

Summer 1994

Volume 2 Number 3

Price \$5.00

## Heli *Multi-Tour Sport*™ Bars Arrive

After several months of development and design, Harry Eddy, President of **Heli-Modified Corp** has released his patent pending **Multi-Tour Sport™** bars for the ST1100. As one of the lucky first to try the bars, I must say they were worth the wait! Not only are they fully adjustable at three different points, rotate forward/back, riser up/down, handgrips up/down, they are *easily re-adjustable* so that one can have an upright bar for interstating, then drop them down to a "*sport stance*" for the twisties when you arrive. At just over \$200, these beautifully crafted bars will make your ST just that much finer. Although the vanity cover must go, there's a steering stem plug available from Honda (76 Goldwing) part #53209-371-000, that gives the triple clamp a nice finished look. Call Harry at **800-859-4642** for more information. Also, see a full review of the bars by Paul Cain on Page 21 of this issue.

### Choosing Honda

It's a month away from four years of owning my ST1100. It is still just as exciting to ride as that first day. When I first saw the introduction pictures of the ST back in late '89, I knew I had to have one. I knew it was the bike for me.

When it first hit the showroom floor, I rode my trusty GS850 Suzuki down to the dealer and sat on one. Although the handlebar reach seemed a little too far (recently solved by Harry Eddy), I only confirmed my decision from the pictures – I had to have one.

About 6 months later I was able to trade in the only other Honda I ever owned, a CX650 Custom. Although I loved the CX, I was riding farther than any cruiser could ever take me comfortably. The ST was the bike of my dreams – and Honda had made it!

The GS850 collected dust for a couple months then it too was sold.

# ST1100 Newsletter

I'll be the first to admit I purchased the ST1100 almost entirely on emotional appeal. I didn't care if it said Honda, Yamaha, or even Harley Davidson or Yugo on the back. Who made it was secondary to me – the fact that it existed was all that mattered.

For the next couple years, I pretty much kept that same attitude – the manufacturer didn't really matter. But then I started to notice something. Whenever *anything* went wrong on the bike, the service manager where I bought the ST fixed it.

That dealer is now gone, and so is the service manager, but from him and other Honda dealers, I still remember the new side panel, new seat, new fuel cock (that was even installed by an independent shop!), new left fairing pocket flap, new wheel bearings (twice), new steering head bearings, new rear-end, and this summer, 7 months out of warranty, a new water pump!

All of the above repairs I considered relatively minor, (with maybe the exception of the rear-end and water pump) for a first year model with 80,000 miles on it, but for a consumer purchasing it, it would have amounted to several thousand dollars.

Bottom line: **Honda stands behind their products.** So now, the name **Honda** on the back of my bike is **very** important to me. I now know there *is* a difference in manufacturers – after all, I also once owned a Fiat!

Ride Safe, Ride Fun, Ride Red!  
Grant

## Dealers of Choice

So after all my praise of Honda, maybe you still feel you're not getting a fair shake. I know how you feel – it was actually problems with service that prompted the initial issue of this newsletter. So while Honda as a company may support their products, they are still dependent on a network of dealers to

handle the sales and service of those products. What to do?

First off, if you really feel you have a problem that is not being handled properly, call Honda's motorcycle customer service at **(310)783-2000**. My experience has shown they will do what they can to help resolve the problem.

However, another way to resolve a problem is to use the law. And I don't mean in a legal sense, but the *law of economics*. In our capitalist society, bad service or products will *eventually* be displaced by better products and service.

Complaining to everyone about how incompetent or bad a certain dealer may be does not get your bike fixed. It only reminds you of your problem and makes it seem even worse. Instead, seek out the **good dealers** and support them!

By giving your business to those dealers you find exceptional, you are helping them grow and prosper, and in our competitive economy, the lesser dealers will either go away or improve to meet *their* competition, that dealer you support.

So maybe there isn't an **excellent** dealer in your area? No excuse. There are several around the world, just not enough of us are making noise about how good they are!

This summer, my ST decided to shed it's water pump! Not only that, but at the same time my wife Helen's 500 Shadow threw a rod. To top it off, we were 1,000 miles from Houston!

Fortunately, we were in the right place at the right time – Bloomington, Indiana. So if you are one of those that does not know of an exceptional dealer, here's one I'll name for you:

**Rayce Guthrie, Owner**  
**Honda/Kawasaki of Bloomington**  
**1006 S. Walnut Street**  
**Bloomington, IN 47401**  
**(800)788-7223**



Not only did Rayce and his excellent service staff headed up by Rich Hankins get my ST up and running properly, they also fixed at least two other ST's I know of at the same time. (They were dealer support for the HSTA Star '94 in Nashville, IN)

When it came time to head back to Houston, my ST was in perfect shape again, but we knew Helen's Shadow was in intensive care. Even though we had friends from Houston there that offered to trailer Helen's bike back to Houston for us, we decided there was just no place better for it than Rayce's shop in Indiana. About 5 weeks later, Helen flew up to Indiana and rode her Shadow back to Houston. It's been running perfectly since.

## STOC News

There were two un-official meetings of the unclub, one at the Honda Hoot is detailed later in this issue, the other was at the annual HSTA Star rally in Nashville, IN. There were 52 ST1100 owners present as we discussed some of the issues of ST ownership. Of course there was some wobble and bearings stories swapped, along with some emergency head light bulb replacements and the water pump failure (my bike was at Rayce's shop at the time).

Rod Eastwood elaborated on his water pump failure on his now 100,000 mile plus black '91 ST. Also, Jim Alexander of California discussed future electronic communications via Internet and other network service companies. Jim has taken over **STuff** the electronic ST1100 newsletter available to computer users. For additional information on **STuff**, you can contact Jim at voice 510-357-9408, or via Compuserve at 73373,2113.

**STOC** may meet again November 11-13 at the HSTA Dixie Dude Ranch event. Call Brad Mobley (817)467-3189 for details.

## ST1100 Directory

I was happy to see so many *ST1100 Newsletter* readers have also joined HSTA. I even had the opportunity to meet some of you in Nashville. As I mentioned last issue, HSTA publishes a beautiful directory each year and it is a great way to meet other ST1100 owners in your area. There are well over 200 ST1100 owners in HSTA now and the numbers are growing. If you haven't joined as of yet, please do so you can be included in the directory for 1995. To join, contact:

**Honda Sport Touring Association (HSTA)**  
9310 167th Ave NE  
Redmond, Washington 98052-3739  
Elbert E. Silbaugh, Membership  
(206)882-0224

Tell Elbert you heard about HSTA in the *ST1100 Newsletter*.

## ST1100 Newsletter

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## Corrections!

Okay, so I goofed! The correct number for HSI and the Ventura Light Guard mentioned in the last issue, is (800)688-6439! I'm surprised, however, no one mentioned that I misspelled Pirelli in the last issue!

## Ventura Bike-Pack

from HSI - (800)688-6439

HSI has been showing their Bike-Pack system from the boys down under in virtually every motorcycle magazine. Not to be left out, let me give a *brief* review of the product. It's great! I love it. No, I won't send it back to you, Larry! And yes, I got the Hondaline back rest to fit with it!

Although it was not designed to work with the Hondaline back rest (it would not easily carry the packs with this set up) I was able to just slightly drill out the L bracket holes a little and use longer bolts (which I hid in the back with pieces of radiator overflow hose).



Sport Rack on my ST with Hondaline back rest which may interfere with some of the pack functions.

## ST1100's DOMINATE UTAH 1088

By Michael Gasper

It was nearly a picture perfect finish at this years' Utah 1088 Endurance Rally, with 4 of the 6 Honda ST1100's that entered the Rally, finishing 1,2,3,&4, but that is putting the cart before the horse. Let's start at the beginning.

The 1994 Utah 1088 was the 3rd annual of such an event to be hosted by Steve Chalmers of Utah. Steve is an experienced rider that has participated in such events as the 1993 Iron Butt Rally. His experience with endurance rallies showed their colors as this years' Utah 1088 was played out. Great Rally, Great Host!

Most riders showed up on Thursday, June 23rd at the Virgin River Casino & Hotel in Mesquite, Nevada to face a raging temperature of 116 degrees. That evening was a banquet reunion of Iron Butt Rally riders and future hopefuls that wish to ride the Iron Butt Rally,

It as quite a pleasure to meet previous Iron Butt riders such as Joe Mandeville and Ron Major, not to mention our host, Steve Chalmers. The room was filled with some of the biggest names, and toughest butts in modern day motorcycle riding. Someone else may have been intimidated by this gathering of mileage makers, but quite honestly I was very comfortable with my comrades, as I too am a high mileage rider. I crossed by first 1,000,000 mile mark at 18 years of riding, (that works out to an average of 55,000 miles a year for 18 years) and am now over the 1,250,000 mile mark. All that in only 21 years of riding, as I am only 40 years old. Okay, that's enough about me.

The banquet reunion was fun and filled with liquid libation. Friday saw more riders show up, from places as far away as Rhode



Island, Virginia, Alabama, Vermont, Canada, and even Texas. Friday afternoon was Tech inspection, involving some of the toughest rules, but well respected rules I have ever seen. Most riders were using auxiliary fuel cells, but the fuel load was limited to 11 gallons. The fuel system that Ron Major developed for ST1100's was great and 3 of the 6 ST's there were using his fuel system.

I opted to leave my auxiliary fuel cell at home, as I chose to have my girlfriend ride with me to and from the rally. Her company and pre-rally massage was well worth the lack of extra fuel. Chris White, of British Columbia was the only other ST rider that did not bring extra fuel. As it turned out, neither of us needed it.

After passing the Tech inspection, the rest of Friday evening was spent in preparation for the Saturday morning start. Some riders elected to party hardy and stay up late. I opted to retire to my air conditioned hotel room and receive my pre-rally massage, then get a good nights sleep. I am a firm believer in a good sleep supporting a strong mind during the rally ride.

Come Saturday morning, we had a mandatory riders meeting at 7:15 a.m. and finally allowed to leave at 8:00 a.m. The Utah 1088 is a timed endurance rally lasting 24 hours and a minimum of 1088 miles. If a rider elected to go for any bonus points his mileage could go as high as 2500 miles.

At the very second of 8:00 a.m. I was off and riding, the first bike to leave. Everyone else was still studying their route instruction and maps. I felt if I had any chance against these other riders I had better get on the road and twist my wrist. For the first hour and a half I was all alone out in front of the pack, then came Ron Major charging up behind me at about 115 mph.

I accepted the challenge, and we both blew by a Utah Highway Patrol unit at over 125 mph., we were not stopped for 2 reasons. One, the patrol unit was escorting a bicycle

rally, and two, because the Utah 1088 is also a charity ride which gathers its money to donate to the Utah Hope Project for terminally ill children. This charity is sponsored by the Utah Highway Patrol, and riders of the Utah 1088 are the largest donors to this charity. We were told at our riders meeting that we do not have a free ride with the state police, but I guess this one copy felt thankful for the \$41,000 dollars we raised. Anyway, he let us go, after calling me on my C.B. and suggesting we slow down. From then on Ron Major and I went in different directions. As it turned out, Ron was not as lucky during the rest of the rally, picking up 2 speeding tickets totalling up to more than 200 mph.

Instead of detailing the entire rally, which there is not room enough to do here, let me sum it up by saying that we covered the southern half of Utah, the northern third of Arizona, parts of Colorado, parts of New Mexico, and back to Nevada.

The finish line was open from 6 a.m. to 8 a.m. on Sunday. After 8:00 a.m. you were not a finisher. I arrived at 7:00 a.m. exactly, 23 hours after the start. The finish was quite comforting as a large group of wives, girlfriends, and fellow riders were there to greet you as you pulled in.

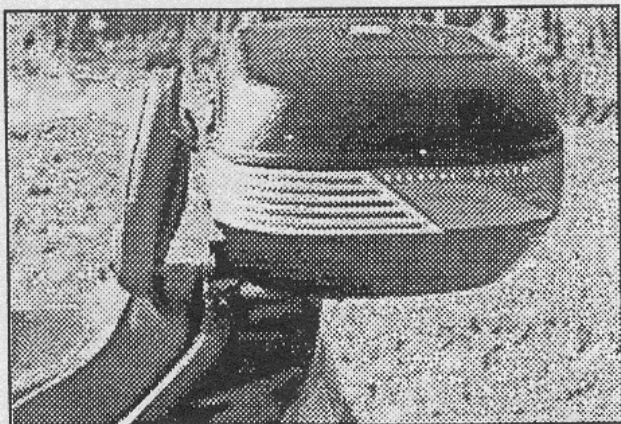
Steve Chalmers, our host, was there to receive our answer sheets, receipts, etc. and then we went to our rooms for a nice hot shower, and another massage. After a few hours rest, and sleep, we joined the other riders for the Finishers Banquet. Of the 68 riders that started the rally, 66 of which finished the ride, 38 of these people were on BMW's, two riders were on Harley's, and 6 of us were on ST1100's.

When the results were handed down as to finishing places, the ST1100 riders stood proud. We placed 1st, 2nd, 3rd, and 4th! A BMW rider placed 5th.

The honors went to Chris White, 1st place, from British Columbia, Lee Hughes won  
*(Continued on Page 28)*

## Givi Monokey

I would like to pass on information that several people were interested in. My Givi Monokey mounts to the top screw holes of the rear fender and handle.



Enclosed are some pictures for people to see how it mounts and looks. I don't think it will mount properly with the optional Hondaline backrest. On my bike I have a Corbin seat and back rest which works well.

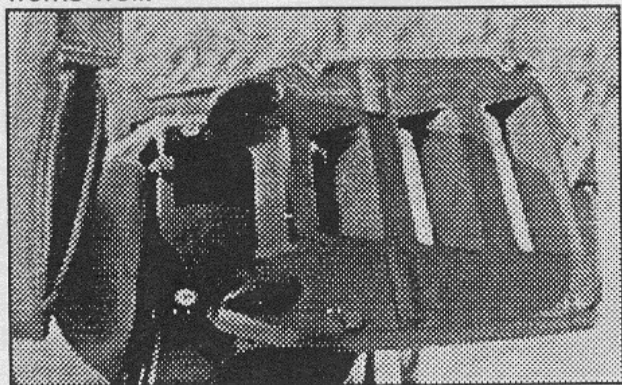


Figure 2 - Mounting plate for Givi Monokey

Darryl H. Evans, Jr., North Carolina

I called *Capital Cycle*, (800)642-5100 and was quoted \$193.95 for the 45 litre plus \$58.95 for the mounting plate and hardware for a total of \$252.90. Both items were in stock for the ST1100 - Grant

## Quick Tip

Jim D'Agostino, Vermont

Since there's barely enough room to get an oil filter wrench between the filter and frame on the ST, I use a wide, old ('70 vintage) leather belt for removing the oil filter. I just put the end of the belt over the filter, then through the buckle (the one I use has two metal rings, like bull nose rings, for a buckle) and pull the belt tight against the filter in a counter-clockwise direction. I've never had any problems removing an oil filter with this method and find it's a lot easier to use in tight spaces than trying to use a conventional oil filter wrench.

***"Sport Touring is one of the toughest classes in motorcycling. A machine has to accelerate, corner, and stop like a sportbike. Yet, it has to deliver comfort, luggage space and cruising range approaching that of the best touring motorcycles.***

***But the sport-touring rider reaps rewards no other traveler can realize. For him, the road winding ahead is music enough. A map, a tank of gas, and maybe a like-minded companion are all he needs. Or wants. That, and the right machine."***

*from the 1991 ST1100 sales brochure*



## Letters

### Getting Your Bearings

I changed out the steering head bearings this weekend to the tapered set. Hope I never have to do this again! I changed because I had severe road notch in the originals at 60K miles. I haven't been to the twisties yet, but as for the head shake, ITS STILL THERE! It made absolutely no change.

My ME33 on the front is at the tread wear marks. So I have concluded the tire is the biggest factor in this whole saga. One other thing I learned from the mechanical gurus at work. Tapered bearings are great for lateral force loads, while rolling bearings are superior for radial forces. And roller bearings are a great compromise since they can handle both radial and lateral forces very well. So the bottom line is once again I have to believe Honda knows what they are doing with the roller bearings in the steering head. However, you can get a much higher quality bearing than what comes stock. Looks like they tried to shave costs on that point.

Yes Grant you can publish that and it took me a lot longer than 4 hours to change the things out. It was a Bit . . . !

**Todd & Jean Nunally, Texas**

I completed the steering head bearing change on my ST and would like to throw some tips the way of anyone else who wants to do the mod. It is well worth the time and effort needed to do the work, the results are fantastic. I just got back from a vacation run to Nova Scotia (3000 miles) and was really in tune with the way the bike felt, so I was very sensitive to the change that took place when the new bearings went in.

After all the disassembly process outlined in the last newsletter, I did some experimenting with some methods of getting

the old bearing races off the steering stem and out of the steering head. The bottom edge of the upper outer race in the steering head can be caught with a standard long shank screwdriver by inserting the tool from the bottom of the steering head pointing up and on an angle. By rotating the screwdriver and tapping the handle with a hammer the old race will walk out nicely.

The lower outer race in the steering head can not be accessed with a straight shafted driver but can be caught with a tool like a small pry bar with about a 30 degree angle at the business end of it. This race too can be tapped out by hitting the tool.

The important part is to rotate whatever tool you use and go slow and easy. Of course if the race is stubborn and doesn't punch out easily, or the tools keep slipping, I would not hesitate to use the method described in the earlier article, smash those things.

By applying gentle heat with a propane torch to the race on the steering stem, I was able to tap it off the shaft with a dull chisel and hammer.

Now put the whole steering stem in the freezer and go for coffee or lunch. This will shrink the shaft and in addition to a very thin layer of grease, is enough to make pressing or tapping on the new bearing a breeze.

The new bearings come with nice dust seals and no instructions as to how to install them. I found the upper bearing gets along real well with its seal. The seal is a washer looking device with a neoprene gasket at the outer edge. The seal, when placed over the bearing with the gasket portion facing the bearing, does not interfere with the rotation of the bearing at all. Not so with the lower pressed on bearing. The gasket portion of the seal contacts the bearing, pushes up on it, and causes drag ( of course I found all this after I pressed it on). A call to Otto at Mares cycle, the distributor, confirmed another set was the same and we assumed all the seals

contact to one extent or another. Therefore, it was suggested the lower seal be put on with the gasket lip facing down and away from the bearing if there are any signs it will drag before the bearing is pressed on. I was able to get the thing off but not without destroying the original seal, then fabricate a new and improved seal, and repress the assembly back on.

The Honda manual tells us to torque the original roller bearing to 20 ft/lbs but this by no means applies to a taper roller. Because of the larger surface contact area they provide, the torque spec is a lot less. Another call to Otto did not yield specific torque numbers but what he did say was confirmed by two other cycle tuners ( these guys are technicians that set up race bikes at the cutting edge ). Its done by feel. Ouch, can we as Sunday mechanics "feel" something we haven't felt before? The people I spoke to gave me good insight as to how.

The first thing to do after greasing the rollers and putting the steering stem into place on the bike, is tighten up the steering bearing adjustment nut using a spanner wrench or a large channel lock plier that can get a good safe grip on it. Crank about 35 pounds of pressure or until your knuckles start turning white. This seats the bearing and prepares it for the final adjustment.

At this time, reach down and turn the steering head from side to side, there will be considerable drag on it. While still turning from side to side slowly start backing off on the adjustment nut, it gets loose surprisingly fast and the drag diminishes as well. Back off all the way until no more drag is experienced so you can get the "feel" of the deal. Then tighten up until the slightest drag is just barely felt, you got it! Do this as many times as it takes to feel comfortable with the adjustment but don't tighten and hold at 20 ft/lbs like the old bearing spec calls for, you may ruin the new bearing, it's just too tight. If you already tightened to 20 or more pounds, take it down

and do it over again. By tugging and pulling at the steering head from all directions you should find no looseness either.

Keep in mind this process is being done with the wheel and fork tubes off and all the cables and handlebars disconnected so the steering stem is completely free of any obstruction. If the adjustment has to be made with the forks and wheel in place then clear all cables so they have no influence. With the bike on the centerstand and suspended so the front wheel is free, move the front end allowing the wheel to flop back and forth and as before and tighten the adjusting nut until friction drag is felt then back off about an eighth of a turn. The weight of the wheel masks the actual torque on the nut thus the need to back off the adjustment a little. I actually saw it done this way during manufacture of a Honda Shadow at the plant in Ohio.

The lock washer goes on next, then the lock nut (another spanner type) goes on finger tight to the steering head adjusting nut in a position where the tabs of the lock washer can interlock both nuts. It is the lock washer that holds the bearing adjust nut and the lock nut fixed together. The lock nut also keeps the pressure of the fork bridge (the silver cast aluminum bracket) and the steering stem nut (the upper most fastener) from disturbing the steering bearing adjustment you just made. The steering stem nut tightens to 76 ft/lbs of torque.

It is important to snug both fork tubes in place before tightening the steering stem nut or the fork bridge will turn and end up in the wrong position. The people I spoke to also suggested redoing the adjustment after about 300 miles of riding and everything had totally seated in.

The new bearings cleared up any remaining headshake problem and added a new sense of stability to the bike. The wallow sometimes felt in bumpy sweepers is greatly reduced and it seems to be a lot more planted



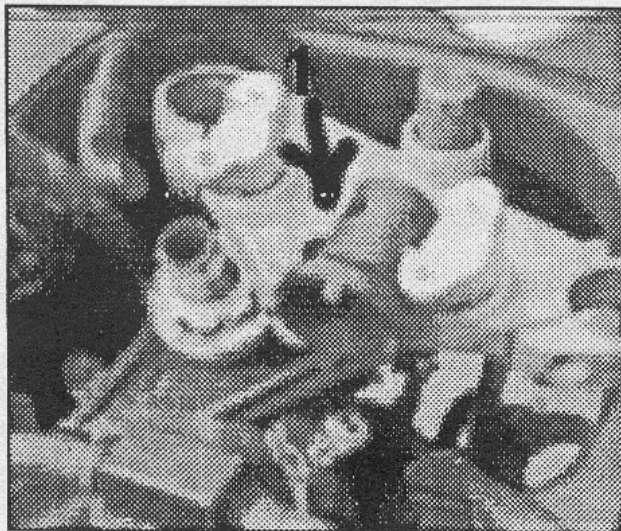
during hard maneuvers. It's a job I recommend to add a new degree of flavor to your ST. If you want to give it a try and would like further information you can call me most evenings during the week from 7 P.M. to 9 P.M. eastern time at (201) 445-6588.

**Bob Ratcliffe, New Jersey**

*I also made the steering head bearing change. I found that the directions outlined by George Catt in the Spring '94 issue were right on. But also, I found these additional tips from Bob extremely useful so I've included them here.*

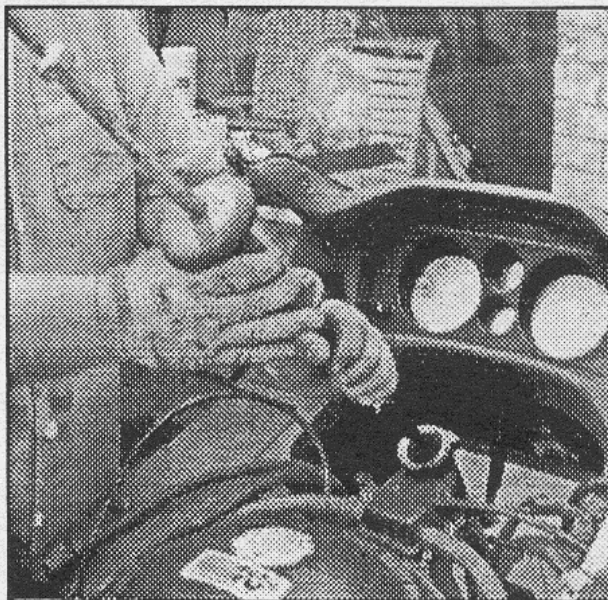
*Like Todd, I still have head shake on my ST after the tapered roller bearing change. However, I immediately felt a great difference in the front end stability of the ST. Also, like Todd, my front tire is badly worn (I noticed extremely severe cupping on my Pirelli Match) however, that is one of the reasons I wanted to make the change at that time, to see if it improved on preventing the headshake. In my opinion, it did.*

*Two items that I recommend to anyone before they attempt this change is to*



**Figure 1** – This Honda steering stem socket makes adjusting steering head with a torque wrench easy. Adjusted mine to 10 foot lbs.

*make certain they have a steering stem socket, Honda part #07916-3710100 (make sure you check with your Honda dealer that this is the accurate part number since it will most likely be a special order), which makes it very easy to tighten and loosen the adjustment nut.*



**Figure 2** - My brothers big "paws" on the slide hammer had the upper race removed in less than 30 seconds!

*The other item that made my installation easy was a slide-hammer for removing the upper and lower races. Total time - 30 seconds each! - Grant*

## QUICK TIP

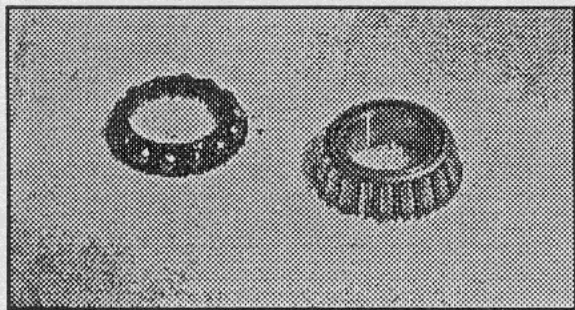
**Garret Walker, Florida**

We synchronized the carbs and this totally eliminated the 4000 RPM vibration. On my ST, this was noticeable on acceleration, and the difference is remarkable. One carb was long way off and was probably that way from new since the bike has only 6,000 miles on it.

## Bearings..Continued

In my last letter I told everyone about the benefits of changing the steering head bearings to tapered roller bearings. I'd like to give an update on my experience since making the change at 17,300 miles on the bike.

At the time of the change, there were 3,400 miles on the rear Metzeler ME55 and the front Bridgestone was the original equipment tire. The mis-matched tires should have been working against me but the bike felt like new and completely stable under all circumstances.



**Figure 1 - Ball bearings on the left, tapered roller on the right.**

At 19,400 miles the matching Metzeler ME33 Laser was installed on the front and it still feels great. At this time, it's hard to say how long the Metzeler will last, but I expect at least 10,000 and all seems to be performing well. However, when I was due for a new front tire, so was local friend and subscriber Duff Kindt. This allowed us an opportunity for experimenting although we hadn't planned on doing any.

Duff was changing his tire more due to dry rot cracks between the treads than the wear at 9,500 miles. The bike was purchased used last fall with 7,500 miles on it, so Duff is not responsible for letting such a fine motorcycle sit around so much. He has been riding his '91 ST daily since the weather broke in March here in Ohio. We have not changed

steering head bearings yet as this is planned for a winter project.

The experimenting started when remounting the wheels and tires on the bikes. Duff's bike was equipped with Dunlop 505's so we picked up a Dunlop 591 sport/touring tire to try. Immediately, a head shake was felt at about 30 to 50 MPH while accelerating, not while decelerating which is associated with steering head problems. We suspected a bad tire and sure enough, while leaning over the windshield (Don't try this at home. Professional used in this test.) I could see the tire was not "true". There was side to side movement in the center tread.

Well, as mentioned before, my bike felt fine so, before mounting another new tire we swapped wheels from bike to bike. Duff's ST was back to normal with my wheel and tire on it with only a hint of head shake under deceleration. With Duff's wheel and tire on my bike, I felt the head shake from the untrue tire, but it was greatly reduced by the steering head bearings which I have in my bike that Duff's doesn't.

Next step was to replace the "new" 591 with a second one. Upon mounting the 2nd tire, the bike now felt just right. I tested it up to 80 MPH and felt perfect without a hitch.

Conclusion: All components must be in good working order for the sum of the parts to equal 100%. With the tires right the steering head bearings weren't a problem but a slight wobble could be felt in turns. The bearings in my bike squelched part of the problem with the bad tire, but couldn't bring it up to 100%.

It should be noted here that this is not a criticism of Dunlop tires. I have had many good miles on Dunlops. Keep in mind that Dunlop is the largest motorcycle tire manufacturer and will have more chances for a bad tire. They stood behind their product and replaced it. Ride Safe So We Can Do It Again Tomorrow.

**Tom McKiernan, Ohio**



Congratulations on producing a great newsletter ! I have received the Winter and Spring issues, and have thoroughly enjoyed reading them.

My ST also developed the dreaded "wobble" immediately after installing a set of Metzeler ME33 & ME55A tires. After I "double checked" everything from the new tires to the steering head bearing adjustment, wheel bearings, swing arm, alignment, etc.; consulted several local Honda dealers and received answers from "don't know", to, "sure, all ST's wobble, try to live with it, and don't let go the handlebars", I all but gave up finding a solution to the problem.

After reading Tom McKiernan's article in the Winter newsletter about the steering head bearing conversion to taper roller bearings, I ordered a set from the same dealer that he had used.

After placing the order, but before the bearings arrived, my wife and I took a two week, 4100 mile round trip through Vermont, New Hampshire, Maine, New Brunswick, and Nova Scotia. With the side bags and tank bag fully loaded, the "wobble" was really bad. Slowing the bike from any speed between 30-65 MPH, and off throttle turns resulted in bad headshake unless I was holding the handlebars firmly.

When we returned from our trip, both the roller bearings and the Spring edition of the ST1100 newsletter were in the mailbox. George Catt's explicit step-by-step instructions of how to change the bearings spurred me into wasting no time, and I promptly "tore" the front end off the ST the next day. I completed the work, which included installing a set of "Progressive Suspension" fork springs, (which I had purchased earlier this year) in about six hours.

After everything was back together, I set out "gingerly" to road test the bike. I was

amazed ! The ST was different, everything about the steering felt better, more... "taught".

The only bike that I had experienced that initial feeling of "tightness" on before, was a "featherbed" framed Norton Dominator that I had owned in England during the 1960's. I rode for over an hour, back roads, freeway, uphill, downhill, over bumps at varying speeds, the lot ! Rock steady ! Not a wobble, shake, twitch, nothing, just great handling that brought back memories of my old "Domi". The "wobble" was the only thing worth mentioning as a fault of the ST1100, and now that it's gone I'm elated. By the way, the new fork springs work better than stock too!

Thanks to you for the newsletter, and to Tom and George's articles on the steering head bearings. Now I'm headed to the Rider Rally at Steamboat Springs in August on an ST that handles as good as a Norton ! Rocky Mountain roads, here I come!!

**Bob Crew, Ontario, Canada**

*(Letters Continued on Page 23)*

## Quick Tip

**Marte Cellura, New York**

Now having recently taken apart the right side of my ST to replace a cracked fairing protector I found an area that could easily and inexpensively be improved. Take the stock grey vinyl "outrigger" covers off, apply a strip of high density black foam weatherstripping (adhesive backed) on the pipe. Not too thick or it won't clip back on. You can then add a hard vinyl door guard (same grey color) along the outside edge of the outrigger cover and also on the luggage lower grey panel. It looks stock and gives you another 1/2" to 3/4" of protection and reduces the metal to thin plastic shock on the outrigger cover (\$31.00 each) and the too-thin and not-so-hard luggage.

## At The Wear Bars

by Rock Rhoades, Texas

I'm going to (finally) wrap up my tire reports with this, episode three in the saga. In my last tire article, I said I thought I'd found my tires, and I can now confirm it. I'm an Avon fan. The front ST22 never gave me headshake, steered neutral even when well-worn, and gave me 14K miles. The rear ST23s (I've gone through two now) give me between 6500 and 8000 miles, depending on how hard I ride them. They give me as much lean angle as anything I've tried, and give superior grip (the front only equalled by the Metzeler ME33, the rear only equalled by the Dunlop Sportmax). They're good in the rain, and their round profile makes the bike really responsive and keeps its steering neutral.

I mentioned last time that the Avon representative had recommended running 2 psi over the stock pressures. I tried this and did NOT like it. There wasn't much difference in the rear tire's feel; in fact it may help reduce wear if you're just burning a long, straight line on the interstate, especially if you're two-up or loaded heavy. The front tire, however, lost a significant amount of traction.

This was especially noticeable under very hard braking, because the front tire would lock up much easier...not exactly conducive to longevity of life. Maybe the higher pressure would give a little better tire mileage, but it's false economy. I would much rather the tire wore slightly faster than not be able to provide as much grip as possible. Besides, even at the recommended 36 psi I get significantly better mileage from this tire than from any other I've tried (14K vs 9-11K for others).

Just to throw a final curve, I can now report on yet another tire: a Yokohama F110 front tire. To make a long story short, I got one for free. Since it was time to change the front tire, I was going to use it as cheap tread wear on a long, straight trip to Alabama and

back, then put on the replacement Avon. Not being familiar with Yokohama tires, much less their model designations, I didn't know that this was a race-compound tire.

That little tidbit of knowledge dawned when I had to stop 1700 miles into my trip to change a bald front tire! Of course, my luck being what it usually is, there were no Avons within two days of me, so my ST is now wearing an unexpected Metzeler front tire. That was the most expensive "free" tire I've ever been given!

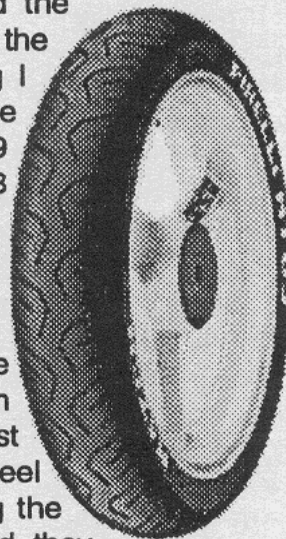
For what it's worth, the F110 didn't stick any better than the Avons, and gave me a case of headshake that made the Michelin A59 seem perfectly stable by comparison! Bottom line: stick with premium tires, as befits a premium bike. **Avon (800)624-7470**

## Pirelli's *Perfect Match*

By W. Grant Norman

Okay, 79,240 miles worth of looking for tires for the ST has finally come to a close for me. I have found the tires that give me both the wear and the handling I have wanted. They are Pirelli's Bias Ply MT 09 Match and MT 08 Match.

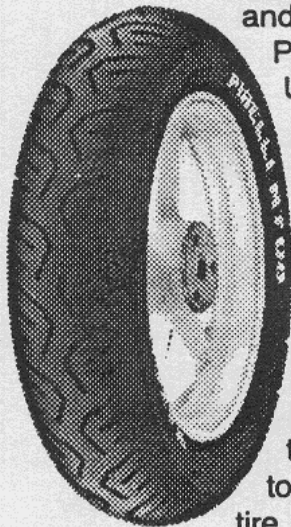
From the first few miles until 8,000 miles later, the tires feel more solid than any tire I had tried. As for lean angle, they are the first tires to make me feel secure enough to drag the foot pegs on my ST! And, they actually cost LESS than Metzeler and other tires I had used. The only minor problem I've encountered with the MT09 and



**PIRELLI**  
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MT08 Pirelli has nothing to do with the tires, but with purchasing them. One of the major wholesale distributors that dealers and shops purchase from is **Parts Unlimited**.



Unfortunately, they do not have the 110/80vb18 front Match Pirelli listed in their catalog. Instead, they have it listed as a 110/90vb18. Problem is, there is no Kevlar belted 90 and it is also the wrong size for the ST. Yet, some dealers and mail order companies have tried to persuade ST owners to purchase the non-existent tire. If you do get a 110/90v18, remember it does not have the Kevlar belt and will not perform the same as the 110/80vb18.

As for the rear 160/70vb17, there is no problem easily finding them. Ken Fontenot owner of:

**Cycle Sports Ltd.**  
**9802 Clay Road**  
**Houston TX 77080**

is aware of the mix up in the Parts Unlimited catalog and will be happy sell you the tires. Ken can be reached at (713) 690-9802, Tuesday through Saturday. Or, if you are having continued problems finding the Match, call Pirelli/Metzeler at (800)722-3336.

## Clear View Shield

by Jim D'Agostino, Vermont

My main complaint with the stock windshield is wind noise, even when using ear plugs. I ordered a Rifle when

they first came out and the fit was so poor that the shield made a loud whistling noise at speeds above 35 MPH. I couldn't tell if the wind noise was any less because of this whistle, so I returned the shield to Rifle. It took over a month and three phone calls to finally get a credit slip issued, so my experience with Rifle was not a pleasant one. In fairness to them, I understand they have redesigned their ST shields so they are supposed to fit better now.

I was trying to figure out what I was going to do about the noise this Spring and called **Saeng (800)868-7464**, the folks who make the windshield wings and edging for wind deflection. Since I didn't care for the looks of the wings, I asked about putting their edging on the stock ST shield. They said about half of the ST riders they've sold to are happy with this arrangement and actually suggested I call Craig at **Clear View Shields (800) 798-6089** listed in the Spring '94 *STore Index to the ST1100 Newsletter*.

Craig was very helpful, explaining that his shields are made to angle up at the same place the stock shield does (as opposed to Rifle's straight shield design). You can order 2" higher, 4" higher, or whatever you want. Also, they are made with a 2" flair out on each side, like having a built in wing on the sides of the shield. He suggested a 4" higher shield based on my 5'9" height, but since I wanted to be sure I was looking over the shield and didn't want to be looking through the edge, we decided on a shield 2" higher than stock. He'll ship to you COD, but to save the COD charges, I sent him a check and he sent the shield after

receiving it. I paid about \$65.00 by doing it this way.

The Clear View Shield fit perfectly. The lower edges are not blacked out like the stock shield nor is there any foam tape where the lower edges of the shield touch the fairing. Just to improve the looks I added black sticky back foam insulation tape to the shield. I was happy with the shield height since I'm still looking over the top edge, but there was still more wind noise than I wanted. I called Saeng and ordered their edging, which helped reduce the noise. Even with the price of this shield and the edging, I still spent less than I did for the Rifle Shield.

If I had gone to the 4" higher shield, I think I could have eliminated the wind noise completely, because I can do this by ducking down so I look through the top of the shield. If you are taller than 5'9" or don't mind looking through the upper edge of the shield, I'd suggest getting the 4" higher shield. Either way, I think the Saeng edging is worth adding to the shield.

Just to find out how much noise reduction was shield and how much was edging, I put the stock shield back on, added the edging to it and took a short ride up the road. Although there is less wind noise with the edging on, I don't think it's worth the price for the small difference. I know I wouldn't have been happy with this set up. So, if you want noise reduction, I'd recommend the Clear View Shield and the Saeng edging together. You'll still pay less than you would for a Rifle Shield, and (in my experience) get better results.

## Do You Like Gadgets?

by Lloyd (Brad) Bradbury, California

I found myself in need of a compass and searched for one that could be adapted to the ST easily. I saw several that could have worked, one that wasn't bad but wasn't quite satisfied with the way it looked. I finally found one at the marine store (Ritchie X10). It is small and velcros to the plastic cover just behind the key slot. The compass itself is gray with a blue dial, so it looks really great,,, like it belongs there.

I live in California where there are mountain roads on which to ride at various altitudes. Some roads get pretty high, so another gadget that is helpful for me is an altimeter. I find it adds to the fun when I know how high I really am. I am talking about more than the natural high I get from the ST1100.

I had an altimeter for seven years that finally wore out, so I replaced it with one from a store named REI, a chain of camping equipment stores. I carved a block of wood in the shape of a wedge, painted it black and velcroed it along with the altimeter to the top of the front brake reservoir.

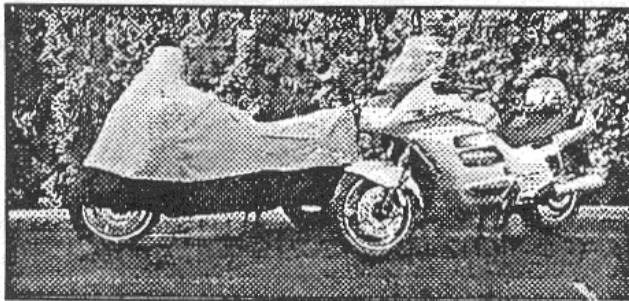
On the clutch reservoir, I added a little round thermometer I got from Brookstones. I now know the direction I am going, the altitude, the time and temperature. It's like having your own weather station. Remember, "IT'S NOT HOW FAST YOU GO. IT'S HOW YOU GO FAST!"



## ST1100 Cover

by David M. Klosterman, Oregon

As you know, Honda has not made available a very good selection of accessories for the ST. I do own the all-weather cover but find that it is a little too awkward to put on every time I finish riding. To that end I decided to make my own cover to use when the bike is parked in my garage. Although I do have a background in manufacturing design anyone with a basic understanding of pattern-making and sewing machine operation should be able to complete this project.



The first thing I needed to do to make the pattern was to cover the entire bike in newspaper. This is the most time-consuming and important part of the project as it will determine the ultimate symmetry and fit of the cover. After I was done assembling the pattern on the bike I had to carefully cut it off into 7 - 10 major pieces and transfer it on to the fabric. I chose 100% cotton sheeting in grey for the upper with a lower skirt of black. Once the pattern was transferred to the material and the pieces were cut out I was able to sew everything together. Now my cat is free to sleep on the bike whenever he wishes!

## Quick Tip

by Terry Traver, California

Here's a tip for clumsy ST1100 riders. You know those nifty little wings that stop the

ST from hitting the ground in a parking lot tip-over? Well, they're cheap to replace (don't ask me how I know), but if you just scuff one up, it doesn't really need replacing. You can file or sandpaper the scuffed surface so it's relatively smooth, then put a like-new finish on it with a propane torch! The ABS is a soft plastic that melts and re-forms readily, so if you take one of those hardware-store propane torches and pass the flame *\*very quickly\** across the scuffed spot, only the surface will melt. When it cools, the scuff marks will be gone and the damaged spot will once again be the same dark grey. Of course, you should take the part OFF of the bike while you do this, do it on a flame-proof surface, etc.

*Terry- A safer alternative to the propane torch may be one of those paint removal heat guns - probably less chance of unwanted ignition problems!*

*Also, once the bike has been dropped and the crash bar inside is bent, it will cause the edge of the fairing just in front of the gear shift lever to pull away from the side of the bike.*

*After removing all the bolts holding the lower fairing and the crash guard cover, a pry bar can bend the crash tubing back in alignment and in turn the lower edge fairing will fit nicely against the bike again. In extreme cases, the bolts that hold on the crash tubing can be removed and the tubing be straightened with a pry bar and a vise. Of course, I'm just supposing that's how one would do it! - Grant*

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# Radar Detector Installation for the ST1100

By Jon Soder, Florida

I've just completed a 2,000 mile loop between my home in Sarasota, FL and the marvelous T.W.O. (Two Wheels Only) motorcycle campground located in Suches, GA. This is the finest riding (and resting) area I have ever experienced! While I have never received a speeding ticket in an automobile, the ST is a different matter. We rarely get to see a "twisty arrow" cautionary road sign anywhere in Florida. Our only thrill is an occasional 105 mph-plus burst of speed on a straight road. For these times, I feel more secure with my new COBRA Trapshooter Model RDL-512SW.

After researching all the top brand names--Bel, Cobra, Escort and Whistler--I selected the top-of-the-line Cobra detector primarily because it was the only model with an auxiliary output for an earphone. Service Merchandise had the Cobra at the regular price of \$149. I obtained an earphone at Radio Shack for about four dollars. I like the one with a 10' cord because the three-foot model is slightly short for my 6'4" frame. To install the unit, I removed both right and the left-side fairing covers and tapped into the wiring harness just ahead of the battery box for both hot and ground, and routed the two wires all the way around to the right-side locked fairing compartment. A hole was drilled through the bottom of the pocket to admit the wires. After cutting

the original power cord short, I soldered its fine wires to a 4" piece of #16 cable. This larger wire was then connected to the main #14 cable with bayonet-type connectors.

I chose NOT to file a hole through the inside edge of the pocket cover for the earphone wire. This would compromise its waterproof integrity. Instead, whenever I choose to ride fast, I remove the cover and carry it in my tank bag. The Cobra unit is cushioned in the pocket wrapped inside a velcro-foam insulator designed to hold a soda can. It is positioned vertically; that is, turned 90 degrees from its usual mounting. The ear phone wires can be a nuisance. They will whip wildly in the wind unless secured by velcro or other clips. I have a velcro flap on my right wrist and a twist-tie on my jacket at the right elbow. Once "wired up" I cannot raise my right hand more than a dozen inches.

The Florida and especially Georgia Troopers are really "radio-active" along the Interstate. On several occasions the Cobra RDL-512SW alerted me to radar traps using Ka-band radar. Once, the unit detected two patrol cars who had stopped another speeder nearly one mile ahead. I'm very pleased with its performance as mounted at 90 degrees inside the right fairing pocket. Of course the unit will not detect Laser guns in this location. At present, Laser is not used in Florida due to its high cost (\$4,000) compared to \$1,000 for radar units. It has other drawbacks as well. Vehicle color, reflected heat, and adverse weather conditions limit its effectiveness, according to news reports.



## Seeking Stability in the Relationship

by Rock Rhoades, Texas

Yea, yea, you've already heard about what great and wondrous things a set of roller bearings can do for reducing headshake and stabilizing the front end. All I can do is agree. They made my ST's front end more secure than it's ever been.

The second improvement you can make, though, that will add that last bit of rigidity is a fork brace. Super Brace now makes a brace to fit the ST. Like most of their braces for other models, it's polished aluminum and simply clamps on (around the fork deflector shields, in this case). Personally, I think it's ugly, and would rather see it come in black. However, it does provide that extra bit of wheel control when you're really getting with the twisty-road-at-speed program.

I really can't say that I notice any difference/improvement when in the commuting or cruising mode, or any other time that I'm at less than a seriously brisk pace. Maybe it would be more noticeable if it were added PRIOR to the steering stem change to roller bearings.

The change to roller bearings is definitely cost-effective, giving significant improvement under any riding conditions. The fork brace, however, may not be worth the extra money (it's not cheap, costing over \$100) unless you really ride the bike aggressively and can appreciate that slight extra benefit. If you can only

do one, do the bearing conversion.

Another plug for Eldon: Eldon Rix, **Cycles Unlimited, 918-825-3326**, can get you the steering stem bearing conversion kit for under \$50).

*Another source for the Superbrace is ST owner Rob Pemble. He was selling them at the HSTA Star '94 and can be reached at (704)586-5074.*

## Quick Tip

When backing the ST down an inclined driveway and turning around to avoid backing into traffic, make it a habit to steer the rear of the bike to your left. Why? Passengers most frequently will mount your bike from the left side. Having this side on the uphill of the sloping driveway causes a passenger's sudden step on the rear foot peg pull you uphill instead of down, making it much easier to control the bike if you're caught off guard by an anxious 11-year-old!

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## ST1100/Pan- European Rally 1994/Italy

by Martin Hildebrandt, Stadthagen,  
GERMANY

So we finally got it: The ticket for one of the most exclusive events of the year: The Honda ST1100/Pan-European Rally! You can get a AMEX Gold Card or something equally stupid with simply some money, but for THIS rally you have to be important or have some REALLY good friends. From about 1000 German ST-riders who asked to be invited only 56 got a ticket and we were among them! We were in the 300 selected riders from all of Europe who came to enjoy the rides, talks, the good meals and the wonderful organization that made the last year's Montpelier rally famous.



Pan European Rally - Photo Courtesy of Lloyd Hawley

So we were proud and happy and didn't care about the 1,850 DM(!!) (roughly \$1,200) for 3 days rider and

passenger. We had been in Montpelier last year where the price was about 2/3, 1,250 DM (\$812) to be exact but we knew that it would be worth every single mark.

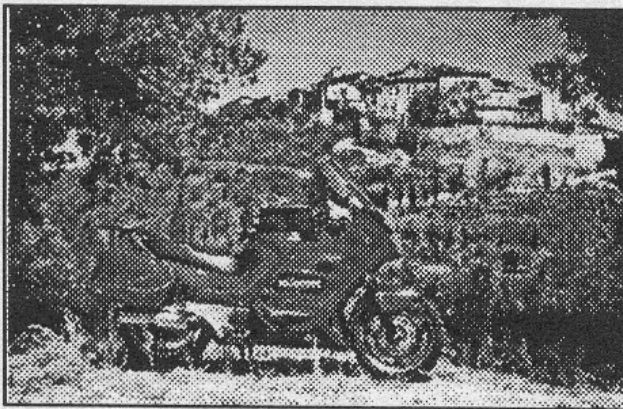
We found out this was a mistake. This tour had lousy organization and no one I met understood where all the big bucks went. It was wonderful to ride through the sunny Tuscany with nice people and skillful riders for three days, but this was independent of Honda's organization and Tuscany was already there. It seemed that the Italians took the last years plan from the French and tried to copy it. Unfortunately, they forgot every 3rd or 4th page.

It began with the arrival. We were booked for the Sheraton Florence, but when we arrived (no good maps for finding the hotel this year) they took us into the Holiday Inn, which meant we had to ride about 5 miles on the motorway to speak to any of the event organizers. Honda wasn't able to name a contact person for me or anyone of the German group. This would have been useless anyway, since they advertised "German speaking organization." Fact is that the only German speaking persons were the members of the tour. At least some of the Italians spoke some words of English.

Then we got our tour pack: Two bottles of Chianti: Useless for us, since we had no corkscrew. Our two official "tour shirts" were both size "L". We had ordered XXL for me and "M" for my girlfriend. We now use them as very stylish embroidered "towels" for cleaning the bike.



We also got one nice looking, rich colored "road book", which had a cheap binding so it fell apart after some miles of using on the bike. This was fortunate since the routes were not the same as the ones on the "Honda" signs for the rally. Also, the kilometers written in the road book were calculated by someone who shouldn't try to count higher numbers than he has thumbs. In none of the three routes did the kilometers-added-on-row equal the kilometers-here-route. So we took away this road book with all it's nice pictures and found our own way following the signs and some common sense.



Tuscany Region of Italy - Photo Courtesy of Lloyd Hawley

What we didn't get were the lunch packages which we were used too from the last year. But this was compensated by Honda: They also didn't inform any of the restaurant owners that 600 hungry people would come, looking for lunch. If you wanted to eat lunch, two hours was not an unusual time to wait.

I could expand this list some more pages, mentioning a poorly organized costume-party and the unavailability to park the bikes in a safe place, but the

doctor told me not to raise my blood-pressure. I'll stop here. In all, it was nice to meet the people, but wasn't worth the price. You know that hell is a place where Englishmen cook and Italians organize.

I spoke to the German Honda-people who were very disappointed about the whole thing and hope that next year it will be as good as it was last year in France. Perhaps then the Italians can cook and the Germans organize. Otherwise it could be difficult to even find 56 people to pay the ridiculous price.

## HONDA HOOT Asheville, NC

by W. Grant Norman

Honda Riders Club and American Honda got together to put on the Honda Hoot this past June in Asheville, NC. The event was filled with plenty of riding, fun, food, and entertainment.

Although it seemed to be more like a GWRR rally -Goldwings were the predominant bike- there were several ST1100's, PC's, Shadows, VFR's and CBR's. A smattering of others from Japan, Germany, and of course, those V-twins from Milwaukee complimented the event.

The greatest part of the event for me was meeting many of the newsletter subscribers. And although I had planned to meet even more at pre-Ride for Kids meeting, a mix up in meeting location meant I missed several of you that met by

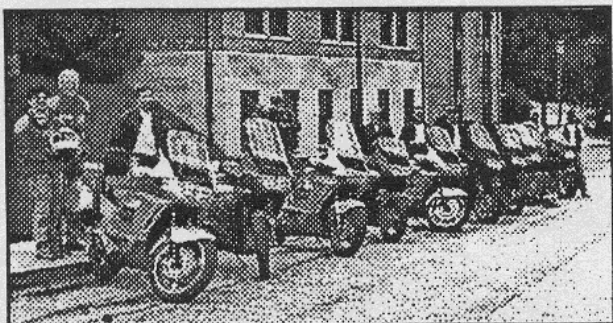
the church. For that I apologize, and hope to meet you next time at another unofficial meeting of STOC.

## MORE HOOTING

by Daryl H. Evans, Jr.,  
North Carolina

The Honda Hoot in Asheville, North Carolina, June 22-25 was my first rally. I was surprised that so many ST 1100's attended. Along with me were several family members. We did several tours: Chimney Rock, HRCA Ride and MT. Mitchel.

On Saturday we assembled a group of ST 1100 owners from all over the USA to meet with Grant at The Ride for Kids, but I guess we missed each other. Most of us were at the Raddison Inn Downtown. *Daryl - I met with about 4 other ST1100 owners at the Ride for Kids event tent next to the Honda demo bike trailer. Sorry we didn't connect. - Grant*



Daryl's group of ST1100's at Honda Hoot that yours truly missed! Photo courtesy of Daryl H. Evans, Jr.

Twelve of us showed up to talk about our bikes, swap ideas, suggestions and addresses. I found that there are two

owners that live near me in Greensboro, NC. I enjoyed the conversations and group photos are enclosed for the newsletter. I hope next year even more ST1100 owners can assemble and maybe get a ride in. *Daryl - Why don't you organize it and I'll publish it in time for the next Honda Hoot - Grant*

## HSTA STAR '94

Nashville, Indiana

June 25-29

By W. Grant Norman

After the Honda Hoot, Helen and I headed for Nashville, Indiana for the HSTA Star '94. What a GREAT EVENT! If you are not an HSTA member, join and meet us at the next Star '95 in Avon Colorado.

Unlike the Hoot, Star was almost void of touring bikes and had more ST1100's in one place than I'd ever seen before. There were also several sport bikes, and a mixture of cruisers, standards, and PC's.

HSTA members are serious riders, and the wonderful roads of southern Indiana were terrific. Although both Helen and I had bike problems, HSTA members were quick to assist us and Honda provided a PC and a Nighthawk for us to use during the event. We thank all that helped, especially Phil Lindeman of Honda for the loaners and Eric Blatter and John of HSTA for rescuing Helen's Shadow. Lastly, special thanks to newsletter reader Larry Toole of Missouri for helping Helen on her solo trip back to Houston.



## New ST1100 Handlebars

by Paul Cain, Texas

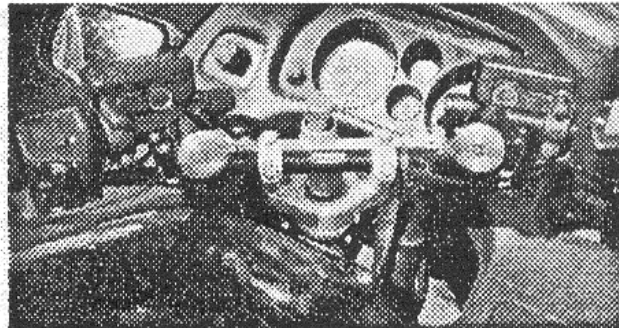
I recently had a chance to try a new ST1100 product, **Multi-Tour Sport™** bars from Heli Modified Corporation, **800-859-4642**. I found them highly functional with their patent pending design and construction. I understand that Heli has been making replacement bars for sport bikes for years and have a reputation for quality products. These bars maintain this reputation.

The nice thing about these bars is their adjustability. After removing the cover and stock bars, a horizontal bar is attached to the steering head clamps. This bar has short vertical tubes welded at each end. These open ends form receivers for a pair of riser tubes that raise or lower for height adjustment. Attached to these are the handle bar grip tubes which adjust about 45 degrees up or down. The riser tubes and handlebar grip tubes have a lot of adjustability plus you can also rotate the entire bar set in the steering head clamps for even more.

As you rotate the bars back toward the rider, you lose some lowering adjustment because the riser tubes can bottom-out on the triple clamp. Another concern is a too low adjustment can allow the riser tube to scrape the top cover. All adjustable tubes are locked into position with 5mm hex screws.

Bikes parked side by side, we did some measurements to compare the

settings we found comfortable. After riding with several adjustments to the bars, readjustment is extremely easy, we liked the bars about the same height as stock, but preferred the bars pulled back about 3/4 of an inch. This creates a more upright seating position, yet, still not as much as a Goldwing. Adjustment preferences are very subjective but there is plenty here to suit most riders. On the down side, your stock bar vanity cover does not fit these bars. It could possibly be trimmed to fit the key housing and velcroed in place or, you might paint everything exposed black. Further, some folks may find these bars somewhat restrictive when using a tank bag, depending on their particular bar adjustments.



**Heli Multi-Tour Sport™ bars. 1976 Goldwing stem cap finishes off triple clamp area.**

Overall, these bars are very appealing. I could achieve a slightly more vertical seating position and they relieved some wrist pressure, yet still felt like a sport/touring bike. At about the cost of a set of tires, the bars exhibit excellent workmanship and certainly are in keeping with the overall fit and finish of the ST. If you're in the market for more handlebar/seating flexibility, check out this high quality product.

## Ron Major's Bar Risers

by Jim D'Agostino

Fortunately, when I spoke with Grant, he mentioned that Ron Major makes bar risers for the ST. Since I was planning a 1500 mile trip in mid August, and couldn't ride the bike more than a couple hundred miles without getting a pain in my neck, I decided to give Ron a call.

Ron was very helpful and was able to ship me a pair of black (also available in red) bar risers the same day, so I had them two days later. Not bad for cross country.

The shiny black finish on the risers looks great. I didn't have to remove any controls from the stock handlebars or reroute any lines or cables. I did have to remove the plastic cover, but as it turned out, I like the way it looks better without it.

The risers make the bar just over two inches higher and because they mount on an angle, bring the bar closer to you by an inch or more. The riding position is more upright, but I still feel like I'm riding a sport touring bike. In fact, I think the handling has improved because I have more leverage now with the increased bend at my elbows. But best of all, no more neck pain! For me, that was \$128.00 (plus shipping) well spent and I recommend Ron Major's bar risers to any ST rider who wants a more relaxed riding position, or for any reason! Ron lives in California and can be reached at 818-309-9470. HAPPY RIDING!

## Johar Hand Grip Installation

by Whit E. Brown, Colorado

After wearying of the super-firm stock grips, I acquired a set of Johar Cush 1 foam grips. The minimal instructions and lack of illustrations on the package were rather underwhelming, to say the least.

After unscrewing the weighted end pieces, the stock grips are most easily removed with compressed air (an old golf-club-grip trick). The stock grips can't be pulled off, but they can be blown off, and even used over if you're so inclined. Just give a few short blasts around the perimeter of the grips, between the bar/throttle tube and the grip while pulling them off the end. Surprisingly, they aren't held on by adhesive.

In the package with the grips are a couple of closed-end rubber tubes. The shorter one is slips over the throttle tube. Using hair spray as described, the grip slips over the tube. The longer tube goes on the left bar to build up the diameter.

Prior to installing it on the left bar, pierce a small hole in the end cap to accommodate the compressed air nib. After doing the hair spray thing, place the open end of the tube on the bar and give the other end a shot of air through the pierced end cap. The tube will slip right on!

Trim off the closed tube-end material before installing the bar weights, particularly the throttle side where it could hang as a challenging cruise-control when released (you were wearing your DEPENDS weren't you?).

Also, I added a garage door opener by paralleling the opener's switch contacts to a normally open push-button switch mounted inside the fairing. Wrapped the opener itself in a piece of 1" foam and ty-wrapped it to a harness hangar in the fairing. Works slick.



*(Letters Continued from Page 11)*

I'm really enjoying the ST1100 Newsletter. I've learned more about my bike in the past few months since subscribing to the newsletter than I did in the past 3 years on my own.

**Jim D'Agostino, Vermont**

## Extended Warranty?

I live in the northwest suburbs of Chicago about midway between the windy city and Wisconsin as the crow flies. I bought my '93 ST (non-ABS) just over a month ago. I am enjoying the cycle very much. One of my pre-purchase concerns was the ST's weight but I have already gotten accustomed to maneuvering the 600-plus pounds in several potentially compromising situations.

On the road the machine is a dream and the weight under me feels great - I like that feeling of stability and security associated with a heavier motorcycle of 1000-plus cc's. The ST's smooth and potent power band keeps me grinning and the candy red looks great on a really sleek body design. I look forward to many years ahead with my ST and would be willing to share my experiences with fellow ST owners.

I would like to ask your opinion regarding the following since you in all likelihood are probably in the best position to answer (what with all the correspondence from other ST owners and all) .1) The dealership offered me the option of an extended warranty for years 4 and 5 for about \$400. Normally, I don't believe in extended warranties but was wondering if you are aware of any service issues or inherent problems with the ST since it's introduction? Is there anything that has gone bad on the ST making the extended factory warranty indeed a good buy? 2) Cruise controls: What are the most preferred designs on the market for the

today? I'm looking for as technologically and aesthetically refined as possible. I look forward to your responses and to reading the newsletter. SafeTy FirST

**Gene Novosad, Illinois**

*I use the N.E.P. generic throttle lock for Honda's, works fine. Others use Vista Cruise from Sound Off Safety.*

*As for the extended warranty for \$400 - I can only tell you that if I had that offer now I'd take it.*

*Although the engine of the ST appears to be virtually bullet proof, there are two expensive problems that I've seen happen, both on my bike and a few of the newsletter subscribers.*

*1) At above 50,000 miles, mine and a couple other ST's I know of needed the rear end replaced - the drive splines etc.- some of the parts are as high as \$250 with labor making the bill about \$650 plus. If you make certain the splines are ALWAYS adequately greased, you may be able to avoid this. I was fortunate in that mine was still in warranty when this happened.*

*2) At least 3 ST's I know of in the 72,000 to 75,000 mile range have had the water pump go bad - this again is very costly, more from a labor side than the parts, although the water pump is close to \$300! With labor, it can be upwards to as much as \$700. Again, I was fortunate because Honda "good willed" this repair for me.*

*With these repairs in mind, a \$400 option at the extended warranty may be worth it! But then again, we all know what happens when we stop and put on a rain suit- No rain!*

## New Luggage Rack

I would like to take this opportunity to tell you about a luggage rack that a friend and I are making for the ST1100. It is 18" x 10" and powder coated black. We supply stainless steel bolts and plastic spacers. It can be used with the Hondaline back rest. The price is \$105.00 shipping included. Other sizes could be available.

Coming soon are billet passenger floorboards. Price is yet to be determined, but look great and are comfortable. They bolt right in place of the original foot pegs. Anyone interested can call (513)683-1618 Evenings.

Tom McKiernan, Ohio

## Wirehaired ST

Thanks; for the "trial" Newsletter copy. Enclosed is my subscription an \$ for back issues.

The Newsletter reminds me of the Wirehaired Pointing Griffon Club I belong to. Every Griffon owner knows they have the best damn pointing retriever ever whelped! So how come the rest of world doesn't know it? Like me a number of NEW St 1100 owners bought a two or three year old ST that hadn't sold, yet, **Motorcycle Consumer News** Owner Survey gave the ST the highest satisfaction rating they have ever recorded? Dog owner type rose colored glasses?

Green Bay is my nearest Honda Shop, not exactly LA but you'd think by 1994 they'd have heard of ST 1100's. I should have purchased a Russian Ural Sidecar deal for all the info they have. "Sorry, you can't put a Vista Cruise Throttle lock on that bike." "ST1100? I've never heard of that bike." "What accessories are you interested in?" "Some Honda's wobble." (No kidding!) "Just ride it." At 5,800 miles I started looking for new tires. I should have had the Spring

Newsletter issue but I didn't so after a good deal of reading and two calls to Honda Consumer Relations in California they recommended Dunlop tires that are on the 1994 models. Part No.44710-MY3-004 and 42710-MZ9-901.

Okay, so it's my 11th Honda and I love the damn thing. So it wobbles, requires "stealth molding" on a poorly engineered RIFLE windshield addition to give an "Envelope" almost equal to my 1976 Windjammer. If it is selling in Europe for whom it was designed, at age 65, I don't expect to purchase an improved model, but hell, they did drill a hole for the damping screw. "Who say"s Honda doesn't care about us.

Charlie Miller, Wisconsin

## Uneven Tire Wear

As a charter subscriber to your ST Newsletter, I know you've suffered from wobble angst. Maybe I've deduced the source of the problem. Knowing the cause of our worries oftentimes makes them easier to bear.

Recently, I had the 4th front tire put on my ST. After the original Dunlop 505 came and Avon ST23, a Metzeler ME33, and now a Dunlop K591.

I've noticed that each of these tires seems to wear slightly unevenly. It seems like the left side cups a little more than the right side. All 4 tires have done the same thing, so the source of this uneven wear can't be the tire design nor the operator (me!), it has to be the bike.

The uneven wear has to be caused by the front suspension or the alignment of the wheels. I checked the alignment - it's perfectly straight on my ST. The only thing that's left is the suspension - and the ST is weird in that the antidive is in one leg and the damping is in the other leg.

My theory is that the wobbles are



caused by the asymmetrical wear on the front tire which is caused by uneven action from the 2 fork legs.

Even if my theory is correct, there's nothing that can be done. But maybe that's not so bad. To me, a wobbling ST1100 beats the pants off a perfectly stable anything else.

**Dan Weber, Louisiana**

*Dan, I too have noticed the uneven wear. I checked with Paul, the lead mechanic at Cycle Sports Ltd. here in Houston and he mentioned that virtually all bikes that do some extended highway riding will develop more wear on the left side than the right. Reason being he said was the very slight bank of highways in this country (to cause water to run off to the right) means your motorcycle is always slightly climbing to the left, hence, more wear on that side of the tire.*

## Motorcycle Oil

A caution to reader John M. Carruth of Florida who considers motorcycle oil a conspiracy – modern motorcycles with transmissions that are not isolated from engine lubricant (such as the ST1100) will cause "regular car oil" to lower its viscosity in a very short time due to the tranny gears chopping up the already short chain molecules found in these oils – which were never intended to lubricate a transmission.

Modern motorcycle oils are formulated with longer molecular chains that take longer to shred, but should still be changed every two to three thousand miles for the same reason.

It's your bike John, but expensive oil is cheap insurance compared to a complete engine rebuild. End of sermon.

My ST has had quite a time of it. I lost it in some gravel thoughtfully provided by the County of San Diego, with inadequate warning signs, and did almost \$5000.00 worth of damage to it, including almost all the plastic

components having been shattered—not to mention losing the handle from both knees and slightly breaking my arm at the wrist. We are both much better now!

I have only 16,000 miles (and some change) on it – my longest trip being the scenic route to and from San Diego to Steamboat Springs in 1993 – an approx. 3000 mile jaunt. Maybe I'll see a couple more ST's there this year? Keep up the good work, you have major "weavos" for taking this project on!

**Mark E. Seibert, California**

*Is that the same as "weavos" Ranchero?*

## Western Roads

We travelled to California the end of May and retraced the route that the **Motorcyclist** staff used for their "Warfare" documented in their July issue. We found Hwy 166 to be rather mundane since we weren't reaching triple digit speeds. Hwy 33 found me heating the brakes up on a few corners that weren't exactly as they first appeared. Overall it was an enjoyable trip and no unwanted conversations with any patrolmen were experienced in spite of the constant 85 mph sprint across I-8 from El Centro, CA to Casa Grande, AZ.

We rode up to Colorado, via the White Mountains of Arizona, and then rode the million dollar a mile highway up through Silverton, Hwy 550, up to Montrose. We then experienced teeth chattering cold over Monarch Pass and took Hwy 285 up to Denver. We were riding with another couple on their bikes for this portion of the trip. She rides a 1100 Virgo and he a GL1500. Needless to say we got to take longer breaks waiting for them to negotiate the twisties.

We came back alone, logging 540 miles the first day. We found a beautiful road in New Mexico, Hwy 152 from I-25 to Silver

City, that rivals any road I've ridden to date with the exception of Deals Gap. The road surface was clean and smooth with banked switch backs. I plan on running it again in the fall.

I just returned from another TDY to Panama and felt guilty that you spent more postage to see if I was still an alive ST owner. I can't imagine anyone owing an ST and not wanting the benefits that the newsletter offers. I've already saved enough money on the headlight replacement alone to pay for two years subscription.

**Paul Blood, Arizona**

## Inner Bags

I found another ST accessory that readers may like. The ST's side bags are great, but it becomes a pain taking them on and off the bike, and carrying them into hotels etc., not to mention the risk of scratching them.

I have found some "inner bags" for the ST. They are made of black canvas material, zip closed, have two carrying handles and fit into the inner space of the hard bags. They work great and are much less work than carrying the hard bags around. They were supplied by:

**Competition Accessories**  
345 West Leffel Lane  
Springfield, Ohio 45506  
(800)545-3535

The stock number is 08162-MR510 and they were \$49.50 (plus \$14 post & packing) for the pair.

**Bob Crew, Ontario, Canada**

*Another reason I like your idea of leaving the hard bags on the ST is that I am always concerned that the ST without its luggage looks more like a "sport bike target" to potential ignorant thieves, than a "leave-it-alone" touring bike.*

## Mirror Add-ons

### Multi-View Blind Spot Mirrors

Have you ever wondered... why most bikes have mirrors positioned to see more of ourselves than traffic? Fortunately, I ride an ST1100 which has great mirrors. But even they can't be set to watch for the patrol person to the rear and the car in my blind spot.

I saw an article in a local motorcycle newspaper for these mirrors. What caught my eye is that they are adjustable! They aren't widely available but a quick call to **800-824-6566** and a wave of my rectangular plastic wand (\$16 plus \$2.95 S & H) and they were on my doorstep in 48 hours.

Installation? Typical peel and stick technology. The real technology is in the swivel adjustment and the optical clarity. No more "fun-house" fisheye mirrors for me. They are light so they stay put and actually vibrate less than the mirror to which they are attached. Since, they are adjustable they can be used vertically or horizontally. Try that with those wedge-shaped mirrors!

They can be mounted anywhere you can get the best view. That means body parts, windshields, etc. Since, I find the low mirrors on the "ST" offer a great but awkward view I may mount a set on the top outside edge of my tall windshield.

**Dennis Elliott, California**

## Kill the Wobble!

Could I suggest that the **ST1100 Newsletter** has been "wobbled" to death. From now on, could we just have you excerpt our letters in a *Wobble Update Corner*?

**Charlie Miller, Wisconsin**

*Are you volunteering to be wobbleditor? Just headshake - yes or no!*



## Trailer the ST1100

Great job on the ST1100 Newsletter. As a new owner of an ST1100, I've found the information from you and other subscribers very helpful in increasing the enjoyment of an already enjoyable bike.

In the Fall, 1993 Newsletter, one of the subscribers asked about readers' experiences in trailering the ST1100. I'd like to share my experiences with them.

I purchased my ST1100 new from a dealer/friend who was located 150 miles from my home. I was looking forward to a leisurely, get-acquainted ride home with my new bike. However, an unusually cold and wet spring meant delays.

I have a three-rail, two-wheel motorcycle trailer, so I thought I'd take a look at trailering the bike home. In studying the bike at a local dealer, I found that the only feasible place to secure the tie downs to the bike was right on the rubber handgrips. An alternative would be to remove the moulding from around the handlebars and secure at that point. But that point was too far inboard, and the ties would not clear the fairings as their other end was secured to the trailer.

I was leery of securing the ties directly to the handgrips, particularly to the throttle grip. I talked with two dealers on that point and they both said, "No problem, we do it all the time."

So that is how the bike was secured to the trailer. I used tie down extensions around the handgrips, and used the outer most attachment points on the trailer. The ties were tightened to compress the fork springs. They cleared the edge of the fairing okay, but I had a sheepskin seat cover along with me to use in case the fairing edge needed protection.

I used a second set of tie downs, secured around the lower end of the triple

clamp, again using the extensions. I considered this second set strictly as insurance in case of a catastrophe. They don't provide much support because to clear the lower edge of the fairings, the attachment point to the trailer must be far inboard and the tie down angle is too shallow to provide much security.

I considered using the second set of tie downs for the rear end, but felt they would do more good on the front. The rear tire is too wide to fit completely inside the rail, but was still held in place satisfactorily. I secured the rear tire to the rail to prevent the tire from bouncing out, and the front tire was secured to prevent forward motion in case of a panic stop.

I used an 8-by-two inch, ten foot board for loading and unloading - a two-person operation. A board that length should be reinforced for the ST1100's weight.

As the man said, "No problem!" If I do it again, I'll do it the same way.

**Mike Kosmetos, Ohio**

## Readers Ask:

*While letters on most any ST1100 related topic are always welcome, here are some specific questions from your fellow ST riders. If you have comments or suggestions, please reply to: **ST1100 Newsletter** PO Box 840566, Houston TX 77284-0566 or FAX (713)492-1382 or Compuserve 72163,2245.*

Is there a hotter plug than the NGK CR8EH9 that could be safely used in the ST1100? - **Marcos Agosti, New York**  
*Marcos - See letter on page 28!*

Can all pollution controls (as in the European models) be removed without any other modifications?? (yes, I know its illegal in the US) - **Bill Clinton, D.C.**

*(Readers Ask - Continued)*

I've heard a whining sound emanating from the rear tire area while cornering at moderate to high speeds. I can't exactly determine the sound, it's either tire whine or coming from the rear hub. Any comments from others? **Rich Russell, Ohio**

Have you or others had problems with cracks developing in the upper fairing and the windshield garnish? **Joe Schanen, Minnesota**

How do you tell when the water pump is leaking!

*From the personal experience of myself and Rod Eastwood, you can see on the lower left front of the engine casing drip marks on the aluminum from coolant seeping out. Should be a regular check each time you remove the lower plastic engine cowl to change oil! - Grant*

## Sparks

We certainly appreciate all the good "info" and the prompt sending of a copy of the finest, factual, technical, informative, easy to read "Club or Un-Club Newsletter we have EVER had the pleasure of receiving. Robin and I owned and operated our own Motorcycle shop in Sparks, Nevada (next to Reno) in the early to mid-70's - sold Moto Guzzi, OSSA, Hodaka, Bridgestone, and the Swedish MCB (like a Penton?).

Look forward to meeting you at the "get together" you mentioned in Bandera. Our "Oatmeal Group" of retreads meets at the OST restaurant there once a week!

I'm 71 1/2 years old and going strong! Love our ST1100! Use Splitfire plugs in everything since they came out - SF430C for the ST1100 and AMSOIL lubes everything also!

**Glenn & Robin Metcalf, Texas**

*(continued from page 5)*

2nd place, from Vacaville, CA., I won 3rd place, from Lake Tahoe, CA., Ron Major won 4th place, from Temple City, CA., and 5th place went to Tom Loegering, on a BMW GS, that he rode in the 1993 Iron Butt Rally.

I was pleasantly surprised when I heard I had won 3rd place, and the door prize I won was quite phenomenal. These were the best door prizes I have ever seen. Dozens of sets of tires, Dozens of very good helmets., 6 or 7 leather jackets, and more. I won an ABS set-up for my bike. Now that I have installed it, I will write an article about it when it is fully tested.

By the way, last year the riders raised \$17,000 for the charity, and this year raised \$41,000! A real show of effort. The rider that raised the largest amount of donations won a 1994 BMW K1100RS.

I have a feeling that next year we will see several more ST1100's at this rally, considering their dominance in this years rally.

In closing, let me say that my ST1100 is highly modified with custom accessories, all functional. If you are interested in knowing about these accessories, and the trials and errors leading up to them, give me a call.

Thanks Grant, for a great Newsletter, and I will meet you at next years Iron Butt Rally.

**Michael Gasper, California**  
(916)542-9494

***"Is the Honda ST1100 beginning to sound too good to be true? It shouldn't. After all, it represents the finest sport-touring machine Honda has ever offered. Honda R&D spent four years perfecting this motorcycle."*** from the 1991 Honda ST1100 sales brochure



## **ST1100 Does Reg Pridmore's CLASS AT WATKINS GLEN**

**by Damon Arber, Ontraio Canada**

In July I took Reg Pridmore's CLASS course at Watkins Glen. What an experience, something to remember through those many, long, seemingly interminable, winter months. Mine was one of 3 ST's among an eclectic bunch of other bikes, CRX 6 cylinder, BMWs, Yamahas, Kawasakis, Suzukis, Moto-Guzzis, a Buell, and a bunch of gorgeous, yellow Ducatis that had been trucked in. All the others were driven to the site so were strictly road ready machines. Conspicuous by their absence were Harleys and pure sport bikes, 600s, 750s etc. We were expected to present ourselves and our bikes for inspection, which proved not to be as intimidating as feared, tyres in excellent condition, full leathers or an Aerostitch type suit, no leaks, brake lights taped over or disconnected and mirrors removed or also taped over. On the way down we, a friend on an R100R and I, had worried about the tread left, Reg had indicated that 90-95% was the minimum. and how they were going to measure it; as it turned out they eye-balled the tread and we had no problem. We also wondered how they would measure slicks for tread wear?

We were divided into A and B groups, the choice left to each rider; the A group being those that thought of themselves as fast riders. I, together with the other ST'S opted for the half fast group, probably feeling intimidated by our first appearance at Watkins Glen. As it happened we needn't have worried, apart from the Ducatis, the FJ1200 and a couple of others no other machine

would have made ours look as if they were lacking in any way. It all came down to the rider. There were only three rules of consequence; no passing on the inside of a bend, no looking back to see where anybody is, obey the flags.

Reg and Jason his son, also a winning racer, ran the course, each taking a classroom session between laps on the track, at which they emphasized various aspects of handling. The point of the course was to show us ways in which to become better and smoother riders, better able to handle ourselves and our bikes, but of course just by our being on a race track meant we tended to try and get past the guy in front, and then the next one in front and then....

What is Watkins Glen track like? It's 5 miles long, it's very wide, remember it was built for auto racing, the U.S. G.P. used to be held there, a large number of turns, some tight some long and swinging, and two fast straights, the back straight ending at a chicane The track surface is excellent, marred only by a series of intimidating ripples at turn 1.

How did the ST fare? I should mention that in the past two years I have taken a number of riding courses, a pro-riders course, a racing course given by Michel Mercier, once Canada's superbike champion - he provided race ready Yamaha 600s, and an off-road course on a Suzuki 250 two stroke so I suppose I was better prepared than some for this track experience, although I don't consider myself a fast rider. But, as I only bought my ST six weeks before I really didn't know the bike. How would it perform under stress, how would it handle in really hard cornering? What about the rippled surface, would that shake its composure? I needn't have worried, I didn't come close to truly wringing it out, it obviously has a lot more ability than I will ever be able to ask of it. I did find that after a few laps, getting used to it I suppose and leaning further the foot pegs

were dragging. Hmmm. At the next break I jacked the suspension up to its stiffest setting, to no avail, the pegs still dragged, but even so I never got the impression that the bike was ever in danger of sliding from under me. In a recent sport-touring comparison done by one of the magazines they claimed that their ST was tipped far enough to be dragging the fairing protector!! I have no doubt they're telling the truth but I cannot imagine ever incurring the lean angle necessary to do that.

How did we stack up against the other bikes? As there were about 40 of us in the B group and we started at 10 - 15 second intervals, and over a 5 mile track, there was a good chance that during the course of a day's riding there would be some bikes I would never see, like the other ST's. Suffice to say that nothing passed us, me and my ST, that I didn't eventually get past later. Except for the one Ducati that ran with our group. He blasted past me in a roar of V-twin sound and acceleration on the pit straight and I never saw him again! I got one left hander wrong the first time around, lost concentration for a second, ran far too wide, just got it sorted out before the far side - with my heart racing, and from then on I never got that corner right. So much so that my friend and colleague on a lowly R100R passed me there, as we were called off the track immediately after I didn't have chance to repay the compliment. On the long back straight, it's about a half mile long and I even managed to get up to 5th gear I passed a number of others without getting passed in return. Mind you, since I couldn't see behind me it may have been that a whole horde of bikes was breathing down my tail pipe What kinds of speed? Not that fast really, the best the ST would do was 185 kilometers, that's 115 mph, but at that speed it was very stable. I never achieved my ambition to get it to 200 kilometers, that's 125 mph, there was enough room, the ST just wouldn't do it. The air temperature was 90 degrees the track temperature must have been over a hundred

and stock carburetors don't seem to like really warm air. Since nothing else in our group seemed to be going any quicker, Ducati excepted, I suspect this was a factor, the ST should go quite a bit faster than it did. The gears and brakes hauled it down very well at the end of the straight and it proved very easy to tip one way then the other to get a fast line through the chicane. In the faster, swinging bends it ran at least as fast as the others and we even managed to pass other riders on the outside - a very satisfying experience and a tribute to the ST's cornering ability.

We were black-flagged once; as at that time I happened to be all alone, not difficult on 5 miles of track I initially wondered if I had done something wrong. Then I wondered if someone had a nasty accident and made my way to the pits looking for the group that would congregate around such a sight - nothing. It turned out that one of the marshals had been stung by a wasp. Not a problem usually but she happened to be allergic so all activity came to a stop while the ambulance took her to hospital. As the track rules insist that an ambulance had to be on site we spent a half hour in the baking sun waiting for it to return. Speaking of the baking sun, we discovered just how hot it was during the braking exercise. We were put in three lines and required to individually drive to a line then put on the front, back or both brakes, after which we were critiqued and advised on how to improve technique. Sitting still on a bike, in full leathers when the temperature is 90+ is, well, uncomfortable. Suffice to say that the lines rapidly got shorter as riders didn't return for the next exercise.

The highlight of my day was a one lap ride on the back of Reg Pridmore's K1100RS. He really gave me a demonstration of incredibly smooth riding, not once did I feel a gear change or even any braking, the bike just seemed to accelerate and then slow down, no jerking or twitching. And in the corners we just leaned one way then the other, no flicking or



histrionics. It all looked and felt too smooth to be fast yet when we caught up with a bunch of five others on the long right hander after the chicane Reg just went around them all. I have to admit the lean angle he undertook gave me some pause for thought as I saw the ground apparently three feet from my right shoulder but I never got the impression we were under any stress. Mind you, Rob Finch, one of the other ST riders who also took a turn with Reg feels Reg put him through something worse, evidently they are the same age and were born some three miles apart in London, England where local rivalries last a lifetime. (This was pre-skinhead days but they had their equivalent in Mods and Rockers!). During one of the class sessions Rob asked Reg if he thought he could successfully treat the ST the same way he treated his K bike, lean it to the same angles etc. to which Reg gave an emphatic 'yes' as long as he beefed up the shocks in the same manner as his K bike.

At the end of the day I guess three questions come to mind; did I have fun, did I learn anything, was it worth it? Yes, I had a barrel load of fun, where else can you ride flat out, go into corners as fast as you dare without worrying about one of our finest blowing the whistle, or running into parked cars, hydro poles, careless left-hand turns etc. And yes, I learned a lot. I particularly became much more confident in the ability of the ST to do anything I will ever ask of it. There were a number of techniques Reg brought to our attention, all of which require practice but are well worth working on. Body steering for instance, using knee and foot pressure to steer the bike rather than counter steering which we have all been taught. It's difficult to explain without a demonstration but I'm finding that it does work and makes one even more aware of the bike and the way it is reacting to the road. Then bending the inside elbow and looking over the inside wrist in a fast turn. This has somewhat the same though less dramatic effect as getting off the saddle

as it forces you to readjust your body to the inside keeping the bike more upright, I don't feel getting off the saddle has any place in street riding. And that demonstration of smooth riding that Reg gave gives me something to aim at, I thought I was smooth until I had that experience.

The only negative aspect was the price of gas on the track, over \$3.50 a gallon – though to be fair it was racing gas! We were recommended to top up during the lunch break, I didn't check the price before filling and suffered from sticker shock after. It was particularly galling when I slowly came to realize that the ST would have easily done the whole day on one tank since by the end we had ridden just over 110 miles, albeit at quite a speed. Other than that was it worth it? Yes, it was worth it, very much so. In fact I have made a diary note to book another session next year; as a learning exercise, as an experience and as fun it takes a lot of beating. And I will certainly do it on my ST, though between now and then I will give much thought to upgrading the shocks.

#### **CLASS Motorcycle Schools by BMW Reg Pridmore**

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Voice (800)235-7228

FAX (805)933-9987

Prices: \$275-\$325, depending on course,  
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*For a great review of several  
motorcycle training schools, see the  
November 1994 issue of Motorcyclist.*

#### **THE MORE YOU KNOW THE BETTER IT GETS**

FOR RIDER COURSE INFORMATION CALL:

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MOTORCYCLE SAFETY FOUNDATION

## Your Help Is Needed!

The **ST1100 Newsletter** is compiled from *your* experience! If you have enjoyed it, remember it is because people such as you have taken the time to sit down and write something. To keep it going, we need a continual flow of comments and articles.

While many of you have owned several motorcycles and have several years experience, there also many of us who are first timers at many maintenance jobs. So while it may seem easy for you, remember, it could be the first time for your fellow ST1100 owner. So any material you submit, please keep that in mind.

### Submission Guidelines:

I am happy to receive articles and letters in any format, such as typed, computer disk, fax, E-mail, or even hand-written, **however, the easiest and best** way is to send a printed hard copy AND an IBM PC format 3.5" or 5.25" diskette with same document on it. The newsletter is written in Word Perfect for Windows 6.0 which reads virtually any Word Processor format, such as Word, AMI Pro, etc., or even just ASCII text files. However, submit the article even if it is hand written. **Best Length:** 400-1,000 words, **Quick Tips:** 50 - 100 words

### Photos and Drawings:

Color or black and white photos are **greatly** appreciated. They enhance any article. **Original art work and drawings** are also very welcome. Please, no slides or transparencies.

### Topics Needed:

**Basic Maintenance Tips** - changing the oil, plugs, brake fluid, brake pads, radiator coolant, lubrication procedures, cleaning

procedures, winter preparations, repairs and so on.

**Custom Modifications** - special tuning, special after market accessories, engine modifications, body modifications, custom paint and so on.

**Sport Tour Riding** - Places of special riding interest, riding techniques, events, clubs, and associations, camping, rally's other sport tour bikes, and so on.

**Product Evaluations** - Products you found that have enhanced your enjoyment of your ST, complete with approximate costs, where to buy, likes and dislikes.

**Safety and Quick Tips** - safety concerns for ST owners, quick tips on safety and other riding related interests, anti theft protection.

**Answer Reader Questions** - Page 27 has some questions readers have asked - how about writing a reply?

**For Next Issue** - I especially need articles on J&M and other sound systems, CB radios, other radio and communication equipment. **Deadline: November 15, 1994.**

**Thanks to ALL of you who have written and made this issue possible. Also, thanks to Paul Cain a Stan Stotz for volunteering to help.**

**Submissions:** Please submit material for consideration in neatly printed or type-written format. IBM compatible 3.5" disks are greatly appreciated in Word Perfect or any popular Word Processor format.

Mail to:

WG Norman

**ST1100 Newsletter /STore Index**

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Compuserve 72163,2245



# STore Index

to the

## ST1100 Newsletter

Summer 1994

STore Index to the ST1100 Newsletter

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### Largest Newsletter Ever!

**STore Index to the ST1100 Newsletter** is for the largest issue of the **ST1100 Newsletter, ever!**. Thanks to all the great information from readers in Germany, Canada and the USA! The great new handle bars from Harry Eddy of Heli-Modified @ 800-859-4642 thanks Harry for creating another product for the ST- **Dealer of Excellence** : Rayce Guthrie's Honda Kawasaki of Bloomington, Indiana @ 800-788-7223 - **STOC** meetings at both the Honda Hoot and HSTA Star '94 - New Ventura Bike-Pack from **HSI** @ 800-688-6439 - **ST1100's** take first 4 positions at the Utah 1088 - **Givi Monokey** trunk reviewed and available from **Capital Cycle** @ 800-642-5100 - Quick tips oil filter removal, crash guard cover repair and protection - Reader updates on **tapered roller bearing** replacements - Reviews of the Avon ST22/23Radials @ 800-624-7470 and Pirelli MT09/08 Bias ply tires available from **Cycle Sports** @ 713-690-9802 - Review of **ClearView Shield** @ 800-798-6089 - **Plus:** Gadgets, Covers, Radar Detector Installation, Superbrace, European ST Rally, Reg Pridmore's CLASS and the ST....no wonder its the biggest issue ever!



Okay, ST1100 owners. Here is a **very worthy cause**. The official designated charity of both the Honda Riders Club and Honda Sport Touring Association, **Ride for Kids** actively raises money for pediatric brain tumor research. Since American Honda, local dealers and other supporters cover all costs of the rides, 100% of the money raised goes to the research.

The next ride will be for all you California ST riders. It is on Sunday October 23, 1994 at the Solano County Fairgrounds, Vallejo, California.

Time is running out quickly for this ride, so if you do not have a fund raising kit, call me and I'll send you one in the mail. Incidentally, I saw ST1100 owner Rusty Bowers win the new Honda Nighthawk at the Asheville Ride for Kids - could happen to you also!

Ride Safe - Ride Fun -

W. Grant Norman

## Reader Classified FOR SALE

### Custom Luggage racks for ST1100's

Tom McKiernan - (513) 683-1618  
 Tim Vipond - (713) 565-0580  
 James Smith - (619) 669-4875  
 Ventura Bike-Pack from HSI  
 (800) 688-6439

### Tank Covers

Scott Dinger - (619) 689-1133 (w)  
 (619) 457-7626 (h)

### ST1100 Accessories

Ron Major (818) 309-9470

### Custom Exhaust- Two Brothers Racing

Craig Erion- (714) 832-5504

### Ventura ST1100 Light Gaurd - \$25.95 + \$5.00 Shipping & Handling from HSI

Larry Hoppe (800)688-6439

## New Free Service Buy or Sell an ST1100 Call ST1100 Newsletter

Since the publishing of the newsletter is constrained by only 4 times per year, frequently it is difficult to get current buy or sell information on ST1100's. As a free service to any ST1100 owner or want-to-be owner, call (713) 463-3794 and leave your buy/sale information on the voice mail. I will put it in a database and refer callers to you, and if you request, I'll also forward your information to **Motorcycle Shopper**.

You must leave your complete name, address, phone number, and a description of what you have to sell or want to buy. Also, you must call when you have either sold or made your purchase.



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## Clubs

Honda Sport Touring Association (HSTA)  
9310 167th Ave NE  
Redmond, Washington 98052-3739  
Elbert E. Silbaugh, Membership Director  
(206)882-0224

American Sport Touring Rider's Association (ASTRA)  
PO Box 672051  
Marietta, Georgia 30067-0035  
Jeff Adams, President  
(404)443-2614

Sport Touring Riders Club of Colorado (STRCC)  
2006 Capulin Drive  
Colorado Springs, Colorado 80910  
B.J. Ondo, Director  
(719)635-3719

Honda Riders Club of America  
4040 Mystic Valley Parkway  
Boston, MA 02155-6918  
(800) 847-4722

**Submissions:** Please submit material for consideration in neatly printed or type-written format. IBM compatible 3.5" disks are greatly appreciated in Word Perfect or any popular Word Processor format.

Mail to:

WG Norman

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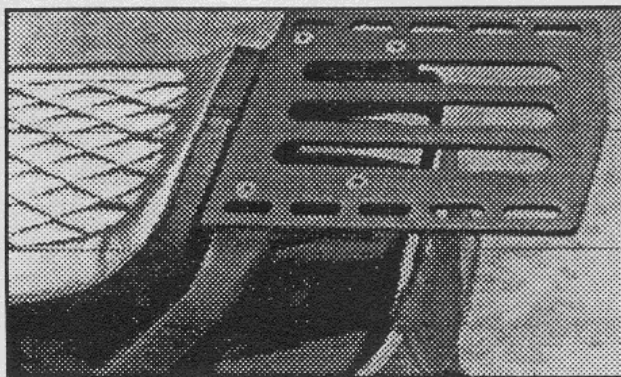
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