

1995

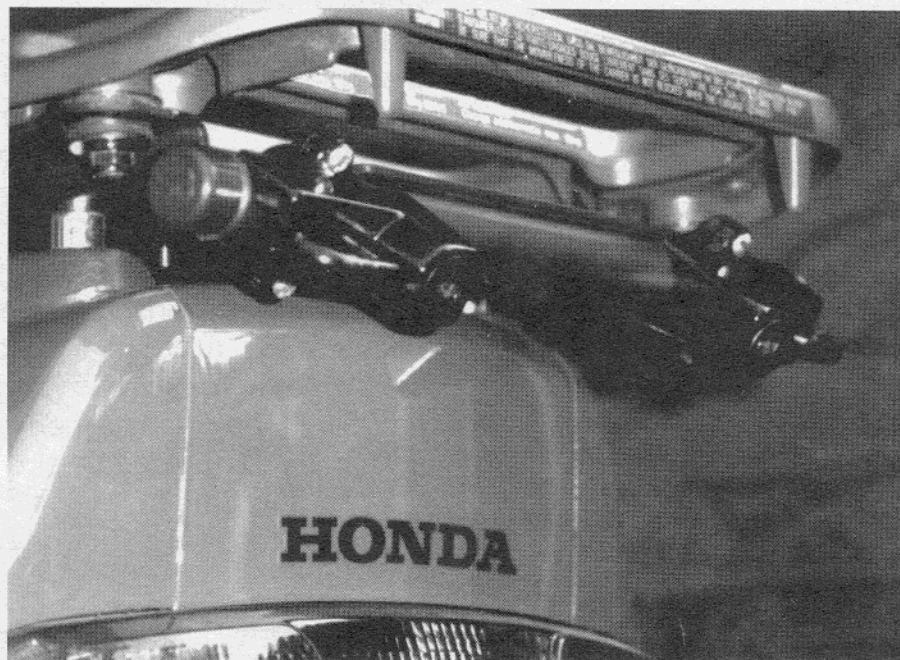
Volume 3, Number 3

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Moving Blues

In his "From The Publisher" column on page 2, Grant relates some of his recent challenges in taking up temporary residence in Kansas while maintaining his Houston home and the associated long distance commutes. I can certainly relate to the resulting headaches and frustrations as I have recently experienced the same problems during my Texas/Indiana commuting over the past 18 months. With my family in Indiana, I worked at my regular job in Houston while doing home improvement projects in preparation for a house sale, not to mention wrapping up projects at work before my retirement and making frequent Southwest Airlines flights to the Midwest. (continued on page 4, column 1)

Helmet Locks for ST1100



see page 5 for details

Crack Sealer WARNING!!

Tom and Becky Starkweather describe a dangerous riding experience in their letter to the Utah Department of Transportation. Other riders have experienced the same problems. Their letter appears on page 4, column 2.

"Magazine for ST1100 Owners and Sport Touring Enthusiasts"

ST1100 Magazine

From the Publisher

If I EVER teased any of you in the past about putting up the bike for the winter and waiting for Spring to ride, I humbly apologize now! I never understood the true pain of riding abstinence until now.

Prior to 1988, I hadn't ridden since the early 70's - so the many snowed-in winters I spent in West Virginia during my 20's were quite enjoyable after growing up in no-weather-ever Southern California where I lived on the coast. The prevailing winds blew the brown soup they call air in LA so far from me that I never even worried about the weather "smog alerts." I was in total "no weather" bliss, and didn't even know it!

Wichita, Kansas - Winter of 1996 - has changed all that for me - forever. Sure, I've been in -5 degree weather before, driven in white-outs (the blizzard of 77 in Ohio for instance in a VW Van!) and I even knew to expect an extra 15 minutes in the morning to clean snow and ice off the windshield. But all that was BEFORE my 130,000 miles plus since 1988 on motorcycles.

You can only go hang out at the motorcycle shops so many times before they start locking the doors when they see you coming. At the apartment complex, I find myself so envious of the 20 year-old trying to start his snow

covered Honda 400 - rust and ragged seat - I'd take it!

What is worse, unlike a fifties movie, winter does not have us "snowed in" here in Wichita. In fact, it has hit the 70's and 80's several times this week. I drove my Mercury station wagon back to the apartment yesterday. Stopped next to me at a light, a helmetless, tank-topped young man on a 1975 GL1000. The pieced together 1st year Goldwing had several different colors of plastic and a custom seat. That was after I had walked by a Suzuki Intruder in the parking lot and drove by a CBR600.

Everywhere I look, every day in this "winter" I peer out of the Mercury wagon at motorcycles - including a red ST1100 I saw on the freeway a couple days ago.

The paper said this morning that this unseasonable weather should soon end and that there may be snow next week.

At home, in Houston, Helen is having the yard landscaped and the pet pigs, Maddy and Hillary Rod-Ham, already have their new wading pool for the year. They've splashed around in the comfortable 80 degree plus weather.

In the garage, Helen's Shadow 500 waits - ready to go any day she feels like riding!

Paul Cain has taken over the editing and production of the ST1100 Magazine and Sport Tour Reader at least through the time I am on contract in Kansas, if not longer. Paul has done an excellent job in very short time in getting

the magazines together. I appreciate his hard work and hope 1996's publishing schedule can be much more regular.

Helen Norman has taken over the entire business side of the magazine and also the ST1100 accessory library. She will be happy to take any of your calls and answer any questions you may have. You can also reach Helen directly on CompuServe Helen Norman 76062,2254 or 76062.2254@compuserve.com.

Again, I am involved in the release of another new software product and I am also working full time at a company in Wichita on contract. It is not certain yet, but I am hoping to see many of you at both the Honda Hoot and STAR 96 in Davis West Virginia, which is only 30 miles from where I lived in West Virginia for 8 years.

Helen and I are both looking forward to a lot of enjoyable riding this summer - and hopefully on a couple of new machines.

CD of All Back Issues!

While Helen and Paul are handling the continuation of the ST1100 Magazine and Sport Tour Reader, I'm involved in the production of a CD which will contain all the back issues of the publications.

More information on the CD will be coming soon. See the enclosed flier for more information on ordering.

Ride Safe - Ride Fun -

Product Loan Program

The "Try It You'll Like It" ST1100 Magazine Product Loan Program (accessory library) continues to be a success thanks to the companies and individuals who have made these items available.

We would also like to thank our readers who have participated and returned the loaned products in a timely manner. Your evaluations will continue to aid the manufacturers in improving their products.

Lastly, we try to print your comments about various after-market ST1100 accessories as space and time allows, hopefully without repeating ourselves too often.

Please let us know if there are particular products you would like to see added to our inventory and don't hesitate to take it upon yourself to contact manufacturer/distributors who you would like to see donate items for our "try -out" program.

ST1100 Magazine

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great ST owners/writers!

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(Moving Blues continued from page 1)

Previously I helped Grant with a few issues of this magazine as well as writing for the first issue of Sport Tour Reader Magazine and had hoped to be more involved with both publications but found the final stages of retirement, home sales, packing and moving 1100 miles, almost overwhelming. Now that the dust has settled for me in semi-retirement, Grant seems to be encountering many of the same challenges I just experienced.

I will be assisting Grant as much as possible during his temporary two-state residency, taking on much of the responsibility of putting the next few issues together and hope that the readers will understand that filling Grant's shoes, even for a short time, is difficult at best. I share his concerns for quality but also recognize the realities of getting all issues up-to-date and future issues completed in a timely manner.

I would be happy to receive letters and articles from you directly, relating to either the ST1100 or Sport Tour Reader magazines, at my Indiana address (hopefully with accompanying pictures). Computer disks are also welcome formatted for either Macintosh or DOS/Windows machines. When possible, please save your document as a Text file after creating it in your word processing program. Further, I can be reached by fax or via E-Mail. Thanks for your support and I'll look forward to hearing from you!

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104355.252@compuserve.com or fax at
(812)339-9841.

Crack Sealer Warning!

November 6, 1995

Utah Dept of Transportation (UDOT)
4501 South 2700 West
Salt Lake City, UT 84119
ATTN: Safety Department

Subject: Motorcycle Hazard from
Mis-Use of Crack Sealer

My husband and I rode up East Canyon Road in July and became aware of a dangerous road situation. The overuse or misuse of crack sealer caused my husband's motorcycle to lose traction on several of the switchbacks. My husband has a 1992 Honda ST1100 tour bike with anti-lock brakes and a traction control system that prevents rear wheel overspin on loose or slick surfaces.

Even with his experience, new AVON tires, and the sophisticated controls of this bike, the back end fishtailed. The road conditions were dry with the temperature ranging from the high 80's at the base to the high 60's at the top of the pass. As a passenger, I noted that the crack sealer had a hump in the middle, like it was over-applied. It was also used to fill in six inch wide gaps and was applied lengthwise (like a snake) and across the road at cement seams. Tom (my husband) slowed down and avoided these "snakes" as best as he could while riding. This was a difficult task due to the narrowness of this road through the mountains. We made it through and vowed not to ride this road until it was truly resurfaced. I am glad that I was a passenger and not the operator of the motorcycle.

Unfortunately, we were not the only

ones that were having problems riding over these "sealant snakes". Two motorcyclists on Harley Davidsons passed us. Later on, we pulled over and spoke with them when we saw them pulled off at a rest area on I-80. These two fellows stated that they were also having problems. One of them stated that a friend of his had dropped his bike because of the sealer which caused his back end to go down on a switchback.

We have read about the recent death of a motorcyclist who lost control of his bike due to the misapplication of this compound. According to this article in the December issue of the AMA Magazine, his friends and family are trying to have certain states reconsider the use of this crack sealer. We would like to see the State of Utah fix the roads that have been affected to avoid the future possibility of injury or death to a fellow motorcyclist. We would also like to have the state reconsider this practice of repairing roads. In fact, a safety review needs to be conducted to consider the needs of motorcyclists. It is apparent that there are a number of road problems, especially uneven surfaces due to road repaving, pot holes, and thermal expansions/contractions are very dangerous to motorcycles.

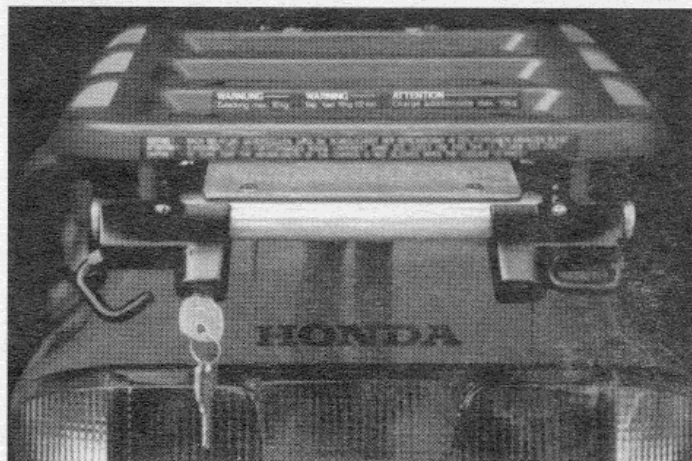
We have copied the editors of the magazines and societies that we are a member of in the hopes of educating others to this safety hazard. We expect a prompt written reply to our inquiry.

Thomas & Rebecca Starkweather
Sandy, Utah

Editor's Note: I talked with Tom Starkweather in Feb. 1996, as this issue was going to press. He said that he had received no response from the Utah Department of Transportation (UDOT). pjc

Build Your Own Helmet Locks

Russ Huber, Missouri



I was really getting tired of taking the seat off to use the factory helmet hooks. After-market helmet hooks are available that are designed to clamp onto a 7/8" bar. Since the ST1100 has a shortage of accessible 7/8" bars, this meant I'd have to make my own bar/hanger assembly.

No problem; I have a hacksaw, saber saw, an old bent handlebar, and a piece of flat metal. It looked like another opportunity to spend \$50.00 and 10 hours to solve a \$5.00 problem.

My ST1100 has the Honda tail trunk and rack. This is a really neat accessory which I recommend to everyone who never learned to pack light. The rack is a good place to mount your new helmet hook holder. I've seen several non-Honda racks that are quite adaptable to this project.

For those of you who have no rack - stop reading now. Get a rack and then come back and continue.

The metal plate (Figures 1 and 2) is 8" X 5.5" X 1/10" steel. A local metal welding shop gave the plate to me. The helmet locks

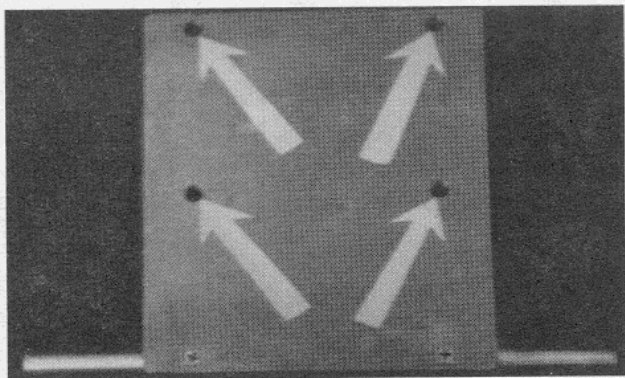


Figure 1

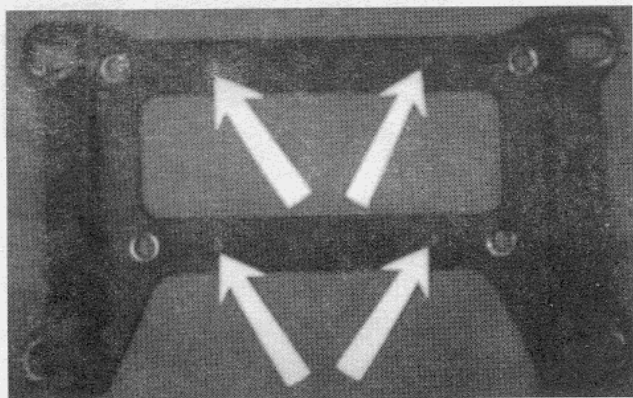


Figure 2

are from Tucker-Rocky Distributing. You will need to order them through a dealer as the distributor doesn't sell directly to individuals.

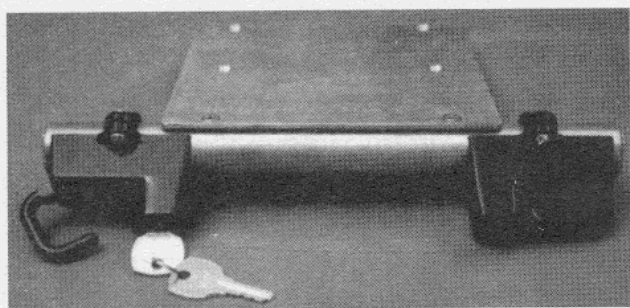


Figure 3

These locks sell for around \$15.00 each and are available in either black (Part #06-1006) or chrome (Part #06-1005).

The attaching hardware consists of

8/32" stainless steel flathead bolts, nuts and washers, selling for around \$2.00 at a hardware store. I purchased the black helmet locks and painted the rest of the assembly with high temperature, semi-gloss black designed to paint barbecue grills. Further, I pounded in a pair of black plastic handlebar end caps I had lying around from some handle grips bought years ago (See picture, page 1). The bar piece is 9" long and although the photographs don't show it, is welded onto the flat plate. I attached the bar with 2 screws (Fig. 3), but soon decided that welding was a better way.

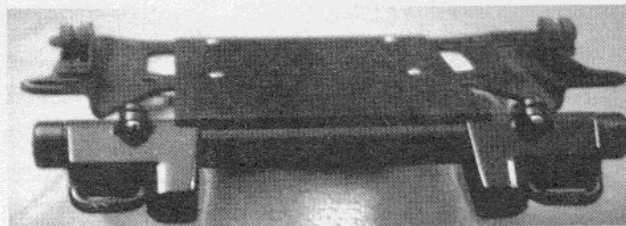


Figure 4

I sanded everything (especially the chrome bar), drilled 4 mounting holes in the plate (Fig. 1) and the Honda rack (see arrows - Fig. 2), counter-sunk the holes in the plate for flat-head screws and painted it (Fig. 4).

Pound in the handlebar ends, attach the helmet locks at about a 45 degree angle (Fig. 4) and amaze your friends who are still trying to get their seats off.



Four Corners Motorcycle Rally

Colin DeGattis, Utah

I had heard good things about the first annual Four Corners Motorcycle Rally in 1993, so when the second rally rolled around I decided to go. It was held on Labor Day weekend 1994. There had been a major change in my mode of two-wheeled transportation in the intervening year in as much as I had switched rides from my long time sled, a 1973 Sportster, to my new bike, a 1993 Honda ST 11 00. I had some concern about the acceptance of the ST at the rally, which I understood was predominately HD, but put those concerns aside when I thought about the usual acceptance of all kinds of two wheel machinery I have seen on the road over my seventeen years of riding, as opposed to the putdowns I have witnessed by wannabe's and weekend warriors.

My sweetheart, Sue, and I loaded up the ST and set out for Ignacio, Colorado. The Carbon County ABATE chapter was doing a poker run along the route we would take to get there so we both played a hand. I live in Price, Utah so the route was south on Highway 6 to Interstate 70 then east to Crescent Junction and south on Highway 191 to Monticello UT, then south on Highway 666 to Cortez, CO and east on Highway 160 to Durango, CO. We made stops in Moab, UT, Monticello, UT, Cortez, CO, and with the cards we got at the start in Price and at the Rally in Ignacio, CO, we both had five card hands. Of course I had to stop for gas once along the way, after all it is

about four hundred miles, the seven gallon gas tank on the ST is sure nice!

Late summer in the intermountain west, as everyone who lives here can attest, is a time where all kinds of weather can happen and it often does. Our ride to Durango was a game of tag with many thunderheads dropping torrential rain letting us know we were "it" if we got underneath them. We missed the worst looking storm that was putting on an awesome lightning show as it drifted northeast of us near Moab. We later heard that a massive thunderstorm had caused a landslide near Glenwood Springs and we are sure it was the same thunderhead.

We played our game of tag well, speeding up or slowing down as we spied the clouds in the distance. At one point we stopped to take pictures and just hang out while we watched a storm move slowly across the road in front of us. We were rewarded with the smell of the newly wet sage and a large rainbow as we went by the storm on wet roads that glistened in the sun. We didn't get out of Utah without getting wet however, as we climbed the hill into Monticello we were tagged and went into the town wet. The rest of the way to the rally was uneventful and we simply enjoyed a beautiful fall day on two wheels.

We arrived at the Ignacio fairgrounds, paid our money and set up camp across the fence from the river. It was Friday and there was still a lot of setting up going on. We took a brief walk through the area and checked things out. The events looked promising, many vender booths, bike show and dirt track racing. We decided to check out the casino up the road and go into Durango. The

casino was great. We pulled into the parking lot and there were bikes lined up all along the front of the building. Most were Harley's but there were some bikes of all makes, including some antique BSA's and Norton's. I couldn't resist parking my bike in the row of Harleys. Truly a rose among thorns! Seriously, I had not realized just how big the ST is until I had it parked next to all those Harley s. If Harleys are hogs, I guess ST's must be swine because they are just as big. Of course we entered the Harley give away and actually won some money in the c a s i n o .

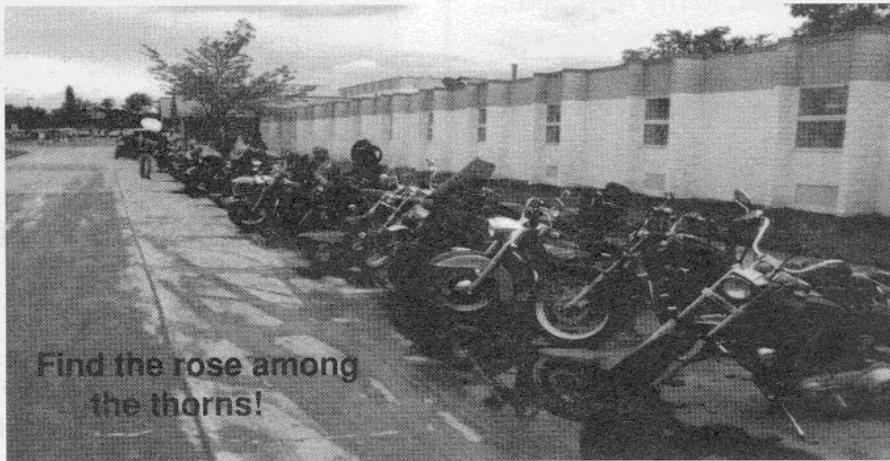
Anyone who is turned off by the commercial casinos in Nevada but likes to gamble owes it to themselves to try one of the casinos in

southern Colorado. The whole atmosphere is different and in my mind a lot more enjoyable. After we spent some time in the casino we headed down the road to Durango.

Durango is a must see place for anyone traveling through the southwest, especially on a bike. The town itself has many great shops and of course during the rally, there is the curbside bike show, often more interesting than the formal shows at such get togethers. Every road I have been on coming into or going out of Durango rates at least an eight on my ten point scale of bike roads. Most, like the million-dollar

highway (hwy. 550), are tens. We strolled up one side of the street then went into a restaurant for a bite. We didn't think much of the breeze that came up as we walked up the street. When we came outside after eating, the wind had really picked up and it was spitting rain. We were really "tagged" this time. To make a sad story short, we rode back to the camp at Ignacio in a big wet rainstorm. To make matters worse, we had left our rain gear at camp. Camp had turned into a quagmire and we spent a cold damp night in our tent. The next mornmg the

rain showed no sign of quitting so we spent our time in the tent hoping that the rain would stop. Finally by midday the rain quit. There was w a t e r



Find the rose among the thorns!

everywhere. We got some great pictures of the kids wading up to their knees in the puddles. Despite the damper put on the action the rest the day turned out great. We enjoyed the displays and vendor booths and the food and beverage booths. Later that afternoon we went on a group ride, about 200 bikes, to the Aztec Ruins National Monument near Aztec, New Mexico.

That evening, not wanting to spend another cold wet night in a tent, we left the campground to find a motel room. We checked every motel in Durango. Apparently a lot of people had the same idea because we could not find a motel in Durango. We

decided to head on up Hwy. 160 toward Mancos since that was the way we were going to leave the next day. Well, we did find a room after we got to Cortez, Colorado, about 50 miles away!

Early the next morning we started back home. Not wanting to go over the same ground, our return route was by way of Lizard Head Pass in the San Juan's of Colorado and through Paradox Valley to the La Sal's of Utah. Highway 145 out of Cortez follows the Dolores river up to its headwaters in the rugged San Juan Mountains. The road continues upwards above tree line to Lizard Head Pass among the peaks of these rugged mountains. Descending the other side, we took a trek into Telluride, where the famous film festival was going on. We thought that might have been part of the reason there were no rooms in this corner of Colorado.

After Telluride, Hwy. 145 turns Northwest and continues down a river canyon. At the town of Vancorum, we turned west on Highway 90 and headed for the La Sal's. This is one of the emptiest areas of our country. We traveled for approximately eighty miles and did not see another vehicle. The road was superb. At the base of the mountains we went through Paradox Valley, so called because the Dolores River goes through it width wise instead of lengthwise. The irrigated green fields of the few remote farms in the valley really contrasted with the red rock we had started seeing. The road out of the valley climbed steeply over the southern end of the La Sal Mountains back into Utah and the road ended at a junction with US 191. From there it was smooth sailing on back to Price.

Any time I can find a reason to ride in this part of the west I take it. The Four Corners Rally has been going on for several years now and provides a great excuse to get out into some of the best country I have found for riding motorcycles. The rally itself has a lot of great events like day tours to the Aztec ruins or Mesa Verde National Park and up to the San Juans. People were all friendly and if a person gets tired of the motorcycling, there is always a break in the casinos.

Happy ST'er with Twisted Arm

Gary Mast, Colorado

I was having so much fun riding my ST lately that I almost forgot about the ST1100 Magazine. How could anyone forget such an outstanding product. Shame on me!! But with the extremely cold weather here in the Denver area of late, I was sitting around the house trying to bide my time with things of utterly no importance. Then importance kicked in and it dawned on me that I hadn't received any ST1100 information lately.

So I fired off a letter to the powers that do the duty and Lo and behold I got a phone call from 'THE BOSS'. Helen called to let me know that "yes there would still be a ST1100 magazine, they hadn't forgotten us, and it would be coming soon". A real sigh of relief. But while talking to her, she said that an article for the magazine would be of great help and after her twisting my arm in the most unpleasant position, over the

phone mind you, I wholeheartedly agreed. So with that in mind, read on.

I have been riding motorcycles for a long time. Just a shade bit shy of 50, I guess I've been on them for about 35 years, give or take a couple. When you get this old, you can't be specific, you have to generalize. The early years were on whatever was available. I even had the pleasure of riding in Italy for the four years I was there, early in my Air Force career. As I was approaching the age of 30, it began to get serious. Transforming from on-off road to mostly road, I really got the bug. I saw those great big beautiful Gold Wings and just had to have one.

Well, one turned into another and another and so on. You know how the story goes. I ended up with a lot of Gold Wings and even a lot more miles on them. I had at different times, a 1977, 1979, 1980, 1984, 1988, and 1991, with most of them pulling trailers. As I count the endless and exciting miles traveled across the good old USA and much of Canada, I've totaled more than 350,000 of them on those wonderful machines from Honda. I must tell you that I'm one of the lucky guys because my wife will NOT ride behind me. SHE RIDES HER OWN. She was bitten by the Wing bug, too. After a few years on a Silver Wing, she is now on her 5th Gold Wing, a 1995 Anniversary purple, sorry , magenta, SE. Not quite as many miles, but a helliva lot.

As the mid-life crisis was about to set in, I wasn't sure what I wanted to do. My kid was on a VFR750 and it was 'HOT'. Course dad couldn't go for a 750! I ended up with a really nice red, white, and blue '90 CBR1000. It was even hotter and I soon

found out what WFO really meant on a bike. At 160 somewhere in northern New Mexico, it was also very smooth. But I had the misfortune of totaling out my first Gold Wing and did some damage to my lower back. On the CBR, as you know or may not know, you have to keep bent over a lot and after a year of riding it, it was starting to bother my back. Time to start looking for something just a little more comfortable. As I was looking over the lot at Lakewood Honda, I noticed this bike that looked somewhat like a sport bike but it had a better fairing and had bags. An ST1100. Yeah, I had heard of them, but being a die hard Winger, really never paid too much attention to them. MY LOSS!!

It was a black 1991, had a radio, intercom, CB, radar set-up, the works. We, she did get on back this one time, took it for a test ride up into the mountains. My god, what a tremendous handling motorcycle. And it had plenty of power, even with the two of us on it. I WAS REALLY IMPRESSED. On the way back down, my wife said it was her turn. Yes I do feel comfortable riding behind her. With the amount of years and miles she has ridden, she is better than a lot of us men. She too, was really impressed. Need I say more. I went home that day less one CBR but a gain of one totally awesome ST1100.

I just can't begin to explain the feeling that I get when I climb on the ST and go for a ride. I will admit that the Gold Wing in really a fine motorcycle, but the ST is even finer. In just a year's time I had racked up over 20,000 miles on that admirable bike. I know that the reliability is great, but this ST had a lot of miles on it when I got it. So I

began to start thinking. You know you're in trouble when you start to think. They still have some '94s left over and I think that every motorcycle should be black. The new ones are red, the 96s will probably be red and to be very honest, red will not go with my leathers, boots, and helmet. So I jumped at a new, leftover '94. It rides and handles even better than the '91. I didn't think that could be possible but it is.

After just a couple of months with the new bike and already over 3,000 miles, I am looking forward to a long relationship with this truly remarkable motorcycle. I have invested in a CB, radio set-up and a radar uplink in addition to taking my RKA tank bag and Corbin seat off my other ST. As soon as the weather gives us a break, I will be busy putting all the goodies on in anticipation of the '96 riding season going to full swing.

With all the miles that I have traveled on the Gold Wings and the STs, in future issues I would like to share with you some of the roads best traveled on a motorcycle. But only if Helen will bend my arm until I say 'UNCLE'!! I would also like to share with you my love for some older motorcycles that I have which are a 1976 CB550F SuperSport and a 1976 CB400F SuperSport, both in excellent condition, but that is a different story.

Tech Tips/Advice & Favorite Ride

Ray Stevens, California

You don't need to be told (again) that the ST1100 Magazine is fantastic, so I'll spare you. Since buying my '94 new in July

'95, I know I've learned more about it than most people do after years of ownership. THANK YOU!

As we all do with 20+ years of riding behind us, we tend to learn things, sometimes the hard way. And I just can't help saying that this is the most versatile, fun and comfortable bike I've ever owned.

Enough groveling. I'd like to continue my letter in two parts: Tech Tips/Advice and The Best Ride of My Life (so far).

Tech Tips/Advice:

4000rpm "BUZZ" (summer '93, pg 11) - comes from handlebar cover making contact with the handlebars. FIX: put electrical tape on handlebars at all contact points. It doesn't show, and it eliminated my problem. Of course, a good carb synch wouldn't hurt either.

"Rusty Bearings" (spring '95, pg 9) - Take it from a seasoned "4 wheeler", use Boat Trailer Bearing Grease. Yeah, the nasty blue stuff, it's waterproof, and what's even better is that the STA-LUBE product rep says that the same ingredients that make it waterproof also make it tolerant to higher heat! I've used it for years in my truck and have been more than satisfied.

"Slide-outs" (winter '94, pg10, spring '95, pg 2) - Armor-alled tires have been quite the rage among the "don't-know-any-betters". Oh, yes it sure makes those tires shine, but have you ever wondered where it came from? - A failed pharmaceutical application. After being abandoned by the

drug industry, they found that it really shined up those dulling man-made materials. Wanna know why? Petroleum. That's it, Armor-all is petroleum based, and we all know what petroleum does to rubber and the like don't we! It does cause a break down in the composition of your tire, dashboard, etc. Try using a silicone based product like 'Harly's Tire-Nu, or even WD-40! You might just like the "new" look better anyway, and it's better for your tires..and you!

"Colored dash lights" (summer '93, pg 26) - Great idea!!! I've always liked the 'red' dash lights on the BMW cars and late 70s/early 80s Honda 750s. The amber lights are definitely an upgrade. You can also have them just about any color you want by going to an "artist supply" store and gettin some "glass stain". I chose crimson. But be creative, how about green...blue...(pink?). But remember to up the watts. W.G.'s Sunbird ambers are a #194 bulb, and so I chose to stain some clear #194s.

"Foggy Face mask" - Here in California (That's NORTHERN California, not to be confused with that smog choked, freeway packed, "nowhere to really ride" neighbor to the south) it does its share of getting cold, and riding in the rain and cold does terrible things to your visibility when your faceshield fogs up. Well, not to advertise for the company necessarily, but to let everybody know about a product called "FOG-CITY". It works great! And they now have one for Shoei helmets.

"H4 Bulb conversion" (latest: spring '95) - Another great idea! But I think Honda is catching on to us. The moulded housing on my '94 locates the retainer clip where the "7:30" H4 tab goes. I had to drill out the optional mounting location so as to use it instead. Not wanting to ruin the old mounting location, I used a Dremel drill with a cut off attachment, and still had to trim the tab on the bulb to fit. But all that work paid off. I always like seeing better. (If you have to touch the glass part of the bulb, just use rubbing alcohol to wipe it off, because the oil from your fingers will super-heat when that H4 gets burnin' and will cause the glass to shatter).

"Accessories" - Among mine are: Inner luggage bags (a must for a long trip!), Lochart-Phillips tank bra, Honda-line backrest (Also a must for a long ride, even for a short one according to my wife!), deer whistles (mounted beneath the headlight, they're out of sight!), a custom cut and covered seat (tried a Corbin: hard ridin', wife hated it-too much passenger room gone, and they were pretty proud of it, maybe too proud), nice new 'comfy' Pro-Grips, a Vista-Cruise (a must-have for that right-side itch!), and last but not least, or last for that matter, my windshield.... The '94s had a factory defect in the windscreens, and the dealers will gladly have Honda buy you a new one! A stocker (\$250+) or your choice of after-markets(\$90-\$140), get my drift? So, to make a long story short-er, the Rifle "experience" was a chaotic disaster! It was a nightmare! It came in, the dealer installed it... 1/4" gaps around the fairing between the screws!!! Jim D'Agostino's experience was

related to us very kindly (summer '94, pg13). Why? Because even with the Honda dealer telling Rifle what a terrible fit it was, the guy had to "sleep on" whether or not he was going to give a return credit or not! I don't know about you, but I DO NOT do business with schloky outfits that treat customers like that. Happily I found the number for Clearview Shields, Craig answers the phone himself and is very accommodating and helpful. I can't say enough about quality operations.

MY FAVORITE RIDE, so far:

From San Francisco Bay Area, through Oregon past Crater Lake, on to the Columbia River (with all the sights in between). I camped out in my new sleeping bag (down) and tent (all weighing in at about 7 lbs, and, oh yeah, sleeps 2 !) put together for me by John at Sunrise Mountain Sports in Walnut Creek, CA. Next day I went around the back-side of Mt. St. Helens; still eerie after all these years. Next on to Mt. Rainier, on to Seattle to pick up my wife and head for the San Juan Islands. Two-wheelers are the only way to go to the islands. You get to go right to the front of all

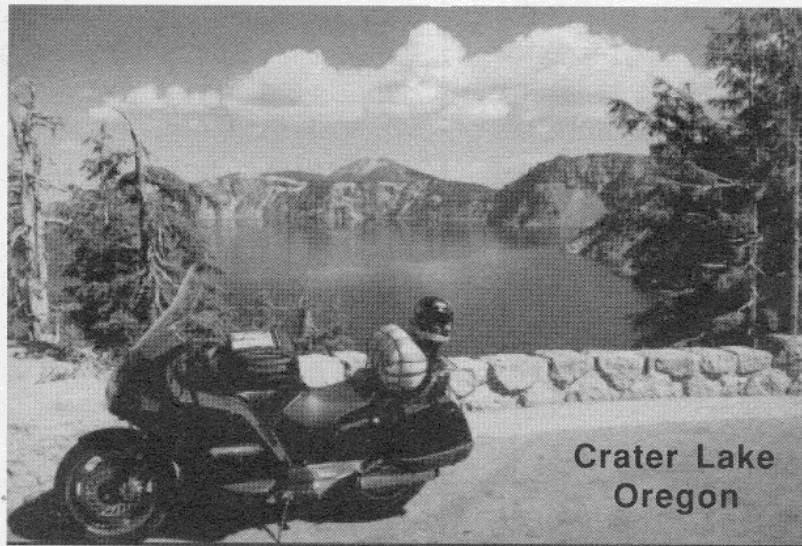
those lines at the ferry terminals (much to the chagrin of everyone stuck in a car), and you get to be the first one off too! Next, the Cascade Loop on Hwy .20, -what awesome beauty our creator has wrought! Then rode the rain through Oregon to Coos Bay, and down the coast highway all the way home. Between camping out in the islands and the Cascades, staying at some nice hotels that gave us rather 'preferred parking', the beautiful scenery and the 'togetherness' my wife and I shared, it was probably the most adventurous/relaxing vacation ever! Next year: Alaska!

Only two bad things happened on the whole trip: (1) a tank of dirty gas from Packwood, Wash. about which I would like to make mention of many thanks and increased business wishes to Everett Honda in Everett, Wash. They got me smooth runin right away, and were very understanding and helpful to an "out-of-towner" who just knows

he's going to miss the ferry, they all were a bunch of good guys to deal with!

(2) And a STUPID seagull took out the upper left 1/3 of my Clearview Shield. Which brings me back to Craig at Clearview. I called him from the highway in

Trinidad, CA. He said he would make a new windscreen up for me and overnight it to my home (as I was leaving for a business trip to



Crater Lake
Oregon

the dreaded LA smog pit as soon as we got home). Kudos to Craig too.

I'm sure I've used up more than my allotted time on project. KEEP THE RUBBER SIDE DOWN!

Front Tire Pressure Check, Smokies Tour & Motorcycle Training

Frank Swaney, Pennsylvania

Great magazine. Sorry it took so long to return the survey but it got lost on my desk! I really appreciate all the tips your readers pass along. I've got a little trick I use when checking my front tire air pressure. Since the tire valve invariably is not in the proper position to get the gauge on it, I found an easy way to rotate the front tire (with the bike on the center stand). Stand facing forward with your legs astride the front tire. Flex your knees enough to get your butt under the fairing below the headlight. Arch your back and straighten your legs enough to lift the front wheel so that you can spin it to rotate the valve. It sounds harder than it is. Using your leg muscles and not your back pushes the bike to the rear slightly to lock the center stand. The fairing is none the worse for this (abuse?) after five years.

The other tip I'd like to pass along to you and your readers is Larry Grodsky's "Staying Safe" NeoñAlpine Tours. Back in August '94 I went on one of these "tours" with Larry Grodsky (the safety writer for RIDER Magazine). Since I started racing my Hawk GT a few years ago, I felt I was starting to ride a bit too aggressively on the street and that I had better get some

professional assessment of my street skills before I ended up as a statistic.

During the two days we spent on the great curves in southeast Ohio, Larry taught me more about street riding and sport riding than I could have imagined, even though I've taken the MSF's ERC twice. So when he called last summer ('95) and said he had an opening for a three day tour in the Smokies, I jumped at the chance. The tour started at the Honda of America Training Center in Adelphia, Georgia, and ended up on Sunday in the heart of the Smokies, just a few hours from Deal's Gap.

The Gap is not on the tour due to the amount of traffic on US129, especially on a weekend. Two "tour mates" and I wanted to hit the Gap on Monday morning so we could say we had done it. We did, but after spending three days on the secluded snakes that Larry had found for us, the Gap was a little anticlimactic. We had been on at least six roads the equal of Deal's Gap and of those six, we could remember at least three roads that were better.

I don't know if Larry's true talent is in riding instruction or searching out the greatest roads this side of heaven. It was fantastic!! I strongly suggest that any rider take one of these "tours." It's the best way to have the time of your life and sharpen up your riding skills at the same time. I've taken Reg Pridmore's CLASS and Team Suzuki's Advanced Riding School in the past, but for about the same money this is two or three full days --and dinner's on Larry!! He can be reached at::

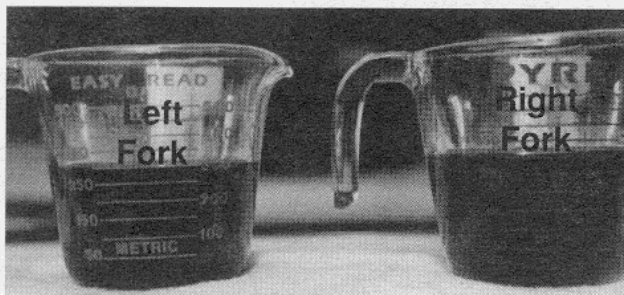
STAYIN' SAFE MOTORCYCLE
TRAINING, P. O. Box 81801, Pittsburgh, PA
15217, Phone 412-734-8462.

Fork Oil & Other Stuff

Charles Mourer, Washington

I feel the following information is of value to our fellow riders.

From the factory (1995 ST1100 ABS/TCS), the forks are low on Oil! The photograph shows the amount drained during disassembly (300 ml from both left and right forks). The same amount in both forks



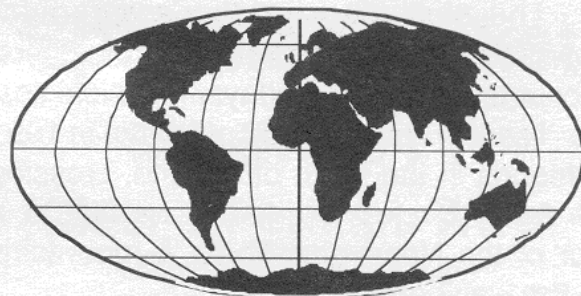
ST1100 ABS/TCS Fork Oil

but wrong by the book and both low in volume.

As always, most points are under or not at all lubricated., i.e. wheel bearings, head bearings, shock mount.

This is my third ST1100. I sell them with 50,000 miles and two years on them. This way, I have no problems in far away places (I'm leaving for Europe for the summer). However, the fuel shut off diaphragm **will** go out between 20,000 and 40,000 miles.

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MOTORCYCLE SAFETY
FOUNDATION**



Across the Pond

Editor's Note: This new section will feature comments from our friends abroad who ride Honda Pan European motorcycles (better know to us on this side of the pond as Honda ST1100s). pjc

Pan Clan Club

Terry Wallis, England

I got the Spring 1995 ST1100 Magazine on Oct .3rd,1995.

I hope you will be interested when I tell you that I belong to a club for ST1100 owners in Britain, called the Pan Clan (Pan from its Pan European designation in this part of the globe) which has been in existence since the summer of 1993. To date we have about 200 members, some in such faraway places as Norway, Spain, & other parts of Europe, & even one in the Middle East.

We meet at regular intervals. This past weekend (30,Sept/1,Oct) I organised a tour of the County of Dorset, where I live. 21 Pans & 32 people turned up for it. Members in other parts of the UK organise tours of their "patch", & we also have a regular Christmas get-together. August saw a tour of Kent which had participants from Belgium. There is also a Spring run which has assumed the title of "A French Tickler"!

The club also produces a regular Newsletter with contributions from members, accounts of foreign holidays, technical tips, etc. I sent in a description of my trip in 1991 to friends in the north of Finland, crossing the Arctic Circle in northern Sweden, & a tour of the Norwegian fiords & mountains on the way home.

I have some comments on contents in the Spring 95 issue: I have never experienced tyre whine, but my handlebars wobble at 45 MPH - less so after a new tyre has been fitted. My front wheel bearings had to be replaced at 25,000 miles (I've got 43,000 on the clock), & at 4,000 revs I'm doing 80 MPH, & I get 350 miles from my 28 litre tank & that's cruising at 80 - 85 MPH on the freeway (the speed limit is 70 tho'!!) with just me loaded panniers & top-box. I wear a Gerbing heated waistcoat in winter (this is the bees-knees) & use heated gloves as well.

My ST is a '90 model in silver. I have named it Pegasus, but have been known to refer to it as my Magic carpet! I had a KIOORS before the ST & would never have another BMW. The ST is so much more reliable!

Felicitations from Pan owners of GB to all you ST-ers on the western side of The Pond!

With all good wishes,

Terry Wallis
The Old Garden
Hillbury Road
Alderholt
Fordingbridge
Hants. SP6 3BQ
England

More Letters

Wow ! + Comments on What Goodies Make the ST Even Better

Jason Landau, New Jersey

WOW! What a great publication. I think Honda should include a year's free subscription to everyone who buys an ST. It was great to read about everyone's ideas and products to improve their bikes.

Since riding a friend's 1991 ST, I knew I had to have one and in March of '94 I picked up my brand new ST1100 ABS/TCS. I too have successfully added several features to improve upon Honda's two wheel wonder.

1. A 22 inch rifle windscreen which I think looks better and adds much better wind protection and noise reduction.

2. Black luggage rack from Lakewood Honda (303-232-7576) which blends beautifully with my always polished black ST.

3. I recently found great soft rear luggage in of all places a "Harley" dealer. I entertained getting a hard bag from GV Maxia but prefer the way it looks with the stock backrest from Honda. The luggage is called Sac and Cool Sac made by Elwood Specialty Products (800-445-8946). These slip onto the backrest and have builtin tie-downs to attach to the back. I get all if not more luggage space than a Gold Wing without looking like one!

4. Heli-Modified Custom Adjustable Handle Bars. What a great product. I am 5'-8" and previously owned a '86 Honda

Magna (great bike). The transition from cruiser to sport riding proved to be too much of a change and had me doubting my ST purchase until I installed my new bars. Now I am good to go all day! Would that friend of Derek's who made that custom fiberglass cover, featured in the Spring of '94 issue, consider making another as this is the only thing missing from the Heli kit.

5. Goodies from J & M Electronics that follow:

A. CB - Although it was next to impossible to fit, Carston Stereo in Connecticut, was able to mount it under the left side fairing. The controls are located in the left fairing pocket.

B. Intercom - This unit is also invisible from sight with the volume control located in the same pocket as the CB controls. Two helmet head sets and your set.

C. Radar - J & M has engineered a great radar override and for a small fee will wire up any detector to put into the system. I velcro'd my Bell (Model 645STi Plus) on a custom bracket which is mounted centered above the dash.

D. Music - I bought a radar detector mounting bracket from Denis Kirk (Part #27-401) and mounted it on the Heli-Bars centered over the fork and then Velcro'd a personal stereo to the bracket.

The end result after the above is as good as any Gold Wing. The only two flaws from J & M are a 20 amp per day draw on the battery and a CB antenna too small to communicate past 1/4 mile.

I have yet to add a custom seat as I would like to know if anyone has successfully lowered their seat height and how.

Speeding Ticket on an ST?

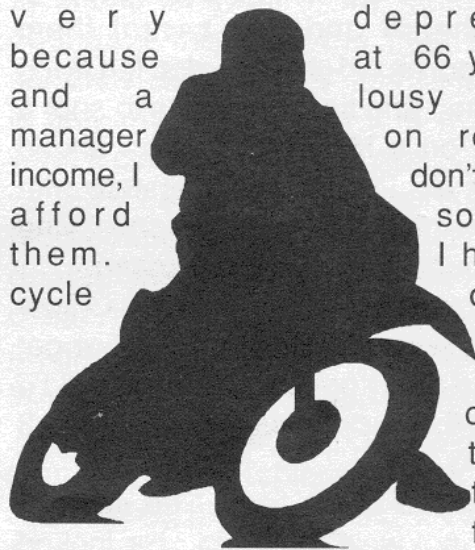
Older & Perhaps Wiser

Charlie Miller, Wisconsin

In looking through the back issues of the ST 1100 Magazine last night I was amazed at my 92 ST's shortcomings. No fork brace, progressive springs or shocks, Corbin seat, Two Brothers exhaust, fuel cock bypass, ABS, audio pak, tank bra, tank bag, head roller bearings, Heli-bars, light guard, luggage rack, inner bags, split fire plugs, K & N air filter, and halogen headlamp to mention a few items.

Reading all these shortcomings is very depressing because at 66 years old, and a lousy money manager on retirement income, I don't feel I can afford some of them. I have good diagnostic skills but hands of clay so pay through the nose for everything except oil changes.

Now let me tell you what I do have on my ST. A Liberty Radar Detector. Yesterday I also acquired a \$162.50 speeding ticket! That darn ST just intoxicates me with its love of speed. The bike just feels great with the needle pushed up to 12 o'clock occasionally. My major



failing (besides speeding) was I believed as Jon Soder of Florida (Summer-94 issue) that a radar detector would get you by ok because laser speed detectors cost four times more than radar units and State and County governments are on the cheap these days. Old Liberty had given me many saves and lots of confidence! Ouch!

I was sailing down I-43 to Milwaukee to see an 86 year old friend. It was a rare, perfect Wisconsin day and the 430 mile round trip was going to be fun and a breeze. I ate up the 60 miles of two-lane to get to Green Bay and I-43 and was blended with my machine. Wow! What a bike. What a ride. As I tooted along the traffic was light with only a handful of cars and half a dozen truckers. I was especially careful going by 18 wheelers as I am familiar with their CB chatter and didn't want them blabbing about an old greyboarded fart flying along. My last and final error was to spot a young man on a Harley two miles ahead riding in the left lane of the Interstate with no traffic in sight. Smoke that non-waving bugger I thought (Stereotype, I know).

The good news is the Patrol Officer (unmarked), was already after me but got boxed in and didn't get a shot at me until I'd slowed past the trucker weigh station, "84.3 mph" he said.

"How you doing today" he smiled? "Apparently not well", I replied. He looked admiringly at the ST. "V-6", he asked?

"V-4", I replied. "At 19 over I'm obligated to give you a ticket - I'll be back out of the car in about 5 minutes". Did I catch a note of admiration for the bike and a reluctance in his tone?

After getting out of his car he said, "I know how it is with a nice bike but you

stuck out like a sore thumb (was I pretty?) and the truckers were hollering like hell at me on the CB to get you.

The officer was a nice guy, doing what has to be a lousy job in my opinion. I was disappointed I had foolishly blown three days of my monthly retirement check, my first speeding ticket since 1953 when I saved \$10 by skipping the college prom but got a \$25.00 ticket on my way to the after prom party. Goodbye heli-bars or any thought of two brothers racing exhaust for this year. New tires in August will be the only addition now.

The final humbling and humiliating part of this and future rides is riding home at 74 mph (9 under on the Interstate system) and being passed at speed by every car and truck on the road. Live by the ST - die by the ST? How much is a laser detector?

Older and hopefully wiser!

More Oil

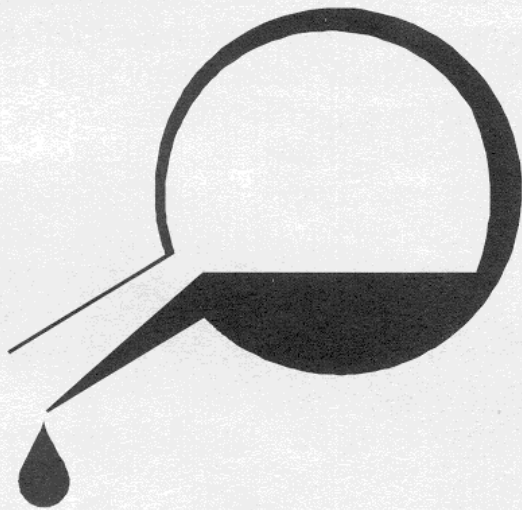
Gery Williams, Florida

I see the Oil topic is still generating interest. For those apprehensive about experimenting with lubrication in their loved ones, I offer my personal experience with synthetic oils.

I have used synthetic or synthetic blends for 9 years now in 4 motorcycles and 1 Ford F-150. My first experience was in a used 1982 GL-1100 A. A riding partner recommended Golden Spectro, which, within about 100 miles of this oil change, I found smoothed out the rather "Clunkey" sound which I feel this Wing made when

shifting. From then on I was sold on Golden Spectro.

In '87 I purchased a new GL-1200 Aspencade. My local dealer (whom I voted for top honors in the Motorcycle Consumer News survey) was able to compel me to use the less expensive Honda standard petroleum lube insisting it offered all the protection I'd need. After a thorough break in, I very apprehensively switched to Mobil 1 synthetic oil. Again, within about 100 miles of this oil change this Wing's transmission became, not quite silky, but definitely noticeably smoother.



I kept this Wing for 5 years, amassing only 30,000. On one 5,500 mile round trip from Florida to California, the Grand Canyon, Utah, Vegas, without performing an oil change, the bike consumed 1/2 qt. of oil. During this trip I encountered record cold in New Mexico and record heat in Nevada. I'd have to say I rode fairly hard and spared no throttle where a thrill was to be had. Maintaining triple digits across the Nevada desert (record heat) to arrive home in Florida in time for supper on day three.

My new '90 CBR 1000-F became velvety smooth after its introduction to Mobil 1. Last week (after a short 50ish mile ride down the beach, on scenic Hy. 98, east through Destin, on a gorgeous crisp, cool, Saturday afternoon, to my favorite coffee and raspberry cobbler stop at the DONUT HOLE 2, towards Grayton Beach) I snicked my '93 ST-1100 into neutral upon arriving home and wondered why the tranny felt so different. It was so unusually smooth, and I thought, am I just happy or what? Then I remembered that on my last oil change, I began using Mobil 1.

I realize my raspberry cobbler method of "testing" is by no means scientific or sophisticated, but, until I find definitive proof otherwise, I will continue to use Mobil 1 synthetic oil in all of my motor vehicles, confident that it is the best lubrication currently available. Please remember this is only my opinion and it is worth exactly what it cost you!

I have a few questions concerning modifications to my 1993 ST-1100. My dealer, whose opinions aren't nearly as cheap, but whom I trust, discourages any modifications whatsoever to this fine, quiet, trustworthy machine. Hard to argue with that.

I'm interested in installing a jet kit, high flow stock replacement or clamp on air filters such as K & N and a Two Brothers exhaust system. Also interested in suspension upgrades and a fork brace. I would like to write or talk with anyone who has experience with the ever increasing selection and installation of aftermarket performance parts and your results, advice, etc. Leave a message, we'll talk on my nickel. Thanks and take care! Call (904) 863-4553 anytime. Regards, Gery

Questionnaire + Proposed Time, Speed and Distance Road Rally in Canada

Dave Moore, Victoria, B.C.

This faxcom deals with the following four matters:

(1) I received the Spring, 1995 issue on Friday, October 6, and when I got into it, I started to complete your questionnaire. I see that you want it by October 15, so I am faxing it to you, as the mails may not get it to you on time. I had to go home to get the V.I.N. number.

(2) I will mail my draft for the renewal subscription (and the original of the questionnaire) on Tuesday.

(3) I have now completed your questionnaire, which is faxed herewith. Have you ever considered sending out a questionnaire to subscribers asking them what modifications they have made to their ST1100s, or accessories they have added? My contribution is attached. I think that if this were published, then Honda might very well incorporate the modifications and accessories into new model offerings, which would make "our bike" so much the better!

(4) Do you think that the members would be interested in a Time Speed and Distance Road Rally in the Pacific Northwest? I have put on a number of these over the years. What I envisage is a two or three day ride on back country roads, all paved, throughout the mountains of British Columbia. I would probably run it in August (or maybe Labor Day weekend) in 1996 or 1997. Your views on the desirability of running this would be most welcome. I would plan to run it on the mainland (not on

Vancouver Island), starting in the Vancouver B.C. area, at a location which could be found easily by riders who have never been to this part of the world before.

Editor's Note: The results of the questionnaire will be published in our next issue of ST1100 Magazine. Further, let us know what you think about Dave's Rally idea! pjc

Info-Map for the Georgia Mountains

Joan Moody, Georgia

After moving here from Florida, I asked about a map of the area. When I found there were only county maps and non-detailed state maps, I started work on the INFO-MAP. I have personally ridden every road on this map and have tried very hard to make it as accurate as possible.

I am the total staff of INFO-MAPS and do not have an advertising budget. I would consider it a huge favor if you would find space for my press release in your publication. Thank you for your time and consideration.

Abbreviated INFO-MAP Press release:

Many riders consider the Georgia mountains to be the best motorcycle roads in the eastern U.S. With that in mind, the INFO-MAP for the Georgia Mountains was created by rider and enthusiast Joan Moody, who lives in the area.

The coverage area is from Helen in the east to Ellijay in the west, to Dawsonville to the south. Paved and dirt roads are shown as well as off-road vehicle areas and state parks. The text and graphics are large so they can be easily read when the map is placed in a tank bag.

The map lists location & information for motels, campgrounds, antique shops, country stores, motorcycle shops, restaurants and more. Info-Maps can be ordered directly for \$3.75 each ppd. from Joan Moody, 5859 Copper Creek Rd., Suches, GA 30572