Date: Thu, 16 Jun 1994 02:32:48 -0700 (PDT)
From: Jim Alexander <jalexand@netcom.com>
Subject: STuff#08

**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.

June '94

Stuff #8 -- The ST riding continues

As most of you know, this is the first STuff I am putting out. I am looking forward to all of the contributions we have from everyone. I hope to continue in the same tradition and style Derek started and hope you enjoy it and find it beneficial. I have a little bit of experience (74k miles) with an ST1100, and since I am just stepping down as the California state director of the Honda Sport Touring Association I have been exposed to a number of riders of STs and those who would like to own them. I hope that experience will be meaningful, but I know each and everyone of you have your own experiences which will provide all of us with alternate views of our chosen mounts!

I will be on the road to Colorado this weekend, with about a 5 day stay in the general area of Denver, leaving on Friday morning, June 21st from Loveland, CO and Jim Petersen's home. Jim is the Colorado state director for the HSTA. He, Elbert Silbaugh of Redmond, WA (he rides a VFR so I guess he's OK <gg>) who is the HSTA membership director, and I will be on our way to STAR '94 in Nashville, Indiana. STAR is short for Sport Touring Association Rendezvous and any on this list are welcome to information about it. I am including an item I wrote about the HSTA and posted in a few USENET newsgroups (rec. ba. & tx.motorcycles). Some of you already responded and more of you might like to see the information. I will not make it a habit of carrying 'Advertisement', but since the national rally is coming up in two weeks, I thought some of you might be interested.

OK .... Here goes. Ride safe, but have fun while you're doing it!

Jim Alexander 1991 ST1100
STOC#0009 HSTA#2307 HRCA#HM700461 AMA#415932

Traditional Cheesy Table of Contents:

Report of Derek's Memorial Service	Greg Wilhelm
Note about Derek and a question for ALL	George Catt
STOC is still growing???	STKotL
Avon Tire update	George Catt
Bearings in your head update	George Catt
The Box on the BACK!	Norm Young
Anyone else going to Loudon?	Tom McMath
ST1100--VFR clutch lever	Russ Madsen

><><><><><><><><><< Derek's Memorial Service

From: Greg Wilhelm <gpwilhel@silver.ucs.indiana.edu>
Subject: Derek Catt Memorial Service

I just got back 5 minutes ago from Derek's funeral. I met George and expressed my deepest sympathies from all of the STOC and DoD crowd. It

was a nice ceremony, held at an outdoor park. A fife and drum corps were there (Derek loved playing the fife.) The entire eulogy was also signed by some friends of Dereks for other friends who were hearing impaired. Derek loved motorcycles, signing, and people in general. The director of the central Indiana chapter of the HSTA rode in on his 'Wing, George rode his silver ST, and I my black ST. The following passage was imprinted in the 'program':

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 Every blade
   in the field
 Every leaf
   in the forest
 Lays down
   its life
        in its season
 As beautifully
   as it was taken up
             -Thoreau
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(Thanks Greg, I think we all appreciate having you share this)

><><><><><><><><><< Note about Derek and a question for ALL

From: George A Catt +1 708 979 9424 <gac@intgp1.att.com>
Subject: Note about Derek and a question for ALL

Two quick notes:
Derek's final odometer was 55,130 miles.
Who has experience with personal injury lawsuits? I'm looking for some experienced advice.

><><><><><><><><><><< STOC is still growing???

From: STKotL (Keeper of the List)
Subject: STOC update

I've often wondered why with 50 or so people on the email posts why only 10 have requested STOC numbers?

(This question came up in a while STKotL and I were discussing various items and I said I would put it in the next STuff. I asked for the 'application' to the STOC which follows below.)

STOC (ST Owners Club)

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

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

To receive the mini-FAQ and STuff (via e-mail) whenever published.

Membership Requirements:

1) Own or in the process of buying a Honda ST1100.
2) Have an Internet, CompuServe, AOL, etc. address.
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." (pertaining to the 7.4 gallon gas tank on the ST1100)
6) Have achieved the STOC nominal speed at least once (125 mph).
7) Understand that the STOC in not associated with or in communication with the ST Newsletter, or editor.
8) Realize that until further published, there are no real advantages, rewards, services, or otherwise offered with membership.
9) Agree to hold dear the name Derek Catt (founder and originator of the Internet STOC.

NOTE: STOC membership does not include or preclude membership in the DoD (Denizens of Doom) and not in association with the DoD.

Still interested in membership:

Send your application to the STOC member by solving the following:

ST Gas Tank Capacity (Gallons) / 3.7

Include your:

First and Last Name
City and State
Internet address

If you correctly solve the formula, and email the correct member (STKotL), you will be issued a STOC number and will be provided with a current list of the STOC members.

IN MEMORIAL: Derek Catt STOC 001

><><><><><><><< Avon Tire update

From: George A Catt +1 708 979 9424 <gac@intgp1.att.com>
Subject: Avon Tire update

Jim, here's a little something on Avon tires: I went through a rear tire (Avon ST23 160/70x17) in 8,000 miles. That happened in about 9 weeks this spring. Those miles included 2 major tours: Texas hill country and TWISTAR. Lots of other side trips, too. I was very satisfied with how this tire performed (except maybe for a couple thousand more miles). It always gave good signals when running close to the limit. Only on the last trip, on a newly blacktopped road, did it slip out without warning. And that was probably my fault. No harm, no foul.

I put back on the used Avon that I had punctured earlier this spring. Derek used it temporarily coming back from Texas. I'll use it until my new set arrives later this week. It looks like it'll go the 10,000 miles. And I will replace both front and rear next time.

Any other tire comments? Anybody finished off a set of Michelins or Pirellis yet?

><><><><><><><><< Bearings in your head update

From: George A Catt +1 708 979 9424 <gac@intgp1.att.com>
Subject: Bearings in your head update

The tapered steering head bearings are doing the job. They have about 6,000 miles on them. I found it necessary to adjust them twice. The first time, it was very loose. Be sure, if you do this mod, to fully seat the bearing races before reassembly!

><><><><><><><> The Box on the Back!

From: Norm Young <young@uranus.dgrc.doc.ca>
Subject: The Box on the Back!

Dave Dorfman asked if I could send in an article on how I got the top box on my ST so here it is:

First the disclaimer, it isn't available in the US or Canada so if you don't want to order off-shore, read no further.

My work takes me to Europe fairly often, ya I know, dirty job but.. Any way soon after the ST came out I noticed them running around Europe with these very slick colour-matched Hondaline top boxes. When I got home I asked my local Honda dealer to order me one only to be told that there was no such thing. I argued for a while but gave up however on my next trip to France I got the Honda part number for the luggage rack and top box. I then brought these numbers to my dealer and said "OK, now you can see that they do exist so can you please order me one, I don't care how long it takes or if it has to come directly from Japan". His answer was "can't be done". This ticked me off but he just flatly refused to order the parts so on my next trip I bought the parts from a shop in Germany and brought it back as carry-on luggage.

The kit actually consists of a luggage rack that bolts to the four bolts on the top of the grab rails and the top box itself which slips on to the luggage rack. Both pieces are typical excellent Honda quality and come in all the colours that the ST does (several in more in Europe than North America).

The bottom part of the box is in grey which matches the inner part of the saddlebags and the hinged top is in the body colour of the bike. There is a carrying handle which is molded into the box and it has two locking hasps. The box can only be removed by an internal release pin which is very solid and secure. It comes off the rack in seconds, I find it much easier than removing/replacing the saddlebags. The lid has a rubber gasket and is completely water tight. A negative might be that it only comes in one size that is not as large as the large Givi box. I'm not sure how big it is but you can't fit a helmet in it.

The luggage rack has shock mounts for lateral movement and can be used as a general purpose rack when the top box is not required.

Here are the part numbers and prices as of last year:

Luggage Rack 08L42-MT3-B00 DM 128.03

Top Box 08L55-MY3-E40 DM 342.61

Note that the Top Box part number I've shown is for the '92 Candy Glory Red ST. You have to quote the Honda colour number when ordering, R101C-U in my case.

I'm not absolutely certain of the current exchange rates but I think the prices above work out to about $US 80 and 205 respectively plus 15% VAT. To me this was VERY reasonable in comparison to the price of a saddlebag or other plastic body parts from Honda here in Canada.

In summary I am very happy with the box and use it all the time when touring, especially two-up. It's secure, easily removed and looks good on the bike. It's a real shame they aren't available here in North America. Perhaps if every ST owner complains to the dealers and to Honda US and Honda Canada things might change?

><><><><><><><< Anyone else going to Loudon?

From: Tom McMath <MCMATH@delphi.com>
Subject: Anyone else going to Loudon?

Jim, I'm glad STuff will continue. I'm still very interested in hearing about other people's experience with the ST1100. I just bought mine in May so I have not really had any long rides yet. I do plan on attending the Loudon Classic this weekend 6/17, 6/18, and 6/19. It's only about 2 hours away from Boston. My parents own a camp on Lake Winnipasuakee so I have a nice place to stay. I going to my eyes open for anyone else with an ST1100. I don't see to many of them around here. I just ordered a seat from Corbin. It's a rumble seat that there going to trim a little for me so I will have a firmer foot hold on the ground. The sales rep. I spoke to said it should lower me about 2 inches which will be plenty. I was saddened to hear about Derek's death, and will miss his insight on STuff. He sounded like a very bright young man that everybody thought highly about. I only wish I could have met him in person.

Thats about it on this end. Keep up the good work, and if your ever in Boston area look me up Tom McMath) (617)321-5998. If you need any help with STuff don't hesitate to ask.

Thanks Again! Tom McMath

><><><><><><><< ST1100--VFR clutch lever

From: Russ Madsen <76550.1366@compuserve.com>
Subject: ST1100--VFR clutch lever

Put an adjustable VFR clutch lever on the ST1100 the other day. It Works! And it's a simple bolt-on replacement for the stock lever. Nothing more than unbolting the old one and slipping in the new. Everything is identical except that the VFR's adjustability makes it possible to get the lever right down close to the bar. Brings the actuation point an inch or more lower when set as low as possible.

Price of the VFR lever (doesn't matter which year VFR, they're all the same) was $26 or so from the dealer.

I like change a lot. Makes it possible to reach and "cover" the clutch much more easily. It's also more effective for shifting, more comfortably natural hand position.

Only drawback I've encountered so far has come with setting the adjustment at it lowest point. While this is my preference for best shifting, I keep squashing two fingers under the lever when making a stop and pulling the clutch all the way to fully disengage the engine.

-Russ

(There was a later comment that you might want to avoid the 1986 VFR. It work but the later years work better)

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Jim Alexander CIS: 73373,2113 jalexand@netcom.com