



Spring 2015

Backward Glance: The Kawasaki 1300
Drive Train Lubrication
26th International AVA Rally *More FAQs*

American Voyager Association
The Official Magazine of the American Voyager Association

Voyager's Voice





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**Preview of the Special
AVA International
Rally Auction Item
from Gene Kapuscinski**



Top photo: Char Jones shows Don Medina the proper way to cook a hotdog at the 2011 Western Regional Rally in Hells Canyon, OR

Middle photo: Dorothy and Gene Hunter, Canadian AVA members, enjoy a good seafood lunch while wintering in North Carolina

Bottom photo: Martin from Australia points out Australian road hazards (that's a 'roo)



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Front Cover: Photo by Scott Schau, Mo-Kan Voyager Member, taken at 25th AVA Rally in Ashville, NC



We wish to thank the following Rally sponsors



Kawasaki donated many prizes and gifts.



ROK donated many prizes and gifts.

International Association of Machinists Local 1414 sponsored Rally plaques for the third year in a row.



Dunlop Tires sponsored the Rally Long-Distance Solo and Two-Up Rider Awards with Dunlop tires of choice. Solo winner received one tire and Two-Up winner received two tires.

The Mountains Are Calling, and We Must Go!

By Mike McGee, AVA Chairman



Hello to everyone! Well, it's almost time for our 26th Annual Rally in Estes Park, Colorado. We hope you have begun getting ready; bike checks, gear checks, and reservations. We will be a month away by the time you read this. We look forward to seeing you.

A couple of things you might want to know. If you are over 62 years old, the National Park Service offers a Senior National Park Pass for \$10 (one-time fee, good for life at all national parks and national monuments, except Mt. Rushmore.) Entry fees to the Park are \$20 for a car, and \$10 for a motorcycle - PER PERSON, \$20 max. For the rest of us, be sure to keep your receipt with you after you arrive and go into the national park for the first time. The admission fee is good for a week so, don't lose it.

I used to go out to Estes Park when I was a young pup and go backpacking into the backcountry. I have been back a few times since then and found now that I'm older, it takes me longer to adjust to the altitude. Because I come from sea level (10 feet), it takes me longer to "acclimatize" to the thinner air. If you are like me, you may experience headaches, fatigue, and find it harder to walk around. You may want to read up on this or go see/talk to your doctor before you go. It takes a few days for acclimatizing, so you may want to go out to the rally a few days early to get adjusted. If not, just take it easy the first few days. Remember to drink plenty of water and stay hydrated to lessen high altitude symptoms.

Rocky Mountain National Park is an absolute wonder. Take the time to scout out some of the shorter walks to some of the beautiful lakes or other sites. Usually at most visitor parking areas on Trail Ridge Road, there are short nature walks. This is one time I will recommend getting off the bikes for a little while. Drive slowly and take your time. There is wildlife everywhere. In 2009, up near the visitor center, there was an area of tundra with a large bull elk standing guard over a group of about 25 females. It was a breathtaking sight.

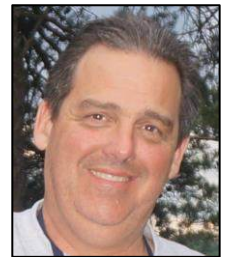
The weather in town in Estes Park can be completely different from that on Trail Ridge Road. There should be snow in some spots, even in July or August, so make sure you carry warm clothing and gloves during the day.

Finally, as a matter of safety I must encourage everyone who attends the rally to please wear a helmet. Colorado is not a mandatory helmet state, but please wear "all your gear, all the time." With the recent loss of one of our members, please use good judgment and wear all your gear.

Be careful in your travels and we will see you soon in the Rockies.

Merchandise, Rally and Rambling!

By Ken Knight



I really cannot believe it is almost here! What I was beginning to think was a very, very long winter has turned into a rapidly whizzing by short spring. For those of you attending the Rally you will be the first ones to see a few new things, including the shirt for this year's Rally! There will be a story in the next Voyagers Voice to show how it all came about, I could tell you now, but why would I want to ruin the surprise?

Tina and I are looking forward to seeing everyone up in the thin mountain air. Come by and visit us at the table, and of course buy something while you're there. We will not only have a few new things on hand, we will also take the chance to talk with everyone and make sure that we are bringing you what you are looking for.

Working for the members of the AVA is something we truly enjoy! Being of service to you is something that we strive to always perform in a way that will constantly remind you that you are a part of the finest group of two wheeled (yes, I like trike people too) travelers you could ever be a part of. After joining the board this past year, Tina and I can assure all of you that every single board member truly loves this organization! The future is bright, and it is being tackled head on to ensure we are always moving forward.

So, like I said before, stop by the table (have a poor mans mocha), spend some money, and share a story. Maybe I will tell it in the next Voyagers Voice if it's better than any of mine! See you soon.

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www.kawasaki.com/accessories

RIP
Dot Wirtz
AVA Member & AVA Board Member

By Mike McGee

Sadly, if you have not heard, Dot Wirtz died at the end of April after a long battle. Dot had been ill for years and that would not stop her from attending rallies with Dave. Ironically, Dot and Dave were too sick to attend the Asheville rally last year, the closest rally location to their home. Dave explained it last year in the Voyager's Voice when he announced they would have to step down for health reasons. Personally, Robin and I have always had a great bond with Dave and Dot because we both lived in the southeast and many times would travel home together from the rallies. Dave is considering attending Estes Park, but it will be subject to his health concerns. I would truly love to see him attend if his health allows. Please keep Dot and Dave in your prayers.



Dot with Dave enjoying the pre-rally dinner cruise before the De Gary AVA Rally



Dot setting up for Show & Shine in Bowling Green, KY



Dot 4th from left at Awards Banquet in Ellicottville, NY



Dot 2nd from right on Sunday Board Member Ride



Dot working Show & Shine at Santa Fe Rally



Dot taking a break after visiting Niagara Falls



Dot after telling a joke at the Hard Rock Café, Niagara Falls



Ronald Riggs (debron)

Notice I've titled this Ronald Riggs. Ron would always remind me to use Ronald instead of Ron whenever I published an article of his. So as my last article about Ronald Riggs' life, I wish to honor that request.

Ronald came to the AVA because of the Western Regional Rally (WRR) in Wallowa Lake, Oregon. Ronald was camping at the same campground that I was. The next time Ronald came into contact with any AVA members was in the parking lot of the Clown Motel in Tonopah, NV on the way to the Kanab AVA Rally. In the parking lot, Ronald struck up a conversation with some other motorcyclists who were NorCal Voyagers Club members on their way to Kanab. Soon NCVV member, Roger, invited Ronald to tag along, and he did.

Ronald Riggs rode on two cross-country trips with NCVV. On the return portion of the first trip while stopped for the night in Little Rock, AR, Ronald received the phone call that helped change the AVA. Mike McGee was calling to ask Ronald if he was interested in becoming the AVA's Web Master. Every AVA member knows the rest. If not, take a gander at the AVA web site, everything you see was fine tune or added by Ronald Riggs.

Ronald was taken from us on May 27, 2015 at 12.35 pm, much too soon. Ronald was riding his Voyager 1200. It's sad to bid farewell to a good friend. We bid farewell to our friend and brother. Our thoughts and prayers go out to Ronald's wife, Deb and his family.



Ron with wife, Deb enjoying the snow in Keystone, Colorado



Upper left: Ron at Cedar Breaks at the Kanab AVA Rally
Lower left: Ron in Cedar City, UT

Upper right: riding US 50, the Loneliest Highway, on the way to Logan, OH
Lower right: Ron on his way for a tour of San Francisco

Working Draft, subject to change

2015 AVA INTERNATIONAL RALLY – SCHEDULE OF EVENTS			
<i>Check Registration Area for Updates</i>			
Day	Event	Start/Duration	Continue/End Time
Monday	Rally Registration 9:00 a.m. – Noon -- Closed Noon to 1 p.m. -- Open again 1:00 - 4:00 p.m.		
	Monday Only		
	AVA Merchandise/Vendor Sales	9:00 a.m.	4:00 p.m.
	Safety Seminar: Mike McGee	11 a.m.	noon
	Women's Seminar: Robin McGee	1:30 p.m.	3:00 p.m.
	Race Tech: Fork Springs Seminar	3:30 p.m.	5:00 pm
	Optional Rally Dinner @ Historic Fall River Hydroplant	Departs from Rally HQ @5:30 6:00 p.m.	8:00 p.m.
Tuesday	Rally Registration	8:30 a.m.	12:00 a.m.
	AVA Merchandise/ Vendor Sales	8:30 a.m.	12:00 a.m.
	Guided Rides	CHECK DAILY SCHEDULE FIRST RIDE STARTS EARLY!	
	Clearview Windshields:	9:00 a.m. 4:00 p.m.	10:00 a.m. 5:00 p.m.
	Meet the Board/ Welcome Dinner	5:30 p.m. 6:00 p.m.	6:00 p.m. 7:30 p.m.
		<i>Set up begins at 5:00 pm</i>	<i>Set up ends at 5:45 pm</i>
	AVA Bike Shows & Light Show	<i>Show Starts at After Dinner</i>	<i>All Shows Ends at 10:00 p.m.</i>
Wednesday	Rally Registration (last chance)	8:30 a.m.	12:00 a.m.
	AVA Merchandise/ Vendor Sales	8:30 a.m.	12:00 a.m.
	Riders' Skills Class	8:00 a.m.	9:00 a.m.
	Ride with the Chairman	1:00 p.m.	5:00 p.m.
	Bike Games	Set Up at 5:30 p.m. Games Begins at 6:00 p.m.	Set up ends at 6:00 p.m. Game End at 8:00 p.m.
Thursday	AVA Merchandise Sales	9:00 a.m.	12:00 p.m.
	Vendor Sales	9:00 a.m.	12:00 p.m.
	Guided Rides	CHECK DAILY SCHEDULE FIRST RIDE STARTS EARLY!	
	Chapter Presidents' Meeting	3:00 p.m.	4:00 p.m.
	Dinner/Awards Banquet	6:00 p.m.	8:30 p.m.

A Few Estes Park Rally FAQs

I'm bringing my children, how much is their entry fee?

Free up to age where the child starts using a separate dinner plate, after that it's \$60.00 per child as long as they're with a registered attendee.

My child is riding his or her motorcycle to the AVA International Rally, what's their registration fee?

\$60.00 per child accompanied by registered attendee. Adult registration fees are \$60.00 until March 15, \$65.00 March 16 to April 14, \$70.00 April 15 to June 1, \$80.00 at the door.

The Monday night dinner, what is it?

Originally the AVA International Rally was a three-day rally Tuesday-Thursday, and this was called the Pre-Rally Dinner. This is a get-acquainted dinner. It is optional, with an extra fee. This year the cost is \$25.00 per person. This will be a buffet dinner at the Historic Fall River Hydroplant. This is just a few miles from Rally HQ.

What about camping at the rally?

KOA (Kamgrounds of America) www.koa.com 2051 Big Thompson Avenue (US 34)

Reservations [800-562-1887](tel:800-562-1887); KOA Estes Park [970-586-2888](tel:970-586-2888) (Jim Turner)

Basic site (camping) \$37, Water and Elec. \$45

Make reservations by May 15th. In comments area on-line, put "AVA Group"

Campground at Mary's Lake www.reserveamerica.com 2120 Mary's Lake Road

Reservations [800-964-7806](tel:800-964-7806); [970-342-5723](tel:970-342-5723) (Zenda Smith)

Basic site - tent \$30, Water and Elec. \$40

Reserve America is the same company you would use if you made reservations for camping in the national parks.

AVA International Rally Estes Park - Tips

Lunch

Casa Bonita: 6715 W Colfax Ave, Lakewood, Colorado. They've built a small Mexican seaside town inside the building; it even features cliff divers! This tip is from Chris in Kansas City.

Casa de Tamales: 3561 Tejon St, Denver, Colorado. This is a full menu restaurant with reasonable prices. The tamales are the best, stop by on the way to Estes Park and buy a dozen, they're wrapped so they can be carried on a motorcycle.

Coffee Shop

Tenn Coffee: 4418 Tennyson Street, Denver, Colorado in the Berkley neighborhood of Denver. Great espresso drinks and treats, plus live music on some weekends.

Rides

Peak to Peak Scenic Byway: Locals favorite ride, National Scenic Byway, from Estes Park to Interstate 70. Travel along Hwys 7, 72, 119 and US 6. This road is perfect for our touring motorcycles. Countless constant-radius turns.

Coal Creek Canyon Rd, Colorado Hwy 72: Breathtaking ride from Estes Park South on Hwy 7, 72 to Hwy 93. Hwy 93 north to Boulder. Then take US 36 back to Estes Park. Or when you exit the foothills, make a safe U-Turn and retrace your ride.

Colorado Hwy 46 through Golden Gate Canyon State Park: Wonderful road through the park. The park is known for hiking and beautiful vistas. However, it's even more wonderful to ride your motorcycle through the park. To get there take the Peak to Peak Hwy, CO 7, 72 & 119 South from Estes Park. CO 46 will be on the left, if you get to Missouri Creek you've gone too far.

Central City & Blackhawk: Old mining towns, they now have casinos. However, that old mining city charm is still there.

Pan for gold along CO 119 between Blackhawk and US 6. Yes, you can prospect for gold!

Hwy 6 from Golden to Interstate 70. This road has six tunnels and plenty of turns.

Mount Evens: highest paved road in the US. Elevation 14,269 feet (this will take a whole day) but will include some of the rides from above. #2 on the to-do list when in the Denver area. It can be 100 degrees in Denver and 50 degrees at the summit of Mt Evens.

Trail Ridge Road Through Rocky Mountain National Park: The highest continuous paved road in the US at 12,269 ft. It starts just outside the AVA Rally HQ Motel. Follow the road for lunch in Grand Lake, CO. Continue and make the loop though Winter Park on US 40 to Interstate 70 to US 6 and back on the Peak to Peak. The best way to do this loop is ride the Peak to Peak first and when you get to I 70 continue west to US 40 over Berthoud Pass, elevation

11,307 ft. Follow US 40 to Granby make a right turn towards Grand Lake. Stop for lunch, then during the warmest part of the day you can ride Trail Ridge Road.

Missile Site Park: Located just west of Greeley, Colorado. Tour a once-active Atlas E missile silo, admission is free. Public Tours from 9 am – 2 pm. Reservations need to be made in advance. www.weldgov.com. The park address is 10611 Spur 257 in Greeley.

Tours

Coors Brewing Company: Tours begin in the southeast corner of the visitor's parking lot 13th & Ford St, Golden, Colorado, 80401. Summer hours Monday-Saturday 10 am – 4 pm, Sunday, noon – 4 pm, tour information call #800 642 6116.



Backward Glance – The Kawasaki Voyager 1300 Retold by Ronald Riggs

More AVA members own the Kawasaki Voyager XII than the 1300 by a margin greater than 15 to 1. In fact, even 1700 owners outnumber 1300 owners by more than 3 to 1. This is not too surprising since Kawasaki built only about 4,500

Voyager 1300s compared to 30-40,000 Voyager XIs. Thus we have a tendency to overlook the Voyager 1300! So let's examine the bike that started the Voyager line.



Kawasaki Voyager 1300

Kawasaki introduced the Voyager 1300 (ZN1300) in 1983 but its legacy goes back to 1978 with the introduction of the Z1300. The 1300 was ahead of its time being a water cooled 120hp inline-six cylinder engine with shaft drive, all as standard equipment. Although its straight-six engine was smooth, the motorcycle was heavy, expensive, and thirsty, and the Z1300 and its variants sold poorly. Still, it enjoyed a ten year production run.

Kawasaki produced the 1300 in several editions: Z1300, KZ1300, ZG1300 and the ZN1300-Voyager. Kawasaki built all Z1300s in the United States. In 1980 they gave the Z1300 a fairing, trunk, and saddle bags and called it the KZ1300 Touring. This was the forerunner of the Voyager 1300. The fairing was huge, almost 4' wide!

In 1983 Kawasaki gave the KZ1300-Touring a new frame, new plastic, and introduced it as the Kawasaki Voyager 1300. It was fitted with so many accessories and luxuries (for the time) that some referred to it as "a car without doors." Included in the modern amenities is a digital dash with LCD digital readouts for speed and trip meter plus LCD analog readouts for the tach, fuel level, and temperature (which doubles as a volt meter.) And a compass to help you steer your course!



KZ 1300 Touring

On the fuel tank is a trip computer that can tell you many things – fuel used, fuel added, average mpg, current mpg, trip time, trip distance, average speed, elapsed time, and more. As one reviewer put it, while the systems work and the information is accurate, it is more entertaining than practical. And let's not forget the onboard air compressor to pump up the front and rear shocks, which is practical!

The 1300 also came with an upgraded engine. Digital fuel injection (DFI) replaced the carburetors to improve fuel consumption, but a bonus was increased power and torque. Kawasaki also installed a second alternator on the end of the crank, replacing the automotive style counter balancer. This second alternator allows the 1300 to produce a total of 500 watts of charging power – 300 from the primary alternator and 200 more from the new secondary alternator.

As mentioned, the Voyager 1300 is heavy, 915 lbs., and top heavy! The ergonomics of the bike seem to be design for riders in the 5'8" – 6'0" range. The handlebars are adjustable up and down and forward and back. The designers created a luxury touring bike and as such is best suited for cruising down the interstate or open road. Though the 1300 steers well and response is quick, in the twisties and back roads, most reviewers found the weight and top heaviness made the bike a lot to handle. As one reviewer put it, the 1300 demands respect!

By the mid '80s sales of all Z1300s began to wane and production ceased in 1989. It was reported that you could find "new" Voyager 1300s on showroom floors as recent as 1993. Though the 1300 continued in production until 1989, Kawasaki introduced the Voyager XII (1200) in 1986 as a replacement for the 1300 but that's another story.

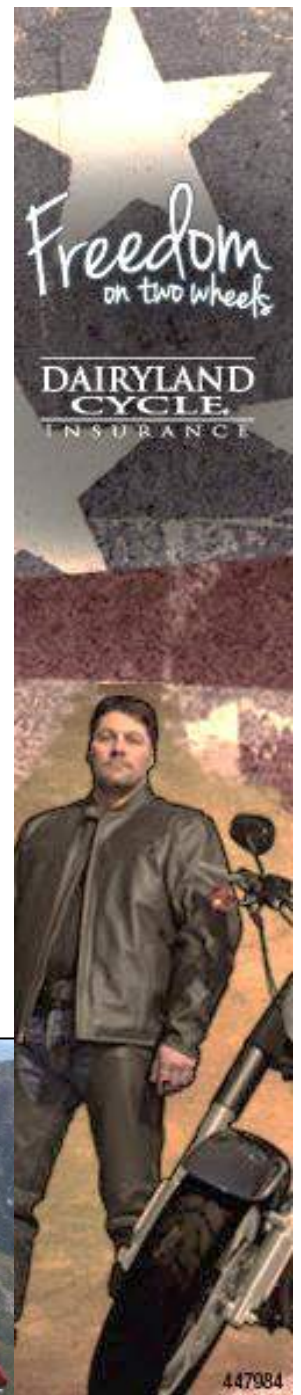


Featured Motorcycle: Gary and Susan DeWitt

1. What year is your motorcycle: **2002**
2. What make and model: **Kawasaki Voyager XII**
3. What type of engine: **In-line 4**
4. What oil weight and brand used: **Shell Rotella 5W-40**
5. What oil filter: **WIX**
6. What tires front and rear, air pressure do you run: **Dunlop E3, 40/42 Psi**
7. What year did you buy this motorcycle: **2012**
8. What was the motorcycle before this one: **V Star 1100 Classic, still have it**
9. How many miles does the ODO show: **79,252 miles**
10. City and State you live in: **Ontario, NY**
11. Do you ride with a passenger: **Wife Susan 60%-70% of the time**
12. List modifications on motorcycle: **Driving lights, 12V power outlets front & rear, GPS mount, battery tender, highway pegs**
13. Do you pull a trailer, if yes what brand: **None**

As empty nesters, we found we had more time for activities that previously had been put on the back burner. Taking up motorcycle riding came late in life. We love traveling and seeing different parts of this great country. Being outdoor people, touring via motorcycle was a good fit.

The cruiser we had wasn't up to the task comfort wise. We found the Voyager at a BMW dealer. He wanted to unload it, and made an offer we couldn't pass up. It has proven to be a comfortable touring machine for spending hours on the road on. As we close in on retirement, we hope for even more time on the Voyager.



Featured Motorcycle: Bob Wegner

1. What year is your motorcycle: **1992**
2. What make and model: **Kawasaki, Voyager**
3. What type of engine: **4 Cylinder**
4. What oil weight and brand used: **10w 40 Quality motorcycle oil**
5. What oil filter: **Wix**
6. Tires front and rear, air pressure do you run:
7. What year did you buy this motorcycle: **Rawlins, Wyo. Person – Person**
8. What was the motorcycle before this one: **1984 Yamaha 1100 Maxim**
9. How many miles does the ODO show: **42,938**
10. City and State you live in: **Casper, Wyoming**
11. Do you ride with a passenger: **Often**
12. List modifications on motorcycle: **None**
13. Do you pull a trailer, if yes what brand: **Not yet**



My name is Bob Wegner and I am a retired Police Officer with the City of Casper, Wyoming.

I bought my Voyager a year ago and have enjoyed my first actual tour bike ever. I have taken an overnight trip to Yellowstone National Park. My wife, Susan, rode with me through the Park over 3 days, while staying at night in Cody, Wyoming. It was a dream trip and we are planning another trip together this summer to Colorado. I plan to leave my Voyager stock until I can upgrade to a newer bike a few years from now.

As a new member of AVA, I very much enjoyed the first e-mail issue of the newsletter. The format and pictures were great. I wish we were able to join the group in Estes Park since the wife and I visit there often. We live in Casper, WY, and just to let you know, you picked a remarkable town to host this event.



My Voyager 1200: The Making of a Hot Rod

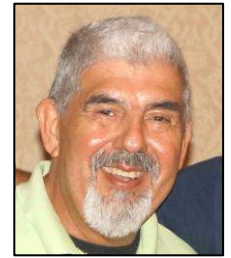
By Don Medina

I bet this title has you laughing; well, the joke is on you. These are some fast motorcycles. I know because this is a story of my Voyager 1200. This story really has its beginnings in the mid 50s when I first saw a practice session at a small county fairground on the west side of Sidney, Nebraska. Fast forward to high school, when all the guys were talking race cams and big pistons, I'd go home and ask my dad about this and he knew nothing. He told me to ask my uncle who worked on cars, and my uncle then sent me to a cousin who had gone to auto mechanic school.

After getting out of the Navy, some of us got into drag racing. With minimal drag racing experience, the learning curve was pretty significant for all of us. Our avid interest in cars had us installing the wildest cams we could stuff into an engine, the largest carbs we could find, and so on and so on. This was all great stuff for the drag strip, but in the real world they wouldn't run. Being young is a great excuse for being dumb!

In the early 70s, just when I was getting the idea that stock was very good, along came a couple of guys who taught me a lot. One fella built top fuel dragsters that were topping 200 mph and the other built road-racing motorcycles. It's because of these two fellas who taught me so much that I am able to tell the story of how I transformed my Voyager into a "hot rod." It will also explain why this old guy now likes to ride slowly.

Changes to my Voyager began with the rear of the 1200; I had a bad u-joint in the driveline. When I re-assembled the swing arm, I made sure that the swing arm bearings were seated before I did the final assembly. Next, I changed the stock rear shock absorber oil with high-grade synthetic oil. After this, I rode the Voyager 1200 and it felt great in the rear but the front had no feeling at all. I bought some Race Tech front fork springs. Why the Race Tech springs? They come in two spring sizes, light and heavy, and you can adjust the preload and ride height. Filling the fork tubes with 10w Amsoil fork oil, the Voyager 1200 began to ride much better but was still too harsh over sharp-edged bumps. Later, I bought the gold valve kit or modulators. These modulators let me fine-tune the front end to suit my soft ride touring style and still have the forks firm when I wanted to pick up the pace. Next, I got the super brace. With the super brace, there's only a little difference when touring empty. Empty being riding solo with no luggage in the saddlebags or trunk. Add the Time Out trailer or pick up the pace on a winding road and "wow!" suddenly the Voyager goes where it's pointed. It's well worth the price. When I called Carl Leo to ask a few question about reassembly of the front forks, he told me that 2002 Voyagers come from the factory with the damping rods in the forks assembled wrong. This is what was causing the harshness over sharp-edged bumps.



I left the engine and the air filter stock but there were a lot of little things to do. I tried saving money by buying one of those smaller air filters and fitting it inside the frame of the modified sock air filter. I could feel the difference. There was less power, so I went back to a stock air filter but always made sure that the air filter housing was clean and had nothing obstructing the opening. I also made sure that there was nothing preventing air from getting under the flux fuel tank. I had entertained the idea of drilling large holes in the side of the flux tank but the Masked Rider came to my aid, telling me he had tried it and the only thing he got was noise. I always changed the OEM fuel filter every other year, or at 36k miles, whichever came first. I took my time installing the fuel filter and fuel lines back into the rubber clamp and made sure that there were no kinks in the fuel lines.

A long time ago, when old hot rodders were still racing flat head Fords, they were having major problems during the last part of the ¼ mile drag race; they were running out of fuel. They tried HD mechanical fuel pumps, the highest capacity electric fuel pumps and even larger carburetors. Still, they kept having the same problem. It took them awhile, but they found that the fuel line that runs from the fuel tank to fuel pump, then to the carburetor, was too small in diameter

My Voyager 1200 was definitely becoming a fun motorcycle to ride, but I was not done yet. Next came a complete set of red stainless-steel brake lines from NorCal Voyagers Club. One day in 2005 when I was coming back from the AVA Rally in Durango, Colorado, I was loaded up, riding two-up and pulling our new Time Out camper trailer and a car pulled out in front of me. I grabbed a handful of front brake and I was slowing but not stopping, although even standing on the rear brake lever. Yes, the front brake lever was all the way back to the handle bar. All the Voyager 1200 did was slow...and it took its time! Soon after, I installed the EBC front brake rotors with sintered brake pads, the rear with standard EBC pads and stock brake rotor. After all this, I was able to lock the front wheel with a hard application of the front brake lever. With the sintered brake pads, I can use the front brakes until the rotors turn blue from heat and never have a front brake-fading problem.



There was one day when I was having engine power and idle problems and I couldn't readily figure out the cause. I was looking for anything and everything. I finally picked up the phone and called Carl. He listened for

a bit then said, " Vacuum leaks!" And I said, " But Carl, no way! That can't be so." Well, there were vacuum leaks at the intake manifolds on the carburetor side. Those Phillips screws don't tighten enough. I remembered that I had used stainless steel Allen head screws on my front speaker covers, I had saved the removed screws and used them for the intake manifolds. It worked! The idling smoothed out. From there I replaced the vacuum lines and caps. The engine would now pull smooth in 5th gear from 1800 RPM. Remember, these are CV carburetors and they work their very best with good vacuum.

Even after all this, the 1200 Voyager would still wander a bit above 85 MPH. So, I removed the rear speakers to reduce some weight. What a difference; it even helped reduce the wind noise. Soon thereafter, I removed the luggage rack and that cleaned up the trunk area. I thought I was pretty much done, but one day when I went riding with a bunch of sports bikes, riding down a narrow, two-lane road, I tipped into a sweeper at just a shade over a ton. The Voyager 1200 began to wobble and shake. With eyes wide open and a death grip on the handlebars, I got through the sweeper. I had never experienced this at speeds under the ton mark. Later at home, I went looking for the source of the wobbling and shaking and discovered that the removable frame rail had only one bolt at the top... and it was loose. I took all four bolts out and checked them, re-installed them and torqued them down. Last, I addressed the tires, mounting Dunlop E3 tires, front and rear. I'd used the Avons before but decided on the E3s because of their very heavy-duty sidewalls and that helped stabilize the Voyager 1200 even more.

The only thing I hadn't done yet was remove and pack the steering head bearings. A few weeks ago, I removed them and even after ten years of services, they still had grease in the bearings. But, the grease was old and hard. I cleaned the bearings, repacked them and then re-assembled everything making sure that the bearings were seated. I read on the forum that everyone has loose steering head bearings because when they come from the factory, the bearings are put onto the steering head and torqued but never seated. You seat the bearings as you ride and after a few years, you begin to notice that the front end is loose. You ask why? Well, to seat the bearing at the factory would take time, and time is money.



So the test, before the Voyager 1200 was given to my son, was taking it on the Grape Crusher ride. This ride always happens the Thursday before the AMA National at Sears Point, here in northern California. Normally

on this ride, I'm the only full touring motorcycle, however there were a couple of H D Baggers this time. When we finally got to the tight hilly sections of this ride, I found myself able to brake almost as hard as those sport bikes. Through tight turns, I leaned until everything was dragging. On turn exits, I gave the Voyager 1200 a handful of throttle, just past the apex of the turn. This helped me get a better drive up or down the next straight; sometimes I was able to pass. The more I used the front brakes, the better they worked. On the longer straights, looking down at the rev counter as the needle passed the 5,000 mark, I tried shifting to 5th gear only to find that I was already in 5th gear. With 600cc and 1000cc sport bikes nipping at my trunk, I was able to stay ahead because of the early drive out of the turns. I could now dive into sweepers or regular turns late enough to keep them behind. With stock pipes, I'm seen but not heard, especially by my friendly California State Troopers.

The finished product is now able to go through a fast sweeper at 95 mph before beginning to wobble, able to reach speeds of 120 mph plus, deliver fuel mileage of 50 mpg, and pull a Time Out trailer with ease. Don Jr., the beneficiary of my Hot Rod Voyager 1200 and all my improvements, loves having the radio and wind protection.



Confessions of a Reluctant Rider

Anonymous

With this year's Rally rapidly approaching, I am making plans as many of us are: saving some cash, planning the route, scheduling, assessing the wardrobe, hiring a dog sitter, looking forward to seeing friends, and hoping to make some new friends. So perhaps this is the right time to come clean and 'fess up" that last year I only came because my husband insisted.

First, a little history: I actually started riding back in the 1970s. My father brought home a used dirt bike for my brothers and me. It was a 75cc, not much larger than my 10-speed bicycle. My youngest brothers were actually too small to ride it, and my older brother wasn't much interested. But I loved it, for about 6 months. Then I discovered BOYS and I realized that riding a dirt bike did not portray the image I wanted, so I returned to my 10-speed and that was that.

Years later, on the eve of my first marriage, my betrothed showed up at my house to show off his latest acquisition - a black Honda Gold Wing. He said he had to buy it that very day because the next day we would be married and he didn't want me to try to argue or talk him out of it. I surprised him by saying, "Let's go for a ride!" On the way home, we stopped at a yard sale and I bought a floor lamp for our new apartment. I'm sure we were quite a sight going down the road, me hanging on to him with one arm and holding a floor lamp in the other. Needless to say, we had to take the back roads home so we wouldn't get stopped by the po-po!

I liked the carefree feeling of the ride, but I didn't like the noise. My skin chafed as my clothes blew in the wind, and it took a while to get the tangles out of my hair. So I didn't really ride much. He eventually sold the Gold Wing, and I never really missed it.

Fast-forward several more years. I'm a divorcee working in a small retail shop. Business is slow but fairly steady. This one customer comes in, hangs around, and then keeps coming back. One day he brings a small photo album and starts showing me pictures of his bikes. He's been riding

since the Dark Ages, I think. I'm barely impressed. But somehow, he grows on me. I agree to go out with him, and the next thing I know, we're getting married!

So my husband's love of motorcycles goes 'way back before I was ever part of the story. I wouldn't dream of coming between them. But I'm not a "biker chick" and I think I've made that pretty clear to him. He's been a lifetime member of the AMA and long-time member of the AVA, so he signs me up. Fine. Then he starts talking that I need to learn to ride. I tell him I can hang on just fine. No, he means DRIVE the bike. I tell him he is NOT teaching me to drive because he is too bossy.

So he signs me up for the Motorcycle Driver's Ed course at the local High School. It's a 3-day course, I'll get my license, everything will be fine. I show up on Friday night for the classroom portion. Saturday it rains. All day. I'm learning to drive a motorcycle in the rain. It was October, and in my part of the country, that means it wasn't a warm pleasant rain. It was a cold, wet, miserable rain. Day 3 of the course it is sprinkling. I took my driver's road test on wet pavement while it was overcast and sprinkling. And I passed!

Which brings me to the present. I am now fully licensed to drive a 250 around a parking lot in the rain. But I'm still no "biker chick." So last year, when my husband (of 10 years now) told me we were going to the AVA rally, I was like, ok, whatever. I just KNEW I wouldn't fit in. I felt like it would be obvious that I'm not "one of them." I prefer cages. There, I said it! Air conditioning, actually being able to carry on a conversation while travelling without shouting, yeah, that's me. But I agreed to accompany him to the rally. Asheville was beautiful! I enjoyed the gatherings and met some really nice people.

So, as I make plans for this year's rally, I am looking forward to another good time spent with good friends. The moral of this story is, there's hope for reluctant riders like me!

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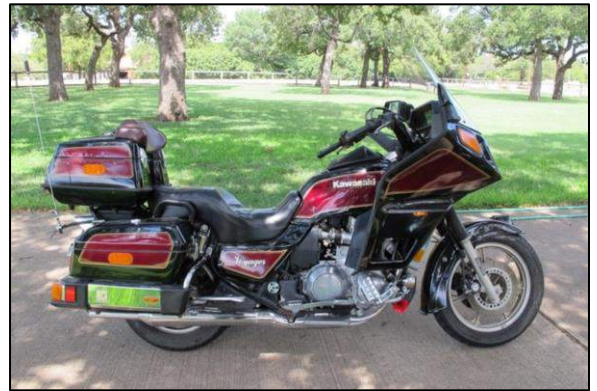
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Featured Motorcycle: Bruce Bunch and his Voyager 1300s

I will answer the questions one-by-one. The sidecar rig in the pics Cindy picked out is the '83. The other 3 are the '85. I just got the '85 last August and haven't had much road time on it since my left hip is weak. Getting a new hip in two weeks! I tried to get them to do it while I was there last week, but they just wouldn't cooperate! The '85 will eventually have a sidecar, too, but I'm building this one myself, so it will be a while.



1. What year is your motorcycle: **'83 (sidecar rig), '85 (solo, and current bike)**
2. What make and model: **Kawasaki Voyager ZN1300A1 and ZN1300A3 (no differences)**
3. What type of engine: **1286cc inline six, water-cooled, fuel injected**
4. What oil weight and brand used: **10/50 Valvoline Racing ('83), 10/50 Pennzoil ('85)**
5. What oil filter: **Fram CH6013 (both bikes)**
6. What tires front and rear, air pressure do you run: **Dunlop Qualifiers, factory sizes and pressure recommendations, except as ride, load and wear dictates.**
7. What year did you buy this motorcycle: **'83 (bought brand new in 1984), '85 (bought used in 2014)**
8. What was the motorcycle before this one: **1976 Gold Wing before the '83**
9. How many miles does the ODO show: **'83- 212,000+ miles when sold, '85- 43,773 miles when bought, 43 more now.**
10. City and State you live in: **Independence, MO**
11. Do you ride with a passenger: **Usually, but they have almost always been in the sidecar ('83). Haven't had the '85 long enough to do much riding, yet.**
12. List modifications on motorcycle: **Let's start simple first! '85, so far, none, but, look out! '83, Motorvation Spyder sidecar added. Water system tapped for a heater in the car. Fuel line to the filter "T'd" for feed from car's aux. tank and pump. Added homemade trailer hitch. Headlight and turn signal covers made. Air ride system modified for in-motion adjustment with a larger pump and tank to supply the car's shock, too. Group 27 battery in car's trunk to add ballast and to improve bike's electrical performance. Fork springs cut to lower bike 2".**
13. Do you pull a trailer, if yes what brand: **Yes! Homemade platform trailer with large cartop carrier and 48qt. cooler up front.**

I am 65 years old and have lived most of my life in Southern California. I am a retired electrician with a BS from GM Institute. I have been riding bikes since I was 15. My first "bike" was a Lambretta 175cc, followed by two surplus army 45 Harleys, restored. I got my final grade at GM by modifying my '76 Gold Wing to put out 182hp. I owned eight bikes over the years, with well past 1/2 million miles on them, total. In my life I had three accidents on bikes, and I walked away from all of them. All the bikes were still rideable. One deer killed and one Nissan truck totaled. I'm a lifelong hot-rodder and builder. I have a long history of racing: go-karts, sports cars, flat-track bikes, sidecar bikes, modifieds, and then sprint cars. I am a private pilot, skydiver, scuba diver, and Coast Guard vet. I have one daughter, two granddaughters and one great-granddaughter. Too many hobbies to list! Just a kid who refuses to grow up!



Gene and Dorothy Hunter, AVA Members from Canada

Dorothy and I were born in Belfast, Northern Ireland, and came to Canada immediately after our marriage in 1964. I had studied Naval Architecture and Mechanical Engineering, and was soon engaged in similar work in Montreal. I had ridden motorcycles from an early age, getting my road license at fifteen. After marriage and emigration it was the familiar story, with motorcycles being shifted aside to make room for a family and building a new home.

It was the late 1970s, with four kids a little older, and the family relocated to Southern Ontario before I got back in the saddle. I started with a Zundapp endure. I found I liked the on/off road experience and switched to a Honda XL, before returning to road machines.

We now belong to the North American Forty Plus Touring Riders Association. The name is a euphemism, as our chapter has only two members under 70 (not us, by the way). The club suits us, with a lot of leisurely day trips, and a few overnights per year. We usually lead a two-nighter in September in western New York and northern Pennsylvania and I usually try for a 6- to 10-day solo trip each summer.



Radek from Poland



My name is Radek and I'm zeglarz28 from the Voyager forum. I'm 34 and I live in the mountains in the city of Wisla, Poland, near the Czech and Slovakia border. My 2010 Voyager has 31,000 km on it. The last time I changed the steering bearing and oil, I used taper bearing and it's nice. In Poland the Voyager is not a popular bike, but I like it very much:). In Europe, we drive much faster than in the US or Canada. That's why 72 horsepower is little loss for me. Nice to meet you all.

Canadian AVA Members, Mike and Ute Huthmann

My wife, Ute, and I are new members as of March 2015. My sweet 1300 is getting hot in a heartbeat. We have been riding 2 times already. In Alberta, Canada, it has just thawed out enough to get the bikes out. A week after our first ride, we had 4" of new snow. But, we will go out on the road again next weekend.

I need to fix the 1300, and I like to read on the forum what other riders have done to their Voyagers.

I wish we could come to the rally this year, but kids, job house and animals will prevent us.

By the way, Ute shared all the adventures and is always riding her own bike. Currently, she is looking for a different bike.

I wonder are there any other AVA members in Alberta riding Voyagers?



There is no bad weather, just bad clothing!



In a future Voyagers Voice, look for more on their story. Mike is an ex-East German who was dreaming about big bikes and America, who had fled with his wife from East Germany over the wall, who lived in West Germany for a while riding his Kawasaki Concourse almost every day all year (30 000 to 40 000 km a year all over Europe). He immigrated to Canada to live his dream and finally got his dream bike he had wanted for 25 years. It's a 1986 1300 Voyager with 70 000 km on and he vows he will never, ever sell this bike!

Featured Motorcycle: Fred Pierce

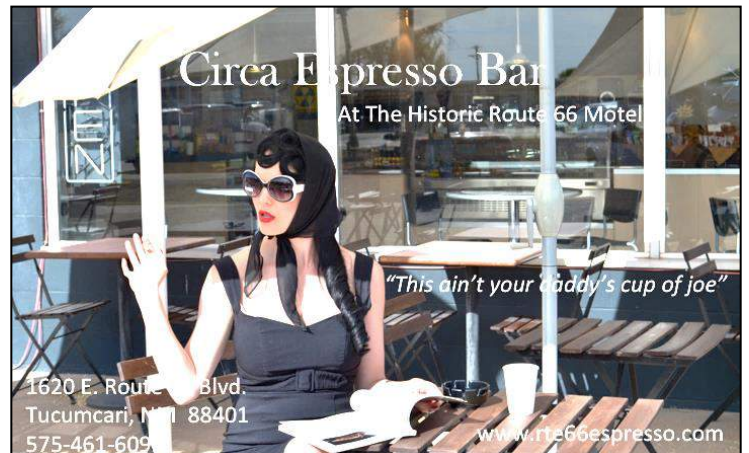
1. What year is your motorcycle: **1999**
2. What make and model: **Kawasaki, Voyager**
3. What type of engine: **1200**
4. What oil weight and brand used: **20/50 Conventional Motorcycle Oil / Kawasaki or Honda**
5. What oil filter: **Bikemaster**
6. Tires front and rear, air pressure do you run: **Front / 32 Rear / 40**
7. What year did you buy this motorcycle: **2000 From the original owner with 3,000 miles**
8. What was the motorcycle before this one: **1984 Yamaha Venture**
9. How many miles does the ODO show: **153,988**
10. City and State you live in: **Reynoldsburg Ohio**
11. Do you ride with a passenger: **Occasionally**
12. List modifications on motorcycle: **Progressive shocks rear and fork springs / some LED lighting**
13. Do you pull a trailer, if yes what brand: **No**
14. Additional info: **I have had my Voyager in all 48 states. The only problem I have had while traveling was a broken speedometer cable. The only dealer repairs I've needed are fork seals, both final drive seals, and the clutch replaced. I have been able to maintain everything else myself.**



Picture taken at the Dragon 2014 while attending the 25th AVA International Rally

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Drive Train Lubrication Cadran (101)

Rewritten by Richard Baxter

(This font color= Baxter add-ons; R&R means remove & replace)

1 Drive train lubrication. Involves chapters 10 (final drive) & 12 (suspension) of the svc manual. As learned at Cadran's May 2010. **Blue** font is the hard part. Things you may need besides common wrenches: ~Armorall, Moly grease!, ~grease pencil, brake pads?, 3" long, M6 1.0 x 75 bolt @ step 7.



2 Remove the saddlebags, loosen axle nut, **shock bolts, & brake mount bolt - before you put bike on lift.**

3 Remove the mufflers (not the header pipes) by removing the two 12mm-headed bolts (one on each side) at the muffler clamps. Remove the 2 (1 ea side) main 12mm muffler bolts & 1 ea side 17mm-headed bolts, on bottom of the passenger footboards bracket. Don't lose rubber bushings, x8. Maybe loosen the top two 12mm-headed bolts on ea side to help R&R muffler system. **Notice the crossover pipe = mufflers come off as a unit, not one at a time.**

4 Pull the brake caliper off the disc & hang it out of the way. Remove axle cotter pin and 27mm nut. You have to remove the lower bolts on the shocks to allow the swing arm to drop down enough to remove the axle nut, **then later to facilitate rear drive and swing arm R&R.** Hold other end of axle to loosen nut. Remove forward caliper bracket bolt and tap out axle shaft enough to remove brake bracket and wheel spacer. Pry the rear brake hose loose from its two keepers on the swing arm and move aside. **(You're gonna remove the swing arm so this must be done)**

5 Remove the axle shaft and slide wheel off of gear housing, lowering wheel to ground. Tilt wheel and remove from area. **Much more difficult if you've got a trailer hitch.**

6 Remove the final gear case, removing the four **14mm headed** nuts at the swing arm. Note the orientation of the 1.5 x 1" coil spring, small end (**end may be yellow**) is rearward. Remove it and set aside. Change rear drive fluid while you have the case off the bike. Fill with 195 ml of GL-5, SAE 80 hypoid gear oil & check full later. Svc manual calls for 210 ml but you want to leave it 1/4" below the fill-hole threads. It's your call if you want to drill out the vent hole while you have drive out of bike.. Some year units weren't drilled out. **If bike is on a jack, it may not be level front to rear, so 195 ml may not look like enough oil.**

7 To remove the swing arm. (Svc Man, page 12-11) Pull the plastichrome covers. Remove the three **5mm** allen-headed bolts from each side and remove the swing arm retainer caps. The right side has a steel shim added, remove that also - **use a magnet?** Do not disturb the pre-adjusted center bolt on the right side. Support the swing arm and remove the end pins by threading **the M6 1.0 x 75 bolt (~3"long)** into the pins **14 revolutions deep to maximize "bite" of bolt threads** and pulling them out.

8 Now you can slide the swing arm to the rear, off of the drive shaft and set it aside. Clean and Armorall the rubber boot on swing-arm.*

9 This leaves the drive shaft to be removed from transmission end. Insert a small pin into the release pin hole, and push in gently while pulling drive shaft off of transmission spline. **Page 10-8 in svc manual. The pin must be smaller diameter than the outer hole would indicate, -a large paper clip works well. Put a sheet under this area to catch the pin not if, but when you drop it.**

10 There's a single coil of spring steel in the center of the rear drive gear and there's a 4 mm diameter by about 6 mm length steel pin (looks like a fat roller bearing) that are the parts for this pin removal actuation. Use grease to hold it in its seat for reinstall.

11 Inspect the shaft & universal joint for wear. Everything that looks like it'll hold grease, grease before you reinstall. Swing arm has bearings that you can either remove and repack or just repack in position. **Easy to remove bearings pushing out w a 19mm socket from the inside.**

Now back together:

12 Line up the shaft gears with its mate assuring that the pin hole in the shaft collar is lined up on the locking pin. Push to reinstall with a click, then pull to assure that the locking pin grabbed & held the shaft The shaft will only slide back onto **the** transmission if the pin is lined up with the cutout (**ie partially missing gear tooth**) for it to drop into.

13 Reverse the process to reassemble everything else. Install the rubber boot on the swing arm first*, then the transmission end*,. To view the boot better, remove the cover, 8mm →4 bolts located over the shaft boot area.

Reassembly path

14 Swing arm boot*, swing arm, final gear case (**to driveshaft 22'#**), wheel, axle-spacer-brake mounting bracket (**72'#**), axle nut-cotterpin (**80'#**), lower shock bolts (**22'#**), brake caliper (**24'#**), position brake hose on swing arm, **before mufflers, finalize oil volume in rear drive?**, **mufflers** (**forward bolts - "snug", rear small bolts & large (~22'#)**).

Recommend- A grease pencil is handy to mark bolts as you torque them. Pay close attention not to miss any bolts when tightening.

Note: Inspect all unrelated parts when doing this maintenance. We found for example, missing bolts, missing parts, damaged parts. This is also a good time to replace tire, brake pads, brake hose, shocks, or whatever else if needed.

*Cadran (**black font**) implies that the rubber swing arm boot is applied to the S.A. and then that assy is installed, but it's easier to reinstall the rubber boot onto the transmission-end 1st, then poke the S.A. into the rubber boot. **By all means, remove the front gear case cover mentioned in step 13 to see what you're doing.**



AVA 26th Annual International Rally Registration



JUNE 22-25, 2015 – Estes Park, CO

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

Registration Fees:

Before March 15 - \$60 x ____ Attendees After March 15 - \$65 x ____ Attendees April 15-June 1 - \$70 x ____ Attendees	\$
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Optional Rally Pin: \$5 each x ____ Pins MUST BE ORDERED BY MAY 1, 2015	\$
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Please read the following waiver of liability carefully: IN CONSIDERATION for being permitted to participate in the American Voyager Association Rally, THE UNDERSIGNED:

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2. 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.
3. 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.
4. 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.

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

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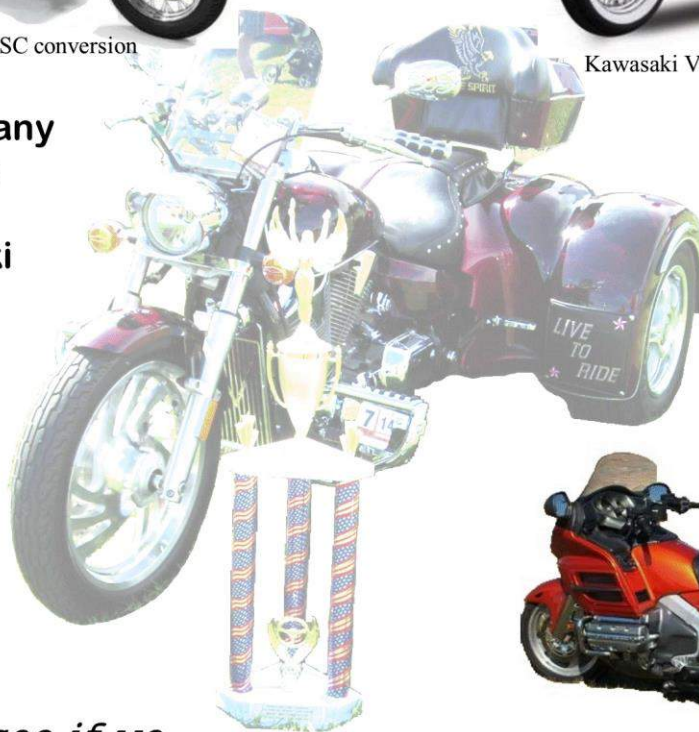
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