Date: Mon, 25 Apr 1994 23:52:40 -0500

From: Derek C Catt <r10dcc1@corn.cso.niu.edu> Subject: Stuff #5 -- The STOC Strikes Again

STuff #5 -- Official B.S. of the STOC!!
April 25, 1994

Several people have e-mailed me regarding membership in the STOC. I'm happy to announce the official membership form is included below. Keep in mind the STOC is pretty much for fun -- it started as a joke. If you want to do an OFFICIAL STOC event, please do! (Official = planned?) If nobody wants to do any thats fine too. (Please note, I'm not the person to e-mail concerning membership. I just take care of the FAQ and STuff.)

The membership form mentions a few obscure things. The DoD (Denizen's of Doom) is a motorcycle club based at rec.motorcycles (a 'bulletin board' on USENET -- a service available thru the Internet). It too started as a joke but has evolved into something far worse <GRIN>. I'm not sure what the mini-FAQ is. I think it is actually a vague reference to the STuff newsletter.

If you are actually looking for other ST riders, I must again recommend joining the HSTA (Honda Sport Touring Association). There are four HSTA members on the STuff mailing list to my knowledge. I went to an HSTA event last spring and there were twelve ST's there. The HSTA has ELEVEN ST riders in Washington State alone. Its newsletter usually has an ST specific article. It hosts local and national rallies. Info for joining the HSTA is in the ST FAQ. If you've lost your copy of the FAQ or would like an updated one (I think it's version 2.2 now) e-mail me a request.

Other editor type comments -- There are now over 35 'subscribers' on the STuff mailing list. Illinois seems to be the state most represented in this mailing list. Seeing as the riding season is finally upon us, the STuff newsletter won't be 'published' so often. I may or may not do another 'issue' before I split for my six week trip when school ends. Either way you can all look forward to another amazing issue in mid June. Of course, if you're busy wearing the rubber, you won't miss STuff!

Derek STOC #0001 DoD#1262(my helmet) & #1275(passenger helmet)
 "Second Generation 'Cyclists -- we're born to ride!" (tm)
 DeKalb, Illinois {I'll hit 50k miles this weekend!}

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From: Jim Alexander <jalexand@netcom.com>

I thought I would give a comment about something I have had to deal

with 3 times now. Minor annoyance only, but it's embarrassing. I have had 3 bolts come out of the exhaust heat shield. They're small bolts (I think 6mm or 8mm x 13 mm long). These are the ones on the front directly visible when you remove the cowling to change the oil. I have had to replace both of them once (one on each side) and just replaced one a second time. I checked the torque on the other at the same time and it was loose again. It might be a good idea to check these at least every other oil change. When missing they don't cause major problems, but do cause and embarrassing rattle at about 1500 to 2000 rpm's. It is annoying and you WILL notice it, or should I say you CAN'T miss it and no one else will either!

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From: cwoods@balroq.dseq.ti.com

S) T) O)wners C)lub (STOC)

Purpose: To scratch the itch of letting others on the Internet know that you own one of the best sport touring motorcycles ever made (Rider MCN - ST Survey, reprints available for \$100).

To be acknowledged as one of the elite, and ST1100 owner.

To receive the mini-FAQ (via E-mail) whenever published.

Membership Requirements:

- 1) Own or in the process of buying a Honda ST1100.
- 2) Have an E-mail address (Internet, Compuserve, AOL, etc).
- 3) May, or may not, wear neon laces in your tennis shoes while riding.
- 4) Must have experienced or dreamed about the satisfied feeling knowing "you'll make it" when the road sign says, "No Services for the next 310 miles". (pertains to the 7.4 gallon tank on the ST).
- 6) Have achieved the STOC nominal speed limit at least once (125 mph).
- 7) Understand that the STOC is not associated with or in communication with the ST Newsletter, or editor.
- Realize that until further publicised, there are no real advantage, reward, service, or otherwise offered with membership.
- 9) Agree that this list does not have a number 5.

NOTE: STOC membership does not include or preclude membership in the DoD and is not an associate.

Still Interested in Membership?

You may apply for a STOC number by solving the following;

ST Gas Tank Capacity (Gallons)
----3.7

Send your request to STOC # (the result of your math), if correct, you may be issued a STOC number.

From: asm@gasco.com (Abolfath S. Mahmoudi)
Are there any other people on the STuff mailing list in Oregon or Washington?

Saiid Mahmoudi Northwest Natural Gas 220 NW Second Ave Portland, OR 97209 Systems Analyst asm@gasco.com (503) 226-4211x5540 (503) 721-2518

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From: chrise@patty.asf.com (Chris Ebbert)

My question is in regards to re-jetting my ST. Would anyone recommend it? What are the pros and cons in your experience (or what have you heard)?

{Anybody done it? I've seen a comment about it in Grant Norman's ST Newsletter. It was second hand but it was a positive comment! -- Derek}

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High Mileage Comments -- Derek Catt

My father and I installed tapered roller bearings for the steering head last friday afternoon. I'm not going to provide a detailed explanation now -- I will write-up a more detailed guide later. For now let me say my father and I did it in an afternoon. Wasn't too difficult. Noticeable improvement in the ST's steering feedback. My ST had 48k miles on it at the time. Now that I swapped them, there is _NO_ head shake, PERIOD! I can decelerate from 70mph all the way down (normally I'd experience a bit of shake between 30-45mph) without hands, while bouncing on bumps. The front end doesn't show any sign of becoming uncomposed -- it's totally rock hard. I found myself oversteering the first 40 miles. My dad has a set of tapered bearings waiting to be put on his ST sometime next month. He suspects the handle-bar end weights won't be necessary with tapered bearings.

For the sake of comparison, these tapered bearings fit the Honda Hawk GT and even a Honda 250 (a european race model I think). That means Honda is using the same or similar bearings sets on a VERY light 250 all the way up to the ST! No wonder I was tightening my steering head every 15k miles! These suckers should out live the bike!

Other high mileage info -- after riding my father's ST (24k on the rear shock, 8k on the fork springs) I realized my suspension was pretty well shot (sacked as they say). (I do often ride with one passenger or another.) My shock is on the hardest pre-load now and provides a nice supple ride. It starts to lose its composure in high speed sweepers with a passenger. The front end feels pretty good at speed, but its has lots of travel at low speeds. I've ordered a new Honda shock (~\$250 mail order from East Coast Warehouse), and I just ordered Progressive Suspension's shocks for the front. I'll be sure to provide a nice write up afterwards.

I called Works Performance for price info. I was stunned! They have two shocks for the ST: a steel body shock \$440 and the better aluminum body \$540. Both have an external reservoir. The aluminum has more adjustabilty. I think I'll just investigate having my old shock re-built later.

I also found out the '94 ST's have a different shock! The rider I talked to traded in his '92 for a '94. He used to ride with the shock set "hard". He has the new shock set 'soft' for the same kind of ride as the old (wish I knew this before ordering a shock!!). He also says Honda changed the forks a bit. They changed the valving a bit and did something to the springs for a firmer ride (he suspects same springs, different spacers). He had Progressive Suspension springs in his '92 ST and is happy with the new fork set-up in the '94, he's not planning on putting in the Progressive springs.

<><><><><Tank bags and the ST1100

From: gpwilhel@silver.ucs.indiana.edu (Greg Wilhelm)

>Thomas Wolf <wolf@merlin.mt.att.com> wrote:
>Anyway, does anyone have any recommendation for a small (big enough to >hold maps, camera, extra gloves, and a rain suit) tank bag for the >ST1100? I visited the local Honda store and they didn't have anything >appropriate. I have one that I used on my previous bike, but it doesn't >seem to fit on the ST's fake tank. Also it required unhooking lots of >buckles and hooks to remove/install - I'd like something that's easily >put on & taken off.

I've had good luck with two tank bags. The first, an Eclipse Sportpack Mini Tank Tote was originally mounted on the PC800 I traded-in. It was the only tank bag I could find which didn't interfere with the PC800's steering lock. I had to go to an outfitters and buy several more feet of 1" nylon webbing strap to make it work right. Bag is small, though. So. . .

The current bag I'm using, which I am pleased as punch with, is a Chase Harper 750 bag in black. It mounts using straps, and includes attachment buckles at the correct four corners to allow it to use the four wire mounting points built into the ST1100. It's as if this bag were designed for this bike. The bag is 10"L x 8"W x 9"H, includes two zippered compartments, has a decent-size velcro map pouch and an adequate "non-scratch" pad underneath. It can be mounted so that it in no way interferes with the steering lock, yet also need not be removed in order to gas up. The bottom compartment is 3" high; the upper accordions to 6" high and includes internal stabilizing cords w/cordlocks to cinch down the top load. The bag does not include a rain cover, but from the fold-over rain flaps it may not need one. Velcroed down the entire bag can compact to a sleek 3" high package. Of particular interest to me when purchasing this bag was the ability to carry a box 7"W x 2.25"H x 6" deep - a DIN chassis removable-face car stereo unit. I've developed a one-off system mounted onto a piece of plexiglass/foam, wired into the bike, and carried in the bag. Beats the hell out of a walkman!!!!! I'll have to write about it someday. . . .

Anyway, go for the Chase Harper 750. Don't use the larger Chase Harper's, as they are 9" wide and may interfere with the steering lock. The bag will mount with the supplied hardware, but I didn't care for their use of "quick-clips" on the plastic tank. I purchased

additional webbing strap and tri-Ys from an outfitters and mounted it properly. I paid about \$60\$ mail order for my bag and about \$5\$ for the additional supplies.

The four "wire mounting points" I speak of are the two loops welded into the steering head brace and the two larger loops welded into the side of the gas tank under the front of the seat. From what I can tell, all STs have them. Their location and design makes it very clear that they were intended for tank bag mounting straps. This is strange, since the Hondaline tank bag appears to use the less stable three point system. This system would require either a special adaptor strap, or Y-ing the straps into each side. The center seat post is very difficult to use for a strap point and also allow easy seat replacement.

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Bloomington, IN
____more tank bag comments______
>From Derek Catt

For those of you interested in the expensive route, the FAQ mentions the tank bra and tank bag combination by Bagstar (European import).

I happen to be using an old Nelson-Rigs tank bag. It originally had a 5 point mounting system -- the two side mounts won't work on the ST. Only using three points proved un-satisfactory -- the bag wouldn't remain stable. I finally took it to a shoe repair shop. He relocated the two side buckles to the rear of the bag and now it has four mounting points -- two in the front (straps wedged under the fake tank) and two in the back (straps hooked to the fake tank). Very stable. To protect the tank I glued high density foam on the bottom of the buckles. The bag is narrow enough for ST duty. I thought an \$8 investment at the shoe shop was better than buying a new, unnecessary bag.

My father is using a small, cheap tank bag he ordered from J.C. Whitney and Company. It is sits very far back on the tank so it doesn't interfere with the handlebars. Its limited in size but does what he wants -- place for maps and rain gear. (e-mail gac@intgpl.att.com for more info about this option)

I've seen many STs with RKA Accessories tank bags. They seem to mount okay and are stable enough, but they are very wide bags (at least certain models are). Everyone I know with an RKA bag swears by it.

I suppose someone that was REALLY motivated could install a steel plate under the fake tank and use a magnetic bag. . . <grin>

The End.