



Notes from a new STuff reader Fred Ziglar

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Open Questions Department:

>From the editor:

Anyone have any info about the new 95 ST yet?

>From George Catt:

Do radials last longer or shorter than bias ply?

>From Allen White:

- 1) Has anybody put a steering damper on the ST to solve the headshake problem? Are there any kits available from folks like Storz? Has anyone built their own kit?
- 2) When and where is the first STOC rally going to be held? We need to start planning now for the 1995 touring season. 8-)

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The Catt report by George A Catt

Changed out the Michelin tires at 11,010. The front was worse than the rear.

Gas mileage: got my best (50mpg) on a slow trip to Galena. Coming back from Margy's on Sunday, got <40 against a strong head wind. Go figure.

One of the guys at Moose's had the TB pipes. Sounds GOOD. Still seems expensive, though.

(Editors note - George sent some more comments)

Forgot to mention my new tires (tars?) is AVONS. Fred Ziglar (Southern IL) had a very smooth Avon on the back of his ST at Margy's cookout. It had (has?) 9,500 miles on it. He has one ordered from Eldon and one from Competition.

Fred runs the red ST with Ferrari emblems. You may have seen it at various gatherings. He is now the official HSTA state rep for Southern Illinois. This time next year (October), there will be an event in his territory. Stay tuned.

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# George Catt - Aurora, IL          # I had this advantage, at least, #
# gac@intgp1.att.com               # in my life, that my life itself #
# DoD 1463, AMA 407092, STOC 004,  # was become my amusement and    #
# HRCA 700802, WOW 5573-01, HSTA 3942 # never ceased to be novel.      #
# '91 ST1100, 45K+ (and counting)   #                               # - Thoreau #
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Got my Darien! by Allen White

My Darien was awaiting me when I got home from work yesterday. I promptly zipped the fleece liner in and went out for a cool weather ride. I wore it on the 44degreeF ride in this morning and it was extremely comfortable with just a polo type shirt on underneath. And the pockets are great! I carried my breakfast in a pocket this morning! I've got a feeling I'm going to love this jacket. I'll write up a review of it after my trip to N. GA mountains next weekend. BTW, I got a red one. I think I may be just a bit more visible now than with the black leather jacket. 8-)

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| Allen R. White   arw@cypress.com   1993 ST1100 "STella" |
|           O' Mighty Rider of STella The Magnificent |
| Cypress Southeast Design Center, Starkville, Mississippi |
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Two Brother Pipes and other Mods by Robert Taft

Just a few comments regarding my TBR exhaust system and other modifications.: As of 29 Oct 4, I have traveled approximately 2500 miles since adding the TBR slip-ons. As a writer in STuff 11 noted the pipes increased in loudness within the first 500 miles or so. However, I have not noticed any significant increase since then. Frankly, I don't find them that loud or objectionable. The slip-ons are most loud under hard acceleration. At highway speeds the sound is a faint roar. At highway speeds I've traveled alongside my father (on his Goldwing) and his comments were that the sound was noticeable but not loud. And I've passed lots of police cars and have received no unwanted attention. Granted that loudness is subjective but I find the sound delicious. When I was in Daytona last week for OctoberBike fest I went to the Speedway infield. In order to get to the paddocks you have to go thru a narrow tunnel. I couldn't resist (nor could the Softail rider in front me) twisting the throttle. Sounds great!! The prime benefit (other than visceral) is that I am able to pass cars and feel that they are aware of my presence. With the stock pipes, I sometimes felt it necessary to sound my horn to make my presence known.

As the writer in STuff 11 noted the pipes trend to lean out the engine. That was not a problem until I added a K&N air filter. The combination increased the amount of backfiring under deceleration to a level I was not happy with. I took the bike to a local sport cycle repair shop where they richened the mixture. That eliminated most of the backfiring condition. The addition of the slip-ons and filter have made a noticeable difference in mid-range acceleration. Cycle seems to pull much better in the 2 to 3 to 4 gear change.

Installation was extremely easy, although be careful when removing the existing exhaust gaskets. TBR does not supply new ones with the kit (at least when I purchased them) and the old ones may be stuck on the old pipes. When I was in Daytona, I ran into several other ST owners and all liked the sound of the system and most were surprised that a system existed for the ST. After 2500 miles the finish on the system still looks new. Also I saw a ST whose owner had buffed to a mirror finish the stock pipes and frame and had his wheels chromed. Looked great.

The only other modifications have been the addition of a short tinted windscreen in place of the stock unit. When I was visiting my folks in St Augustine Fla. I stopped by the Gustfasson windshield "factory". The "factory" was about the size of a one and 1/2 car garage. They made a dark tinted windshield while I waited. The quality of the shield was good



has been some change in the spacers in the wheel, but I don't any specifics yet. I am going to see if I can find out what has changed as it me be something other people might want to do.

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Tire & Wobble Q&A between Allen White & various other STuff readers:

I saw your report on the Michelins in the latest STuff (#11) and I've got a couple questions I was wondering if you might answer. BTW, I've got the Michs on my ST as well and have about 3K miles on them.

- 1) What pressures are you running? I've pretty much settled on 40psi in the rear and 34 up front.
- 2) You have the tapered steering head bearings, right? Do you get any headshake with the Michs around 45 mph? I know about the shimmy up around 115. I found it too. 8-) I don't have the tapered bearings in my ST and the Michs give me pretty good oscillation around 45. It doesn't matter if I'm decelerating, accelerating or steady speed. The stock Dunlops did it a little, but no to the extent that the Michs do.

Also, a comment, I've noticed the front wearing at about the same rate as the rear as well. I'm also considering going with the Avons at the next tire change, but I do love the grip of the Michelins.

Thanks.

Allen R. White

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Answer from George Catt:

Allen, I didn't have any 45mph wobble with the Michelins, but I didn't put them on 'til after the tapered bearings. The high speed oscillation seems to go away as the tires wear, which indicates to me that it can be attributed to tread pattern. The latest comments in the ST1100 Newsletter indicate that properly torqued stock head bearings do a fine job. My opinion is that the tapered bearings do help, even if by introducing a level of friction akin to an old-fashioned friction steering damper. Whatever the reason, you won't need the end weights anymore.

My experience is that the Avons stick better than the Michelins, but don't last as long. I agree that the Michelins stick pretty good, but when they decide to slip, they WON'T hook back up. You are in for a slide. I had three separate occasions where they went away. One resulted in a crash which resulted in a \$300 recovery. In a similar situation on a (worn out) Avon, I levered the rear wheel completely off the ground. As soon as I slowed down enough to get things back under control, the tire hooked up and we motored on. This little incident ground a distinct bevel in my rear stand.

(This also raises a question about the validity of certain claims that you can touch down the engine guard covers. I didn't!)

I ran 36psi front and 42 rear. (The higher pressure seemed to help the high speed oscillation.) I ended up with 11,010 miles, and replaced them with Avons last Friday. The only reason I got them in the first place was 'cause I was at Honda Hoot when my last set of Avons ran out, and these were the only things available. Interesting about the front wearing out.

Mine was actually worse than the rear. With the Avons, the front lasted through 2+ rears.

I installed these latest Avons 'cause I already had them. I think I'm going to try some upgraded Dunlops next time, unless someone gives me a good reason not to. I'm on my fifth rear tire since I bought this thing last Dec. I can't afford it!

Open Question: Do radials last longer or shorter than bias ply?

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Allen's response to George's answer:

Honda says the ST will wobble with the Michelins. Their recommended fix is to run the tires they recommend in the owner's manual. They did say, however, that re-torquing the steering head may help.

[Editors note: In response to the Michelins breaking away & Avons not] Interesting...fellow STOC member Toney Cummins is running the Avons now. On a recent trip to Deal's Gap he really pushed them pretty hard. He had problems with the front end "wallowing" when pushed really hard. I'm not sure how he feels about the Avons now (Toney, jump in if you get this. He's currently experiencing technical difficulties with his email). He tossed his ST at Deal's Gap, but I'm not so sure it was a problem with the Avons as much as he hit the turn too hot. I didn't push the Michs as hard as much as Toney pushed the Avons, but the Michs never felt like they were about to let go at all. I guess I'm a pretty conservative rider and we don't really have much in the way of twisties in Miss. either, but they felt really good at Deal's Gap (except for the wobble 8-).

[Editor's note: In response to George's open question about longevity] Good question. I'll be interested in what others think. I do, however, like the ride of the radials a lot better than the bias ply. At least better than the stock Dunlops. What is Honda putting on the '94 ST? I heard they had a new style Dunlop on there. Is it radial or bias ply?

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Charlie Wood's [STOC #0002] response to a question from Allen about Michelins Longevity

Allen, I may not be the person to ask about front Michelin's.... I've had 4 replaced free of charge from the dealership, 1 with splits in the tread, and 2 with wobble problems, the last replacement being a stock Dunlop which eliminated the wobble.

Additionally, someone said that re-torquing the head bearing would solve the wobble. We you don't exactly torque the stock ball-bearings but you can readjust them which probably was the real resolution to my wobble problems.

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Some more info & responses from Allen White

I took my ST in this morning and had them re-adjust the steering head tension. I picked it up at lunch and can report that it's a lot better than it was. The wobble isn't gone, but it's not as vigorous as before and the region where it's active is now more closely centered around 45mph.

George, regarding bias ply tires, I've thought about maybe trying the Dunlop K591 sport compound (they also have a racing compound). They come in the right sizes for the ST and I've heard good things from owners of other bikes about the K591s. They're relatively inexpensive as well. Have any of you heard of anybody putting them on a ST? Might be worth looking at.

I think I may eventually put the tapered bearing set in my ST, but I may try another brand of tire first. Toney Cummins has the headshake with the Avons now, but I don't think it's as bad as I'm having with the Michelins so I don't know if I'm going to try the Avons first or just go with the K591s. I read somewhere recently where Avon has a new front tire that can be mated with the ST23 rear. That might be worth checking out also.

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George Catt had an answer to my question about the new Avon front tire. He originally sent the name as ST27:

Jim, the new Avon is the AV27, not ST27. It's supposed to match up with the ST23 rear, or other manufacture's rear tires. See the ad in the new Cycle World.

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How I spent my summer, by George Catt

Let me preface this by saying none of it would have happened without my Debbie. Thanks, Honey.

My summer really started last winter, when Debbie and I decided to light a fire under the Illinois Squadron. Letters to Moose, Mike, and Baron Hansen got the fire started. Then letters to all the Illinois and Wisconsin members kindled the flames. A call to Curt Gonstead turned into a bon fire when he offered to set up a route for an EVENT. What a way to start the season!

Mike Morris' encouraging instructions gave us what we needed to make this event happen: direction. The most important one he stole from NIKE: just do it! With Curt providing the route, and Debbie providing the organization, things just fell together. Betty Bachorek, Larry Lawson, and several other local members contributed time and effort to our ultimate success. And the first annual TWISTAR (The Wisconsin STAR) was a success. 29 bikes and 32 people combined to provide me with one of the best times ever. It will happen again in '95. (By the way, we pronounce twist ar.)

In addition, I attended lots of other rides: Texas Hill Country in April; Honda Hoot and STAR in June; Women on Wheels National in July; River City Ride and Margy's Cookout in October. That's not as many events as Eldon, but not bad for my first full year of participation. Debbie did all these as well, except for Hill country and the Hoot.

We also began a monthly ride, starting from a donut shop in Elgin. From here, we did several shorter rides, ranging from 75 to 275 miles. These monthly "non-events" will continue through the winter (brrrrr) and on and on. It only takes one bike to make a ride. If you're in the area on the second Sunday, give us a call!

Not everything was sunny in '95. I lost my favorite riding partner. He will

never be replaced, but I will never stop riding. I miss you, Derek.

Plans for '95 already include TWISTAR '95, a second event in SE MO, and several non-events. Everyone is invited, of course. I'll make sure Mike has all the dates.

Bottom line, we organized one event and 5 non-events. We had more than 60 different members and potential members at our rides. We attended everything we could reach. And we have published 4 issues of the Illinois-Wisconsin Newsletter. Why am I telling you all this? Because, I've never done anything like this before! I've always been a follower, just taking advantage of others efforts. Now, I feel like I'm giving something back. And, it ain't that hard! I encourage anyone (everyone!) to: plan a ride; write a letter; help with the organization; become a state director if one is needed; just help out! You'll have a good time, meet more friends, definitely ride more; and generally improve your life.

Illinois-Wisconsin '95 Calendar

Events:

- TWISTAR '95 May 19-20-21 Spring Green, WI
- FOF-3 Oct 14-15 Park Hills, MO

Non-events:

- Roll 'N Donut 2nd Sunday Elgin, IL
- ELLISFEST 2 to be decided Davis, IL

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Battery Charger/Accessory Receptacle by David Kennedy

A friend of mine bought a new BMW R1100RS one week before I bought my ST1100. I noticed the battery charger/accessory receptacle factory installed on his bike and thought it was a great idea. After checking with Honda and discovering that they didn't offer anything similar for my ST, I paid a visit to the local BMW dealer and purchased the accessory plug kit. The P/N BW 61132303048 kit's cost was \$27.19 + tax, (not cheap), and included the accessory receptacle, associated wiring and a plug, which mates to the receptacle.

Installation of the receptacle was easy when I finally decided on a place to mount it on the bike. I wanted it easily accessible, but out of the way. Also, I didn't want to drill into any of the extremely expensive shiny black parts or pocket fairings, but wanted to be able to return the bike back to stock, without spending a small fortune doing so. I decided on the grey, plastic pivot cover on the lower, left side of the bike, beside the gear shifter. The cover is easy to remove and offers enough room for the receptacle and wiring behind the panel. The fused, hot wire was routed directly to the battery (+) terminal and the ground wire to the frame. A black, spring loaded cover keeps water and other debris out of the receptacle and looks good mounted to the pivot cover. I've not experienced any interference between the receptacle and my left foot, as the cover is nearly flush.

Install the included mating plug to a battery charger or any 12V accessory of your choice and you're ready to go. I purchased an extra plug, P/N BW 61138060106, \$10.21, and made up a short cable with a standard cigar lighter receptacle on the opposite end. I can use this cable to power almost anything that has a cigar lighter plug, ie., portable air compressor, cellular telephone, spotlight, etc..



