Date: Sun, 3 Apr 1994 11:53:01 -0500 From: Derek C Catt <r10dcc1@corn.cso.niu.edu> Subject: STuff Newsletter

(Kudos to George Catt for the title!)

\*\*\*\* IF YOU RECEIVE THIS EMAIL, IT MEANS YOU ARE ON MY ST1100 MAILING \*\*\*\*
LIST. IF YOU DON'T WANT ADDITIONAL JUNK EMAIL OR DON'T HAVE AN
ST1100, OR YOU JUST DON'T LIKE MY STYLE OF WRITING, PLEASE REPLY
(FROM THE ADDRESS IN QUESTION!) REQUESTING {DEMANDING, INSISTING}
TO BE REMOVED FROM THE MAILING LIST. NO QUESTIONS ASKED. BRIBES
\*\*\*\* ACCEPTED!! -- Derek \*\*\*\*

First official Spring issue of the:

## STuff Newsletter

I'm ahead of Grant Norman by a season! (See below)

In the spirit of March 32nd, I have an announcement to make: I traded my ST in on a brand new BMW R1100RS yesterday and I will no longer be 'publishing' this ST on-line newsletter or maintaining the ST FAQ. Hope this doesn't cause any inconvenience.

I have a for sale notice: Keith <rr900@aol.com> has a set of black ST1100 saddlebags for sale. Seems his ST got totaled while the bags weren't on the bike. You can contact him email for additional info/bidding.

## TIRES:

While on spring break a few weeks back I got to push the Avon radial tires to their limits. And did I! If its cold out, these tires don't warm up. My father and I have both been commenting how easy the rear is to break lose in first gear from stops when its cold out, and I did that of course (<50'f). I also broke the rear tire lose riding the brakes into a curve. Very exhilarating ("yeah, and smart too, Derek!"). And I finally broke the rear lose in second gear too -- going in a strait line. It was wet & cold. Unlike the Metzlers, when the rear Avon finally gives it stays composed. The Metzlers were very uncomposed when the rear would "give." I have \_NO\_ complaints about the front, and no complaints about the tires when its warm out.

## SADDLEBAGS:

I keep forgetting to mention this! If you have a luggage rack (why don't you?) BMW shops sell a neat little gizmo called: Bunggee Buddies

They mount on the saddle bags (I have one on each) to provide a place to hook bunggee cords. Looks great on the ST and they're only 'bout \$16 for a pair. If you locate them on the bags correctly, it will help prevent loads from sliding forward into the passenger or their backrest.

## GAS FILTER:

Replacing the gas filter seems to have fixed my dad's ST. Its painless and cheap insurance. Takes just a few minutes longer than removing the maintenance top cover. Did mine over spring break after changing the oil.

HEADLIGHT BULBS (H-4):

Umm, I had a mis-print in the FAQ. I finally took my H-4 bulb out and fixed it to fit right, so now I know. The H-4 bulb has three prongs. One on top, two on the bottom (a triangle). Remove the bottom two prongs. There is also a "clip" right below the bulb. Fold the two prongs down so they don't protrude. Install the bulb. Fits great, the alignment is same as a stock bulb, the price is right and the wattage greater. If its the first time you fiddle with the headlight bulbs, I suggest attacking it from the top. Remove the windshield and access/beauty covers. Then you have some room to work and can see. After you know what's going on you can access the bulbs from the wheel well without removing anything.

ST NEWSLETTER:

The winter '94 issue is out: highlights. . .

How to cut your windshield, Rear shock replacements (Works Performance and Ohlins Noleen), Winterizing, Tilt Sensor Woes (if you fall over it shuts the bike off. You need to turn the ignition off, then on again to re-start. If you "fish tail" the ST hard enough, it will kill the ignition, try not to find this out the hard way!), Front Fork rebuild, Bagster Tank Bag and Tank Bra review, Tapered roller bearings (for the steering head! The ST uses the same bearing set as the Honda Hawk GT [and some other Hondas] -- several companies offer tapered bearings that fit, but they don't list the ST! The rider says it improved things! Its on my list of mods -- hopefully be- fore the riding season really gets going.), European ST Rally (350 ST riders in southern France), and Rear End Problems (Jim Alexander's. No, I mean his ST's. See below).

My father and I will be at the HSTA Texas Hill Country ride the end of April and at the Honda Hoot in N. Carolina. If you're planning on being at either drop me a note. I'm sure there will be some kind of impromptu ST gathering at the 'Hoot.

That's all I have to say. Hope your riding season is off to a good start! -- Derek "Second Generation 'Cyclists -- we're born to ride!" (tm)

From: Ron Hogan <ronh@hpmwgip.sr.hp.com>
Subject: Thanks!
Date: Wed, 9 Mar 94 9:35:42 PST

The ST1100 was an impulse purchase for me. One nice day last summer decided that I needed a road bike again (I'd been riding my XT600 Yamaha since I slammed my XS Eleven Yamaha into a car at 40 mph in 1989). So I took the afternoon off from work and went to all the dealers in my area. I didn't know anything about the ST, but it looked pretty much like what I was looking for. I've been really happy with it so far.

Ron Hogan

This exhaust mod provides increased low-end torque. Enough to

Exhaust mod: Purchase an 18" 1/4 drill bit at you local hardware store (about \$8). Pushing the drill bit into the back of the muffler (straight in), you will hit the "cap" on the front of what I call the "holie" pipe. Simply drill out this cap in both mufflers. NOTE: it will take a few times;

allow roll on wheelies in first gear without effort.



NOTE: there is a "bump" on the lower side of each muffler inside where you'll be sticking the drill bit, go carefully (I suggest a variable speed drill motor and slow speed). The backpressure in both mufflers is reduced, a noticeable increase in low end torque is noticed, a little more exhaust note is noticed (still pretty quiet though).

I have not seen the need to re-jet the carbs usually indicated by a "lag" in throttle response.

Floppy Saddlebags on the ST1100

Have you ever noticed the bags seems to "bounce" around on uneven roads? Here is a cheap fix. There are 4 "feet" on the bottom of each bag, used as feet when the bags are removed and set on the ground. With the bags mounted on the bike, simply attach a 1 foot bungie cord between the inner rear "feet", and behind the plastic fender. This effectively keeps the bags from "flopping".

Bill's Plastic (214) 744-1170 (ask for Ed) 2107 Sylvan Ave. Dallas, TX These folks have been making custom windshields/ headlight protectors/ you name it, for bikers for years. . .

{I ordered their ST headlight rock guard, \$20 each including shipping. Very nice and faster than waiting on back order for some "name brand" [I'd waited >5 months]. Charlie's ST was the "mold". Charlie also has an oversized/foul-weather windshield for his ST from Bill's Plastic. Contact Charlie for info about his custom shield. --Derek}

I found a neat way to hang & lock my helmet..... I simply replaced the brake & clutch screws with the GoldWing Helmet Locks available at most places that handle GoldWing Access. They are great... and only cost about \$7 for the pair (the locks are extra, from most hardware stores).

| Charlie Woods chaswoods@aol.com cwoods@balrog.dseg.ti.com | | ST-1100 AMA, GWRRA, TMRA, HRCA STOC#0002 | Jim Alexander: <jalexand@netcom.com>

> My thermostat stuck closed. It actually didn't stick all the way closed, but it had to get pretty hot for it to open, so it decided to throw up all over me as I was going down the road. I was able to nurse it to the dealer and it was replaced under warranty. I think I would suggest anyone replace theirs at about 40 or 50k miles, this would avoid a problem.

{Jim also has the honor of having the highest mileage ST on the 'Net -- at least to my knowledge -- >70k. He's also had the misfortune of having his final drive system (drive shaft and all) replaced. Hopefully we'll have a full story sent out sooner or later as we work out the bugs of him sending me the file! If you get the HSTA newsletter or Grant Norman's ST newsletter, this is the same Jim you've been reading about! {Did I mention he was a California HSTA 'big-wig'??} -- Derek}