Newsletter August 2009

The Enchanted Voyagers is a chartered club of the American Voyager Association. The club started as a group of Kawasaki Voyager enthusiasts, but welcomes all makes and models of bikes. Dues are $10 per year for a family and are due in January. Any applications received on or after October 1st will include the following year. Our web at http://enchantedvoyagersmc.com/index.html has an application and one is also included with this newsletter.

From the President

Here we are again. The days are already getting shorter, I can tell it is not as bright when I head in to work in the mornings. So far it has been a good year. We had the AVA national here and I think it was a success. I believe we had just under 200 people in attendance. The weather was good. A little warm, but not that bad. The rides in the mountains kept things a little cooler. The nights cooled off nicely for sleeping. Met Ray (Raven) and Jackie from Arizona who are friends of Bob and Dorothy. Finally met Bud Picotti from Denver who joined this year. They are all good people and we had a great time solving world problems and talking about everything under the sun (or rather moon). We had 9 people at the campground in Espanola. It was a nice campground with trees for shade (although we had to move every once in a while as the sun moved) to keep it cool. The weather cooled off nicely at night for pleasant sleeping. I would start off sleeping on top of the sleeping bag, but come mid morning would have to get inside.

Hank mentioned it would be nice to go to the Grand Canyon for a ride one day. I kinda ignored that, but after getting home Bob mentioned on the forum it would be nice to get together again. That was all it took! A couple people on the same wavelength and now we have a ride scheduled for August 13-16. We will be staying in Flagstaff with two days of rides from there. Friday is scheduled to ride to Grand Canyon Village to see the hole in the ground. Then ride east towards Cameron and head south on 89 back to Flagstaff. Saturday we will head west on I40 to Ash Fork and south towards Prescott. Then head back north thru Jerome, Sedona and Oak Creek Canyon. Bob found us a campground in Flagstaff for $20 a night, but two tents/motorcycles can share one spot, so that will make it a better proposition. Thanks for your work Bob! We have all the info on the EV web page. If you are interested in coming, post on the forum or send me an email so we will have a head count.

I got the AVA roster out and sent an email to all members in Arizona as well as all EV members. So far we have 4 couples and 2 singles interested. This could start out to be an annual event. I had always wanted to try including Arizona people in our club events as there is no AVA chapter in Arizona. Perhaps this will get things started. We already have a member from Colorado, so it would be nice to also have something in the mountains of Colorado. I really enjoy riding in Colorado. It is so pretty and the roads are nice going over the passes.

Then next month September 10-13 is the Enchanted Tour based out of Las Vegas. The weather should be ideal by then. The rides will be scenic over some nice roads and mountain passes. We will be staying at the KOA which is about 5 miles south of Las Vegas on I25 at the exit for US84 south. The campground is just south of the freeway, take US84 south about ¼ mile and the road to the campground leads west off the highway. We stayed at this campground 2 years ago. When you make your reservation mention it is for the Enchanted Voyagers. I am attaching a registration form to

this newsletter and there is also a registration form on the web page. Get your registration in by September 1st!!

AVA Ride Report

I left home just before noon Sunday and made it to the campground in Espanola a little after 4. It was rather warm, but I put on my KoolVest. It finally dried out a little before Santa Fe. A couple tents and a camper were already set up, so I found a space and set up my tent. Then it was time to sit and relax a while. After a little I decided to check out the R & R Cafe for the Tuesday ride. It was closed by the time I got there, so I went to a restaurant in Espanola recommended by Bob and Ray. It was delicious.

Then I headed in to the official hotel to try to meet up with Duane and Dave Wirtz to see how things are going for the rally. They had left me a message about riding to Madrid, but I was too late for that. I rode towards Madrid and met up with Duane. We rode back to the hotel and talked things over for a bit. Then it was time to head back to the campground and sleep.

Monday I headed to the R & R Café again for breakfast. Told them I would be bringing a group Wednesday morning for breakfast. Then I headed in to the hotel to help with setting things up. Bob and Dorothy and Bud and Dave were there to help also. We had an organized confusion, but things got set up and ready for Tuesday. About 11 I left to take the Los Alamos ride which I would be leading Tuesday. I got back in time to lead the second group to Madrid for the pre-rally event. Dave helped out being tailgunner. Dave and I wondered about Madrid and had some water as it was warm. Then we went to a soda fountain and had a delicious root beer float. That hit the spot. By then it was time for supper, so we finally found a spot with Jim & Del Miksovsky. It was crowded and warm. We talked a while after we ate, but then decided to head back to the campground.

Tuesday I went to the hotel to help with registrations. Bud, Dave and I were around the rides table to answer questions. Bud led one ride and I took off about 10 with Dave as the tail gunner. We had about 16 bikes and took the ride to Los Alamos and back. The day went well and sleep felt good that night.

Wednesday my ride left at 7:30 as we were having breakfast at R & R Café. We had about 15 bikes again and had a good ride. We stopped at a couple places to enjoy the scenery. The Westfall Viet Nam memorial was closed for renovation, but we were still able to see some of the site. Rather than fighting the construction in Taos, we went to the Rio Grande Gorge bridge and down 84 to the hotel. It was a long ride, but enjoyable.

Thursday was a smaller group with only 4 of us on 4 bikes. Hank brought up the tail this time. We again modified the ride and stopped at Sipapu for lunch. Paul and Tanya had enough Mexican food, so this was a welcome change for them. We rode thru Truches and back down to the hotel. It was a good ride over some good roads.

Friday morning I left early to head home before it got too warm. Dave rode with me and spent the night so he wouldn't have such a long ride. We got home about noon and relaxed for the day. The rally was enjoyable and the turnout was good. Now it is time to plan for New York. It will be a little longer ride for me.

Ride Report from Rick Londagin

From the Arkansas Ozarks to the Colorado Rockies
To the Capitan Mts. of southern New Mexico
By
Rick Londagin, LSV Safety Officer

The original plan was two of us were going to ride the Ozarks, but reality set in……this is July!!

The plan was then changed to ride through the San Juan Mts. of northern New Mexico into the Rockies via Durango, Silverton, loop around to South Fork, maybe up to Lake City & meet up with 2

more gents. The next & final plan change was that 4 of us were riding to Ruidoso New Mexico (actually to Alto).

Four members of the Texas Panhandle “Wildless Hogs” took off Sunday morning. The group consisted of me on my Gold Wing, Brad Barton on his Ultra Classic, Alan Bonner on his BMW, & Bob Bass on his Royal Star.

We left Borger @ 7 AM, rode through Amarillo on to Hereford, the feedlot capitol of the world. I came to a sudden realization that if burgers & steaks cooking on the grill smelled like that, I’d be a vegetarian….couldn’t’ get the bike to run near fast enough to get out of that odor…thought I was going to puke breakfast up. On down the road we stopped in Roswell & spent some time on break at the local Harley, Honda, Suzuki, Kawasaki dealership. I wanted to buy an “alien t-shirt” but all they rode were Harley’s, so I passed on that……..maybe I should have bought one anyway. It might have changed my luck.

We arrived in Alto mid-afternoon. Brad was kind enough to make his cabin available for us to stay at. Alan & Bob rode to the grocery store to pick up some grub & while there Bob got an emergency phone call, so he had to head back home next morning. His aunt (102 yrs young had passed away). After breakfast the next morning we rode from the cabin to the highway to see him off.

The next day we rode 12 miles up to Ski Apache in hopes of catching a lift up to the top, but all lifts were being worked on so that was out.

From there we rode over to Cloudcroft for lunch & got some information about The Buckhorn Tavern & Grill in San Antonio, N.M. The information we got turned out to be bogus. The Buckhorn was shown on national TV as putting on the #1 green chili cheeseburgers in America (Bobby Flay’s Throwdown show). The man we got the information from said the place we wanted was The Owl Tavern & Grill in San Antonio.

I got to see my first casino while on this trip. They had these machines set up with all sorts of lights, bells & whistles that "solicited donations" from the patrons. You inserted your choice of denomination & got to pull on this arm that spun some rollers around & showed different pictures. Some say that if these pictures matched in a certain fashion, you won, what I don't know. I just had to take their word on that. I donated $5.00 to their cause.

The next day took us by White Sands. After a stop there we rode on into San Antonio going through the Valley of Fires Nat’l. Rec. Area

We found The Owl, went in, ordered up & spoke with the waitress. She said the Buckhorn was just up the road a half a block & that their burgers were bigger….OOPS!

We ate, paid & walked out the door……sure enough; there it was….The Buckhorn.

Being the bunch of “Wildless Hogs” that we were & already full we decided to go for it & try the world famous Buckhorn green chili cheese burger. It was really good, but after already have eaten one at the other place, I can’t give an honest opinion….it was like “OK, it's another burger”.

Our Motto on this trip was……..Ride to Eat & Eat to Ride.....sort of like what the Lone Star Voyagers & the Enchanted Voyagers lay fame to.

I was more than stuffed when I left there. I’m not sure if it was not buying the alien t-shirt that jinxed me or the extra burger that caused it, but on the trip back to the cabin the Wing started having major problems.

After all the starts & stops, tearing the bike down to check fuel pump, fuel filter, we took off again, & experienced more stops & starts. Finally got the bike into Carrizozo where Rocket Rod made arrangements with Roland Caster to come help me out. Mr. & Mrs. Caster were kind enough to let me park bike there until I could get a plan together to get it picked up.

I can honestly say the passenger seat on a Harley Ultra Classic is rather comfortable, but my feet sure tingled when I climbed off it after 25 miles.

So right now after talking with a car mechanic & a motorcycle mechanic I've been able to eliminate the coils & now have it down to a vacuum leak or a weak fuel pump or possibly the low angle kill switch that is causing this session of problems. Time to start reading and troubleshooting!

The internet is a wonderfully vast source of information. I found that there are a whole bunch of folks that have experienced the exact same symptoms & everyone had the same problem.....a weak/bad fuel pump. First thing I did was the vacuum test on the "auto fuel valve" my mechanic told me about.

The results were good on that. Next I did the pump flow test that Clymer's mentions in their book with not so good results. OK, that's easy enough to fix, the pump is in the tank right under the seat. Time to shop for a pump.....Holy Moly!!!!! $300 to $350 for a pump!!!!

I hated to have to go to my CEO/CFO with this one. So I took to the internet one more time. I found a lot more palatable solution to my dilemma for just under $100 for all the parts & pieces. When my next days off came around I went at it, got the pump in, test rode like crazy & am happy to say all is going well.

We're smiling again, Rene Ann is happy & we're back on the road enjoying the bittersweet taste of bug guts splattering through the windscreen vent.....not really, just wanted to throw that in there about the bug guts.

The trip was cut short due to mechanical problems, but I did get to see some new & interesting sites.

However the best part of the trip was that nobody went down, we all parked our rides & walked away…….some of us…or at least one of us almost got to do a lot of walking.

With that said, let me close by saying that although those solo rides let you really spend time contemplating the scenery that you see & enjoying what God made, but it’s best to ride with someone in the event there are problems.
Rick L.

Vulcan Voyager 1700 report

I got my VV1700 on June 4th. It came in a couple days before that and they had it set up by the 3rd. It now has a little over 3,200 miles. It was one of three at the AVA rally. It is probably a little early for long distance impressions, but for the riding done at the rally I am very happy with it. My major drawback is coming off a Concours14 to it. The C14 is a completely different experience, but I tend to compare the two. The C14 is a sport touring, so has a completely different seating posture and the acceleration is much better. Enough about that. The Vulcan Voyager 1700 is a pleasure to ride. It will pull away from almost any RPM. I can tour along at 60 MPH turning just over 2,000 RPM. Then I just open the throttle and it takes right off. I can also downshift to 5th and it will have plenty power to accelerate. The seating position is comfortable, but I do need a backrest. I am still waiting for that to come out. The starting is nice. Don’t even have to touch the throttle. I wait half a minute or so and then it is ready to take off. I normally accelerate up to 3,000 RPM before shifting, and that gives me good acceleration. I have never had floorboards or a heel-toe shifter, but have gotten used to both. I have really gotten used to fuel injection with the C14 and this works great also. The fly-by-wire works great. I have heard a couple people have problems with the computers and have had them replaced. The handling of the Vulcan Voyager 1700 is really solid thru corners. With the XII I would sometimes have problems if I hit a bump or dip in a high speed corner, but the VV1700 just tracks right thru them. The seat seems comfortable, but will have to see how it does after a long day. As I said the seating position is good. I like the floorboards. I can move my feet around a little, although the left one is cramped by the heel shifter. As I have never ridden a V-twin the power pulses took a bit to get accustomed to, but I don’t really notice it any more.

I like the layout of the instrumentation. It is fairly high, so I don’t have to look down away from the road. The gauges are well laid out. I have a temp, fuel, RPM and MPH guage and the LCD displays total miles / trip1 / trip 2, MPG average / range to empty, time and gear position. The odometer and

MPG / range can be toggled by levers on the left handlebar. It takes a little to select the correct lever, but that is just because I am not accustomed to them yet.

The cruise control is great. It will hold the speed no matter the hill. With my XII it would drop out if the hill was too steep. With the VV1700 it will hold within a mile or 2 on any hill. The turn signals are self cancelling. I would prefer manual as I almost never let it self cancel. I either shut it off early (as turning in intersections) or turn it on again when turning off a highway from highway speeds. I prefer the manual turn signals of my C14. The radio is great. The sound coming from the speakers is very good. I did get the helmet headset connection and have installed it. That works much better.

Of course no motorcycle is perfect, so now for the down sides. The biggest thing for me now is the short fuel range. I normally get about 180 miles on a tank. I would probably be ready to get off by then, but it does limit my options. I have to plan gas stops sooner. I am not sure why they gave such a small tank for a touring bike. One big point is with the chrome on the dash / triple clamp. When the sun I high in the sky I get reflections from several places and it is really annoying. I will definitely have to do something about that. The passenger floorboards stick out from the bike quite a ways and they are in the way when maneuvering the bike on foot. Cindy has complained about the vibration coming thru the back rest. She said it is comfortable except for that. We are thinking a sheepskin or something like that will cure that problem. Don't like not having a centerstand, but in trying to keep the seating position low they took it out. I can live with that. I purchased a small scissors bike lift to take care of necessary maintenance. The exhaust note is also rather loud. I would think with all the hype about the loud motorcycles Kawasaki would have tried to keep this new one quieter. I have not heard one from a distance as it goes by, but I can always hear mine as I am riding.

Personal preferences: I would prefer a shorter windshield. I am looking thru the windshield and would prefer to look just over. I rode in just a little rain and the space between the upper and lower fairing lets rain thru. Don't know how it will be in a long or hard rain, but the rain came thru at a pretty good rate. I have not noticed excessive heat from the engine. I do very little in town riding, so that could be part of the reason, but I am not bothered by any heat. It will be nice to see how it works in cold weather with the lower vents closed. I think the windshield could be a little wider for in the winter also, but is good for the summer now. I didn't notice any rain hitting me from the sides.

Enough rambling on. The bottom line is I am happy with the bike. I am keeping the C14 and the only down side to that is leaving one at home while riding the other.

Rodney R. Westphal
President Enchanted Voyagers

See ya in September in Las Vegas!!

Enchanted Voyagers

Enchanted Tour September 10-13, 2009

The Enchanted Voyagers annual Enchanted Tour will be held September 10 – 13. It will be centered at Las Vegas, New Mexico. All are welcome to this ride. There is no registration fee for this event as all meals will be on a pay as you go basis.

The official campground is the KOA of Las Vegas. It is located just off exit 339 about 4 miles south of Las Vegas. Reservations can be made by calling (800) 562-3423 or (505) 454-0180. They also have KOA Kabins available, buy you should call early to get a reservation for these. We do not have an official motel, but if you would prefer to stay in a motel, there are several available in Las Vegas.

Please RSVP by September 1st so the appropriate plans may be made. You may fill out this form and email / snail mail it to Rodney Westphal, 940 James St, Alamogordo, New Mexico 88310.

Pilot Name: _____

Co-Pilot Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email for confirmation: _____

Number of people attending: _____ Approximate miles to event: _____

Will be staying at: __Campground __Motel

If at Campground, will have: __Hook-ups __Tent __Kabin

We, the undersigned, agree not to hold the AVA / Enchanted Voyagers, its officers, agents, members or anyone connected with the AVA / Enchanted Voyagers functions responsible for any accidents, injury or personal loss before, during or after attending any get together, rally, activity or event.

Primary Signature: _____

Co-Pilot Signature: _____