Date: Tue, 2 Aug 1994 10:06:33 -0700 (PDT)
From: Jim Alexander <jalexand@netcom.com>
Subject: STuff #10

**If you receive this, then you are on the ST1100 mailing list. If you don't want to be on the list, please drop me a reply.

August '94

Stuff #10 -- The ST days are getting shorter

I hope everyone is getting plenty of riding in this summer. The weather in California has been perfect for being on two wheels. The temperature is normally higher and not as conducive to riding, but this summer it has seemed much cooler especially this last weekend.

Last weekend we had 7 HSTA people get together and ride in the Sierras. Out of the 7 there were three ST1100s, one of each color. BTW, did anyone hear yet from a dealer about what color the 1995 ST is going to be? I did hear there was a new color coming our, but not what it is.

I have postponed the special issue of STuff about tunes on the ST. I am compiling a number of comments into a special STuff to be out in August. If you have something you would like to include, please feel free. It doesn't have to be long, just let the rest of us know what you are using or what you have seen that you like.

Did you see this months Motorcyclist (September issue) magazine. There was a Sport Touring shootout. They tested a ST-ABS, K1100RS, a Concours, and a GTS-1000. Three of the five testers in the 'off the record' comments admit that the ST1100 wins and in the overall article it wins. They said " ... the ST1100's overall competence in both sporty and straight line modes, combined with the best wind protection and the longest range of the group, earns the victory here"

In the British publication, Motorcycle International for July 1994 did a comparison between the ST1100 and K1100LT. The final comment was: "As this is a bike test and there have to be winners and losers, in this instant my money would be on the ... ST1100. ... despite the lack of additional luxuries as an everyday high speed, mile munching example of a two-wheeled inter City express it can't be beaten." In the technical comparison, the ST won in Engine & Transmission, Handling & Suspension, and Ergonomics. The bikes were rated as tied in Brakes. The ST even won the opinion of the pillion! She said that the back on the K1100 thumped her back everytime they went over any kind of a bump. She commented: "The Honda is an altogether smoother ride, vibration free with a very comfortable seat."

Ride safe, but have fun while you're doing it!

Jim Alexander 1991 ST1100 (82k+) HSTA Electronic Ambassador STOC#0009 HSTA#2307 HRCA#HM700461 AMA#415932 DoD# (waiting on KoTL)

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From: Jim Alexander
Subject: Short Screens - Not just because of my height either!

I installed a short windscreen from Clearview Shields in Golden, CO. It is about 6 inches short in the middle and about 5 inches short on each edge, so it sweeps lower in the middle and looks great. I actually had it shipped to Nashville, IN at STAR (or I should say Jim Petersen had them shipped, after I told him he should). It was a dark tinted screen which has the second benefit of looking very good. The most wonderful part of the short screen is the wind you now get. In the summer heat, it has been wonderful. The wind noise is increased but sort of evened out as a constant noise. With the stock screen which I was using I got less noise, but I got more buffeting noise which was strange. I did not feel the effects of the buffeting, but I felt the noise. I added SAENG edging and I have ridden with it on and with it off. I don't really notice that much difference either way.

From: George A Catt +1 708 979 9424 <gac@intgp1.att.com> Subject: George is full if it .. good advice that is

HOT TIP for the next STuff!!!! There have been at least THREE cases of the fan blades coming off. I talked to a guy from New York state who had his come loose, and also a friend of his. They both caught it before it caused real problems. Suggest to everyone that they check, retorque, lock-tite the fan blade nut B4 it eats their radiator. I'll check mine this week and let you know the results.

WINDSHELD: I took an extra Rifle shield and cut it down shorter than Jim's. With a piece of SAENG edging on it, it looks TUFF! It is a little windy, though. I'm using it around town, and without the saddle bags, it looks like the biggest crotch rocket ever built. Now, if I could get a six inch rim under the rear.....

TIRES: The Michelin M89s seem to work ok. They stick good. But I now have a high speed wobble (115+) that is very disconcerting. Probably helps my gas mileage by holding my speeds below 100.

GL1100?: Would one of you really mechanically minded types take some measurements and see if a GL1500 back wheel would fit the ST? Big, fat, touring tire on a 700lb bike should last FOREVER. Now, where do you find a wheel?

GAS MILEAGE: Still fluctuating. After my last tune-up (plugs, valve check, carb synch, air filter) seemed to go up a little, especially at high speeds. Hasn't dropped below 40 since then. But my best tank, at extended boring

speeds while on Skyline Drive, was only 48. Where are the 50+ you other guys talk about? Returning from AR yesterday, at extended 80+ speeds, averaged right at 40.

From: William C. Thalgott <thalgott@ee.eng.ohio-state.edu>
Subject: The Tail Trunk and low ST sales?

I found the article about the top box interesting in that it appears Honda just might offer some accessories for our favorite bike! I couldn't believe the puny selection in the Hondaline catalog. Maybe Norm Young could get a European catalog or a list of what's available and let us know how we can order items form it.

I ran into a fellow ST owner at Competition Accessories and he told me Honda claims they only sell 800-1000 ST a year in the US and apparently that doesn't justify a large accessory list!

(Editors note: Why can't they let us order the same accessories that are available in Europe?)

From: Jim Petersen <Jim_Petersen@maxtor.com>
Subject: ST1100 European Trunk Now available for ordering

Are you aware of the European rear trunk for the ST1100 now being available in the States? Yep, it's now available. My dealer has already ordered a black and gray one. It's a new accessory offered by Honda this year. It also comes in red and black. About \$150.00 for the box and about \$125.00 for the bracketry.

From: Jim Alexander Subject: Aero Darien Jacket from Riderwarehouse

I made the decision to purchase a Darien jacket while planning my packing for my trip to STAR '94 in Indiana. On past trips I had taken my Hein Gericke TKO jacket, the liner for the jacket, a rain jacket, and rain pants. All of the bulk made me use a lot of storage space I would have liked to use for something else. Also considering that I was traveling to Washington state to pick up my sister after STAR, I knew I would need to conserve as much space as possible, so the Darien seemed to be the best option.

The Darien has a very wide range of use (20F to 85F) and a great liner which becomes a separate reversible jacket. This inner jacket has a pouch on the tail which allows packing itself into a very convenient parcel. It can be worn hanging from a belt as a fanny pack, used as a pillow if you are camping, and easily bungeed to the bike if you can't fit it in the luggage. The outer jacket is Goretex lined and seam sealed, which makes it very weatherproof. While I didn't need it much, I must say I never got wet inside the jacket! There are zippered vents very much like the Aerostich suit on the back and under the arms. The liner jacket is also zipper vented under the arms. Did you say you want pockets? Let me tell you, it is easy to loose your keys in the pockets because there are so many! I put them in one pocket when I stopped for lunch and it took about 3 minutes to find them. The Darien jacket is a 3/4 length, so it covers the backside very nicely.

There are also Darien pants, but I didn't order any. I would assume they are as functional and satisfying as the jacket.

Now the big question, why didn't I order an Aerostich? Well, right now I don't fit into one. I can get the tops big enough, but then I have about 6 inches too much in the legs. If the legs are short enough, then they aren't big enough around! Oh well, maybe some day.

I was recently lucky enough to come home and find my ST on it's side, the victim of wind blown tip over syndrome (assisted by the loose fitting cover acting as a sail). Acquiring replacement parts from East coast warehouse has proven to be the cheapest and easiest way to go and after spending a couple of hundred dollars and waiting 10 days she was as good as new. One of the new parts was a new engine bar cover, the little grey plastic triangle that covers the invaluable engine bars.

Yesterday, as I looked over the bike I noticed the brand new engine bar cover was very scoffed up on the outside corner, there is absolutely no reason for this except that it must have touched down in some hard cornering I was doing while trying to keep up with fellow NEDOD members on their VFR's , CBR's and ZX-7's. I distinctly remember one corner where I thought my shoe touched down. Well, it must have been my shoe and the bar cover.

So, this is another vote for the theory that the engine bar covers are the first hard part of the ST to touch the ground.

From: George A Catt +1 708 979 9424 <gac@intgp1.att.com>
Subject: George has itchy fingers again (Thanks for the notes George!)

An update on the Catt happenings:

This summer so far, I've attended the Honda HOOT (that's where the Michelins were installed). From there to the HSTA STAR in Nashville, IN. We layed low over the 4th, then Debbie and I rode to Eureka Springs, AR for the WOW national. It was about the same size as the STAR (<300), but there were only a hand full of sport bikes (2 STs, Debbie's CB-1, a ZX-6, and a few BWM K bikes). Most everything else was Harley's, Wings, and crusiers. The short inseam crowd still has a problem with selection.

The roads in NW AR and East OK are great! We visited Eldon and Bud in Pryor, OK and spent the night. We also Banzaied home on Sunday: 600 miles in 12 hours, including frequent gas stops and 2 meals. Debbie doesn't let any grass grow when she gets in the mood to go.

I've been reading Keith Code's TWIST OF THE WRIST II. It's definetly worth a trip to the library (I inherited Derek's copy, complete with highlites: "The handle on the right is the fun control."

More on tires: I don't think I said this in yesterday's note. I like the Avon's feel better than the Michelin's. I'll reserve further opinion until I get some mileage figures. The 6,000 or so others are getting on the Avons

agrees with what Derek and I got on new ones this spring. Side note: Derek had to install his 'spare' on the way back from Texas Hill Country in early May. I installed the same tire in mid-June because I couldn't get a replacement right away. That tire (which had a plug in it) was the one finally discarded in Asheville when the Michelins were installed. It had 8,000 miles on it.

I've started negotiations with the wrecking yard in South Carolina to get Derek's bike. No price yet, but should be cheap. That rear shock may be available. Also have Derek's original rear shock, which would be a good source for a FOX shock rebuild (or whoever does that). I'm thinking about parting out, AND keeping a box of "loaner" parts to help people doing mods, etc. keep their bike on the road while getting work done. What do you think? Shipping costs and transit time are the only negatives. Give me an opinion.

Here's another question: Does carbon fiber really absorb/disperse radar? How come no one makes a "bra" out of carbon fiber (assuming it works)? Seems to me a one piece bra, with many 1" holes drilled for the headlight and turn signals, would go a long way to creating the ultimate STealth! I may pursue this. Also want a K-1 style fender, preferably out of carbon fiber. This is

in search of better gas mileage. What's a source for one-off fiber STuff?

From: Charlie Woods <CHASWOODS@aol.com>
Subject: Michelin Tire update

An update on the Michelins tires.... the front tire had to be replaced under warranty for some "splits" that showed up both on the body of the tire and on the sides (only two were found). However, my dealers shop manager replaced it "free gratis".

He mentioned that Michelin wanted the actual tire back before they would adjust it (to determine the cause I suppose). This was the first time the dealership had been asked to do this by any of the tire manufacturers who's brand they carry in stock.... Needless to say, the dealership is pretty pissed at Michelin but, they gave me the replacement without the Michelin's approval....

I'd say this speaks pretty well of the dealership... (maybe I'm a good customer too...)....

From: "William C. Thalgott" <thalgott@ee.eng.ohio-state.edu>
Subject: ST1100 luggage rack

I met a guy from Cincinnati at the Vintage Days Rally last weekend who makes luggage racks for the ST. It is made from flat aluminum plate and is powder coated black. It looks like a nice unit. His flyer follows: ST1100 luggage rack Available 18"X10" Powder coated black Slotted design Stainless steel bolts Other sizes possible Price: \$105.00 Call: Tom McKiernan (513) 683-1618

From: John H. Anderson Jr <71514.612@compuserve.com> Subject: Silkolene Oil for an ST1100

I recently changed to Silkolene 15-50, Pro 4, oil for my ST1100. I immediately noticed smoother shifting, and my engine heat gauge registers approx. 1/16" cooler than it did with Honda HP-4. Unfortunately, none of my local suppliers

stock Silkolene - so I order it from Race Guthrie, at Honda - Kawasaki, in Bloomington, Indiana.

If you have experience with Silkolene, please share your thoughts.

From: RIS/TX-Mickey Hunt <72461.1512@compuserve.com>
Subject: #436733-Silkolene Oil - ST1100

At my old race team, Plano Honda Racing, we ran Silkolene all last year and this year and it works very well. We Endurance race here in Texas, where it gets very hot (last Saturdays four hour race was close to 100), and we never worry about the lubrication. At my new team, Moto Liberty Racing, we also run the Pro 4 and never have any problems with the motors.

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