

EVA Newsletter-February 2008

Stan Jankowski, Editor

Greetings to all of my EVA Family. This is the first newsletter that I have had the pleasure of producing for you all and I hope it meets your expectations. I have been fortunate in that I have had several excellent contributions that are reproduced for you below. As practice makes perfect I hope to improve on this newsletter with each new edition. Also, as I am the "editor", I hope the contributions will continue to roll in. Nuff said, so we'll begin with some words from our new President.

Greetings to all in Enchanted Voyagers land

This is my first attempt at a 'letter from the president' so we will see how it goes. I don't know about yall, but I have been planning my riding year. There are lots of things to see in this country. For the Enchanted Voyagers we have the Spring Fun Run the last weekend of March and the Enchanted Tour in August. The registration and agenda for the Spring Fun Run are on our web page and the same for the Enchanted Tour will be on the web page in the coming months.

The Enchanted Tour will be based out of Silver City. We were there 2 years ago, but the attendance was lacking. That didn't make the riding any worse though. The countryside there is beautiful. We will be riding up to Alpine one day and to the Cliff Dwellings the other day. They have a nice campground with a nice grassy place to pitch tents. There are also several motels. We will have one designated as the 'official' hotel. That is a ways off, so let's concentrate on something more imminent.

As for my plans, I will be going to the FIM SBK race in Tooele, UT the last weekend of May and then on to the COG national in Frisco, CO the following week. It is at 9,000 feet, so should be cool. Then of course the AVA national in BGKY in July. Then in a couple weeks will go to the US Moto Grand Prix at Laguna Seca, CA. Looks to be a good year for riding. Those are my plans, will have to see how they work out.

The last weekend of March will be our joint venture Spring Fun Run with the Lone Star Voyagers. The info about lodging and the registration are on our web site. The weather there is already getting up to the 70's some times. It should be beautiful riding weather the end of March. John Herring has come up with some good rides. I will be going on a recon ride the middle of February to check out the roads and places to eat.

Then in April many of us will be attending the Lone Star Voyagers Hill Country Tour. This has always been a good ride and beautiful countryside. Not to mention the people. They are definitely a great group.

Many of us tend to just go on rides solo and not get together much. I was thinking it might be nice to try a get-together every quarter to have lunch somewhere. Maybe one person could set up a lunch at one of their favorite places and we could meet there just to see each other. It wouldn't have to be anything special, just a chance to get together. To get things started I would like to propose a gathering for the first quarter of this year in Capitan on March 22nd. Chuck Baker, Cindy and I rode there last fall and it was a good place to eat. Also, hopefully it isn't too far from everyone. We could meet at noon and eat and talk for an hour or so. It would be a good time to associate faces and names and get a chance to get to know each other better and just kick tires. Email me if you will be able to make this lunch in Capitan or post on the forum.

Also, if anyone has any ideas let me know or if you have gone on any rides write something up and send it in to Stan for publishing in our newsletter.

I guess this is enough rambling. Just don't forget to get in your registrations for the Spring Fun Run, Hill Country Tour and AVA rally.

See ya on the road!!

RR

New Members

We have 2 new members in the Enchanted Voyagers. They are Dona & Karen McMorris from Tularosa. I rode out to meet them and we had a good time talking. Don has an '88 Voyager XII and an '03 Voyager XII with a Voyager trike kit. He is working on the 88 to get it ready to sell. Just doing a few little things to get it all fixed up. They live in a bale and adobe house which they built over the past several years. It is very energy efficient and very nice looking. I got a tour of the inside. Don is also working on a trailer to pull behind the 03. They are planning on going to the Spring Fun Run and have an extended trip planned for June and July to include the national.

I have their picture on the Enchanted Voyagers web site roster. This puts our membership at 15. If you have not sent in your registration do it soon.

RR

Winter Rehab!

by WhiskeyDoc

I purchased my 1996 Voyager XII in the summer of 2006. The bike was so nasty I would not even give the thing a "test ride" around the block. Tires were bad, brakes were shot, sun faded paint; in a word it was a "WRECK!"

Over the following winter I had much done to the bike and then I did what I could to make it better. Overall cost was about \$2500, but the result was a presentable and dependable Voyager I was proud to ride. There were still little things I wanted to do and so I decided that this winter, during January and February, would be the perfect time to tear the bike down and get to work.

I had to find a garage to work in during the winter as I had sold my home last summer and moved to a small trailer in a mobile home park. What I planned to do would require leaving the bike torn down, tools out, and room to work out of the weather. I searched for a garage to rent for a couple of months with no luck. Then one day I mentioned the need for a space to my office landlord. Unknown to me he had a two car garage out back behind my office no one ever used.

He told me it was mine to use. No charge, Free, have fun!! Needless to say I jumped at the offer!

The list of things I wanted to work on included removing and replacing the radio, installing a Stebel Nautilus air horn, install a five wire to four wire flat converter for the trailer, repair the right upper fairing and then touch up the paint on the fairing and the scoop. There are other things I want to do like changing the fluids for the brakes and clutch, new fuel filter and perform a complete cleaning and polish before riding season begins.

I have so far been able to remove and replace the radio. Removal of the radio seemed like a very daunting task. Many Voyager owners on the message boards had made it out to be a very difficult task. It isn't difficult. If you remove all of the front upper fairing, wind shield and unplug all the wires to the radio and instrument cluster it is fairly simple. You need to remove the dash with the instrument cluster intact and then about a total of eight small screws will free the radio. I plan to post some pictures on the ABBikeBoard and AVA sites when I'm all done.

I boxed up the radio and sent it Clarion. The day after it was in the mail I got my Voyagers Voice magazine from the AVA. In the magazine Duane Ash had nine Clarion radios that had been donated to the AVA by Clarion as a fund raiser. The listed price was \$200.00. When I called Duane he said

he'd lowered the price to \$100 plus postage, I said "Send me one!!" It came within three days and it is now installed. I'm still waiting for the refurbished radio to come back from Clarion!

I noticed while working on the bike that the passenger backrest on the trunk had some sun cracks on the top edge and need to be recovered. I tried to stay local, but the only guy here in town wanted more to recover my backrest than cost to have a used rest from Carl Leo shipped here! I called Carl and now have a very nice used backrest.

The trailer wiring was a big pain because someone over the years had replaced some of the wiring with non-standard wiring and the colors were different from the wiring diagram in the manual. After much trial and error, discussion with others more knowledgeable than me, and fixing the light grounds on the trailer I got all to work as it should.

I am excited about having a little 8 cu ft trailer. I can now take carry along enough creature comforts that camping won't seem so much like "camping"! I can carry a very nice large padded sleeping bag, folding camp chair with hard arms, an 8x8 floor tent, and a large strong cot so I can sleep without sleeping on the ground. I may even be able to carry some extra clothes and my laptop will fit nicely in the trunk.

I still have another month of work to do and each day brings a new "must have"! Fortunately it is getting warmer and I'm running out of money so I'll be ready for riding by the time for the SFR to Terlingua. See ya'll there and keep the shiny side up!!

+++

As I am also the designated safety officer for the EVA I thought that with the heavy riding season fast approaching and the long distances many of us will be riding to our various events, that the following article was very timely.

Stan

Fighting Fatigue on Long Motorcycle Rides

Motorcycling is more physically demanding than driving a car and exposes you to the environment, which can lead to fatigue. To avoid becoming tired on long motorcycle rides, you need to get adequate rest, plan and prepare, consume the right food and drink, and set up your bike properly. From the June 2006 issue of Motorcycle Cruiser magazine. **By Art Friedman.**



Experts say that fatigue contributes to between a fifth and a sixth of all car accidents. That may not be true in motorcycle accidents across the board, but fatigue is definitely an issue for riders on trips of three days or more. It's something that you need to consider and prepare for. If you are riding with

other people, it is an issue that you should discuss and accommodate as you plan your trip. Different riders will have different requirements for rest, and if the trip is to be a safe one, all members of the group should be willing to accommodate each other.

Before you head out on the highway looking for adventure, consider a few steps that you can take and plans you can make to avoid having one of your adventures involve falling asleep on your motorcycle.

Rest:

Adequate sleep can be a bit hard to come by before and during a multi-day ride. I am always thinking of things I want to do or remember to bring as I try to get to sleep on the night before I depart. I also have trouble getting to sleep while traveling. Many people also have trouble getting a full night's sleep as they get older. If I combine that with early departures, I quickly have a sleep deficit. For that reason, I like to plan to allow myself to sleep late every two or three days, setting no departure time.

Don't use alcohol as a sleep aid; it actually tends to reduce both the quantity and quality of sleep. You might think that you can't fall asleep on a motorcycle, but I have known riders who simply fell asleep while riding, waking up as they bounced through a ditch — or in the hospital. Riders who experienced these sorts of adventures often said they didn't even realize they were tired.

Experts say that you'll have "tired times" during every 12-hour cycle, most often between 3:00 and 5:00 (a.m. and p.m., you local time). You may want to plan to arrive by that point or stop for an early dinner. If you can or need to, take a day off just to relax and catch up on your sleep.

Physical Preparation:

Unless you ride your motorcycle almost every day or take rides of three hours or more almost every weekend, you may not be completely adapted to your bike. After a full day or two of riding, you will become acutely aware of muscles that you are using full-time to ride. You may be able to overcome some of this discomfort by properly setting up your bike and fitting components, such as a good aftermarket saddle, that make it more comfortable. However, you also need to give your body a chance to adapt. Taking breaks every hour or two, especially during the first few days of a long ride, will help this adjustment.

Calm:

Extended exposure to wind and sun dehydrates and fatigues you much more than your routine two-hour weekend jaunt. Riding in a tanktop and open-face helmet may seem like the best way to deal with the heat, but will actually wear you out and heat you up much faster than if you wear a vented or mesh jacket and a helmet that protects your face from the wind. Perspiration gets a chance to stay on and cool your skin if the wind flow is reduced but not eliminated. You will sharply reduce sunburn and windburn and their fatiguing effects by covering yourself fully. A windshield also reduces the amount of wind that's tearing at you but leaves enough to cool you.

Quiet:

Wind noise (and exhaust noise if you have loud pipes) will not only permanently damage your hearing, it will fatigue you quickly. Both noise sources are at their worst if you don't wear a helmet, but even a full-face helmet that seals your ears well won't attenuate these noise sources sufficiently on an extended ride, so you should wear earplugs as well. If nothing else, you'll appreciate them when you try to go to sleep at night and the roaring in your ears isn't as loud. A windshield can also reduce wind noise.

Clear:

Vision clarity can be an issue on extended rides too. About 15 years ago we did a comparison test where one bike had significant distortion in the top of its windshield. Several riders said riding it made them feel disoriented or tired or gave them headaches. If your windshield creates this problem, or if you have a faceshield or sunglasses that are optically imperfect, you should find a replacement or eliminate the problem, perhaps by trimming the top of your windshield. If your vision has changed so that your prescription is no longer adequate, update it before you leave.

Caffeine and Alcohol:

A coffee or cola can briefly boost your alertness, but isn't a substitute for adequate rest. Having a beer before or during a ride is a bad idea for many reasons, but especially if you are slightly tired or fatigued. Discouraging your riding companions from having one also does both of you a favor.

Good Habits:

Those boring admonitions about diet and exercise also apply to fighting fatigue. They increase your energy level, which makes you stronger and more alert. Of course, drinking adequate water is important too, especially considering that you are being dehydrated more rapidly because of your exposure to the wind. I don't hold with the theory that you aren't drinking enough if you don't have to urinate every 30 minutes though.

Fighting fatigue provides benefits that go beyond safety. If you are alert and refreshed, the ride itself is more enjoyable, and you'll get more out of the sights and experiences that you came to enjoy.

Till next time (April 2008) Be Safe