile trip across the country. If you read carefully, and tally things up, you'll find that he covered between 750-1,000 miles a day, when he was not visiting children and other relatives. He puts more mileage on in a month than I do in a year, and his articles are always entertaining. Without further Adeiu...

USA Tour 2007

By 'Rocket' Rod Westphal

Vice President, EVA

Well, I made this trip last year, and it was time to do it again. Go to see my two youngest kids. This all started the first part of the year when it was getting into the NASCAR season. I had gone to races with Dawn in Phoenix for several years, but that stopped when she moved to Georgia last winter. I looked on the NASCAR schedule and saw that Darlington was only about 140 miles from where she lives. There was a Saturday night race on May 12th, so I asked if she would like to go. Stupid question!! Planned a route up to Lafayette, IN and down to Augusta, GA and back. This time I would get to Lafayette Friday so I could spend the whole weekend with Dustin.

Anyhow, I left after work on Wednesday the 2nd of May and made it just past Amarillo the first night. Beautiful weather, but it was getting humid. Everything was damp when I rolled it up in the morning. Made it thru Fort Scott KS and most of the way to the Ozarks in Missouri. Wanted to ride thru the Lake of the Ozarks area in daylight. It is a really pretty area. Went thru Kansas the day Greensburg was wiped out by a tornado. I went thru the southeast corner, so was a ways away from it. The waitress at the place I stopped to eat lunch said they have the prestige (?) of being the only place to have a category 5 tornado (I believe that is what she said).

I made it the rest of the way into Lafayette the next day. Got there around supper time, so we went out to eat. We went to a really nice park called Turkey Run State Park Saturday. It has some beautiful trails going down along some brooks in lush green canyons. Cooler than up at the top of the area. Had an enjoyable weekend with Dustin.

Monday morning I headed out about 6:30 heading for Akron, OH. Bill Nagy lives there, and since he won't come down to see us in the southern part of the country, I thought I might as

well swing by his place to verify the existence of The Count. Rest assured, he does exist. We visited at his house for a little over an hour. He has a nice little working area in his basement. Then it was time to head south for Georgia. Made West Virginia that night and spent the night in a nice grassy field. That is one good thing about back east. It is humid, but they do have nice grassy fields to spend the night. Better than the rocks and dirt of the west. Sure makes for good sleeping. Rode the smokies down to Augusta. They sure have some nice roads there. I40 thru North Carolina has to be one of the best freeway rides around.

I got to Dawns about 4:00 Tuesday afternoon, just as she was pulling into home, so that worked out great. I had a nice couple relaxing days as Dawn worked and I relaxed around the house or went for a ride around the area. I even washed the bike Wednesday. It sure looked nice for a while. I would ride into town to eat lunch with Dawn and then we would do things at night.

She took Friday off, so we took the scenic route to Darlington via Deals Gap. I had never been on that road, and wanted to make it since I was in the area. We left after Dawn got home from work Thursday and rode about 150 miles to just shy of North Carolina. Spent the night and headed out the next morning for The Gap. We had a ways to go, but even those roads were great. Lots of twisties. The scenery was great also. Finally got to the beginning of the gap around noon, so stopped at the Deals Gap Motorcycle Resort for lunch and to just look around and get my shirts. There were lots of sport bikes, but also quite a few touring bikes. It was interesting to hear the cruisers take off up the road in a slow lumbering gait, and then a sport bike would scream up the hill. We finally took off, and I must admit I was in a euphoric state for the next couple hours. I didn't fly around the corners, but I didn't go slow either. A fairly aggressive rate. We stopped a couple times to look around and watch the other bikes go by, but the ride was fantastic. That has to be one of the best rides I have been on. Right up there with the Devils Highway in Arizona and the road up to Sandia Crest at the Tijeras Tryst. The scenic route to Darlington was about 600 miles as opposed to 140 via freeway, but a great ride.

We made it to about 50 miles from Darlington that night. We got to the race track mid morning and looked around. When the gates opened to go in to the race we got cards from DirectTV to swipe thru a reader. Dawn did hers and it said thanks. I swiped mine and bells and whistles went off. We won an upgrade to go to the infield to the DirectTV motorhome about 50 feet from the end of the back stretch. Food and drink and a tour of the pits. It was great. Then about half an hour before race time the sky opened up. The race was cancelled and we rode back to Augusta for the night and back in the morning. We got into the track after about 10 laps and watched the race from the infield. My driver Carl Edwards lead many laps and came in 3rd. Dawn's driver Jeff Gordon won the race with an overheating engine. She sure was excited about the whole weekend.

We headed back to Augusta. I dropped her off and headed back west. As I was on a tight schedule now, I rode the interstate system most of the way. I left Augusta bout 9:00 Sunday night and got home a little before 6:00 Tuesday morning. Shaved and took a shower, slept for bout 20 minutes and headed to work. Luckily I was busy, so the day went by fast.

The whole trip was 5,215 miles and was a great week and a half. We sure are blessed to live in such a beautiful country and to have the freedom to enjoy it. We must remember to thank God for all we have and thank those who have given us our freedom.

This 'n' That...

Wow! I just did some counting, and this time is 9 pages long! OK, Here's a quick wrap up of the upcoming rides from our and the LSV's Ride Calendar, and other odds 'n' ends...

2007 Ride Calendar

August 16-19	Enchanted Tour	Las Vegas & Vicinity, NM. No entry fee!
September	Open	
October	Lone Star Voyagers 'Voyage Home'	Caddo Lake State Park, Karnack, Texas
November	Open	
December	Mid-Winter run, TBA	

Other Stuff...

Look for an expanded Advertising section on the website soon. A lot is happening amongst our members, and the website will show it!

You may have noticed that there's no annual meeting listed in the Ride Calendar. That is because the Club Business, election of officers for the next year, etc, will be accomplished at the Enchanted Tour. This is the way we hope to handle these things in the future. Any comments and input concerning this subject should be addressed to me, and it will be taken into consideration when addressing this in the future. Besides, I'm hoping this will make for better attendance at the Enchanted Tour! As for me, I plan on making the pilgrimage to Sadies' for one of her scrumptious Green Chile Cheese burgers sometime in December anyway!

A Word of Thanks...

This, in my estimation, is one of the best Newsletters that has been published, and I would like to thank everyone who contributed articles, advice, and general 'moral support'. The Members' Articles make all of the difference. You have to admit, it's a lot better than 5 pages of me, now isn't it? Well, that's it for this one, everyone ride safe, and please remember to pray for our troops before you go to sleep tonight.

Ride Safe & Sane;
Hank, Rusty, Jules, & Rachael
(The Newsletter Staff)