

big accomplishment like that TV guy he, called my brother and had him dump a bunch a' tech ducts at: 'till my righteous partner' he's at the middle club. I was picked up a new ride. Then I found out the job's on me! Thanks a lot, pal!

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Feedback: Stop & Go Tire Plugger

As a motorcycle rider, I have a lot of spare plug fenders and I have some additional information that will be of great importance to existing Stop & Go Tire Plugger kit owners. The day I received my Tire Plugger kit I decided to try it on an old motorcycle tire sitting in my garage. Since I usually do most of the roadside tire repairs for my motorcycle club, I wanted to make sure I could quickly and efficiently use this new tool. I followed the directions carefully and installed a plug into a simulated nail hole of my worn-out motorcycle tire. It seemed to work well and I was satisfied that I had a good emergency plug-in. In some of my motorcycle's next morning when I examined the tire and the plug was gone—yes, gone. I looked around and found the stem of the rubber plug a few feet away from the tire and the mushroom head inside the tire. I thought I had not done the repair properly so I installed another plug, carefully following the instructions. The next morning I had the same result, another broken plug. I tried it one more time and the next morning, same result. I thought I was going crazy. I had owned my own automotive repair business for over 20 years and I have mounted and repaired a lot of tires of motorcycle tires. What could be going on? The only thing I could think of was that the rubber plugs were junk. I e-mailed the Stop & Go company directly about my problem and within one hour I received a phone call from the owner. "Do not use these plugs!" he said. "They are made of a soft plastic (rubber) and I will send you some good ones."

Well, he did, and I tried them and they seemed to work. So here are these three defective plugs out there. My advice is to try your kit on an old tire and see if it works. You might also call the owner to see if you have a bad set of plugs. My kit came inside in the back of my wife's Corvette, since it has no spare tire. I carry the good old dependable tube plugs on my bike.

Patricia

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Dear MCN,

My experience with the Stop & Go Tire Plugger has all been positive. I have plugged several motorcycle tires as well as several automobile tires without any failures. On my automobile, I plugged two tires and

there is like that for several thousand miles. Not once have I ever had a plug get out by the steel belts in the tire.

Arnold Garcia

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Here is an article I sent to our national magazine (GWTW) some time ago. I'm glad I kept it.

"On a ride, one of our chapter members noticed that one of our bikes' rear tire was flat. An inspection showed a medium sized nail. The tire was plugged with a Stop & Go Tire Plugger, and within hours. It was then replaced with a new tire.

The picture is an unretouched digital photo of the Dunlop Elite II tire taken from that bike.



A close inspection of the damage shows the plug, a maroonish style, was ripped clean out of the tire, by the 99% rubber, and exposed the 100% steel. It was pulled down a close look at the site where the nail entered, you can see where it was "wobbling" thereby enlarging the hole to almost 3" only on the inside. This enlargement was not visible on the outside of the tire.

Especially would never ride on any tire plugged with a "maroonish style" plug. I still have this section of the tire and bring it to every safety meeting I attend."

But Wagner

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GWTW Region C Education Director

I was introduced to the Stop & Go Tire Plugger when a fellow rider used his Stop & Go-Gel-Goo flats, naturally by other riders, including me, due to tire cuts on a GS ride at a rally. I was sufficiently impressed to buy one and satisfy it in my satisfying, tire wear with a small compromise. That first plug in my tire lasted around 2000 miles, including some intense-speed-county riding, until two 16-penny nails simultaneously produced additional punctures to the same tire. More tire plug alternatives to

ride home, but I thought a new tire rather than ride with those patches. So that was excellent experience.

Our another occasion I had a "permanant" flat. A screw punctured my tire, and I found I had a very difficult time inserting the probe to get the plug inside. After I managed to do that, the plug was sheared and came off. After three replays, I gave up. I subsequently figured out that that particular puncture was right at the point where a steel-belt crossed the tread area, and this was indeed cutting the plug in two, the ends of which then worked out. In each case it took 30-40 miles for the puncture to stoppin. But again, that Tire Plugger got me home. I doubt that any puncturing type of plug (as opposed to a simple glue-on patch on the inside) could withstand the working of a steel cable flexing as the tire flexes.

I've used the Stop&Go Tire Plugger perhaps ten times. How difficult it is to patch the tire depends upon location of the puncture relative to the steel belts, in other words, how difficult it is to reach the puncture with the probe, and the angle of the puncture. I haven't used the sticky sticky plugs, but have heard horror stories about riders attempting to insert those, or finding the glue dried out. The first plugger makes that task much easier in any event.

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Very recently I had an experience with the Stop & Go Plugger similar to what was discussed by JC Post in the April issue. I had a puncture in the initially by the 99% rubber, and exposed the 100% steel. It was pulled down a close look at the site where the nail entered, you can see where it was "wobbling" thereby enlarging the hole to almost 3" only on the inside. This enlargement was not visible on the outside of the tire.

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You just a good question. Why does one insertion into any cut of flat while the other says to leave it? If that, the answer is one pres-

sure think that cutting flesh means pulling on the stretchable trimming the skin. Hence you don't do that.

But by telling people to leave it on the tire, they cannot possibly be pulling on the skin while cutting it. Does this still make sense?

To answer your question specifically, what do I think happened? There's "a thin latex tread" and "with 20 layers of riding (steel)" the punctured area was probably heavily stressed even with the plug in it. However, you do seem pleased that the maroonish plugs did their job of preventing you from being stranded.

As for what to consider to be a temporary repair, these plugs are proven to be superior to what else is out there. We're glad you agree.

I am now concerned that the plug failed due to the steel-belt nicks. Was I lucky? How well did the maroonish plug work? The concept of the Stop & Go seems sound and gave me, possibly, a false sense of security. I believe the idea behind the maroonish plug is a good one and hope that a solution can be found if it is a case of being cut due to steel-belt flex. Would advising cut due to steel-belt flex. Would advising cut due to steel-belt flex. Would advising cut due to steel-belt flex.

My experience with the Stop & Go Plugger could be considered a testimonial, at will.

Often, when on trips, replacement or an interim option is not an immediate option due to workload and/or just the unavailability of a motorcycle shop.

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Subject: Gold Wing Lawuit

As the owner of a 2002 1000 Gold Wing that I purchased in part due to the various reviews in MCN, anyway. I just received a notice of a pending class action against Honda. I'd like to hear your comments about this. It appears to me that this is an unnecessary action (in this case, anyway) unless only used on to get big lawsuits. \$7500 each and lawyers to get \$1.6 million minimum. Motorcycle isn't everywhere who can thank those guys for being charged more money for new motorcycles because the manufacturers have to cover their butts because of stupid actions like this.

It would certainly be different if Honda had already covered up to the problem and apud to fix everyone's motorcycles free of charge. It is just me or are actions like this what's wrong with our industry?

TJ Smith
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If America has more lawyers than any other country, not corporate and governmental corruption runs amok. Unnecessary lawsuits do increase the price of products. For instance, Nylon says that you pay \$12 for

liability insurance when you buy one of their helmets. Well on the other hand, Chincamp helmets are available in insurance, being dealer and distributor for the work of lawyers prosecuted. Other products are simply unavailable in the US for liability reasons. For instance, BMW riders know that the BMW System helmets, which the company has sold in Europe for 15 years, have been withdrawn from the American market since their failure to protect the head.

We obviously need reforms, but who will write the new laws? More lawyers? (Most of our elected representatives are lawyers.)

Water Pump Rebuilder

As a long time subscriber, I am somewhat wary of many letters from readers about the early failure of their water pumps and the high cost of factory replacements. When the pump sold on my 1993 Kawasaki ZL1000 began leaking oil, I was concerned that the only fix from the Kawasaki dealer was a new, nearly \$200 pump, plus several hours of labor. The only way to get away with an such an "old" machine. The good news is that I found a very qualified independent mechanic who was willing to help me. The great news is that I used the Moto-Patch Exchange Company on the Internet. They specialize in rebuilding all types of automotive water pumps. Mine was the first motorcycle water pump they'd attempted, but they were able to do it. It was back to me in less than a week. The cost was less than half that of the new factory pump, plus they guarantee it for three years! You can find them at: www.motopatch.com

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"Replacement" Yaseo Battery

The 1995 Honda Shadow Ace 1000 had the infamous "Y" type lead-acid battery that was involved in a recall in 1997 (Believe it or not, that's right). I purchased a YZ145 maintenance-free battery for my Ace. Installation took 2-3 hours because I had the Honda's positive and negative battery connections (the folded tabs that align on front and back side of the mating terminals, and the connection points on the YZ145) are wider than the Honda battery connection points, so the bolt heads will not line up unless you bend and re-form the battery connections. The result is that the metalwork is not as flat as it was from the factory, and the nuts and bolts supplied with the YZ145 are then working through I ended up using the old bolts (because it was longer) with the new nut (because the old nut wouldn't fit).

Third, and most disconcerting: The positive cable to the battery is not long enough

to mount to the YZ145 battery without connecting diagonally across it (and this was after I repositioned the positive cable to fit on 3"-5" wide cable. This is not an acceptable solution.

Jan Isenhardt
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Janikow's South Dakota

I just finished reading the April issue of MCN and wanted to add my two cents. First, in the letters section was a letter from Keith Brooks. I'm glad the state in I have been planning a trip to Sturgis to celebrate my 50th birthday, but after the way the US Congressmen Janikow off for the needless death of Randolph Scott. I'm not going I will not spend a cent in that state. Janikow should have had his license revoked years ago. I hope other riders will boycott Sturgis this year. Let the lawmakers know how unfair the sentence was for Janikow. It could be you that he runs down next time.

Ron Laup
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Coverage Of New BMW R1200GS

Dear, thanks for the great coverage of the BMW R1200GS in the April '04 issue! I've subscribed to half a dozen bike mags, and of course, they all had representatives at the press event, but only MCN took the trouble and space to provide a detailed description and technical analysis of BMW's long-awaited new bike.

As a dedicated Honda-pbike and investor in the "I just want to let you know that you're doing again why MCN is the magazine I most look forward to each month. Keep up the great work!

Now comes the hard part—did I succumb to the new GS or wait a year or two for the RS or R? Various? Decisions, decisions...
John Heilman
Ledyard, CT

Better Than Aramid?

Well friends, the time for me to write-in has finally come! In the March '04 Downstream Files, the use of Aramid is recommended.

History of a case in bike protection. Here in southern California where the sun (UV) and outdoor apps plastics and rubber quickly. For about 15 years, I used Aramid and my plastic and rubber parts hardened and cracked. Then I discovered 303 Aerospace Polycarbonate (available at marine supply stores). I went back a while to that in 15 years-old that had had 303 applied throughout it's life and the plastics and rubber are, like new? Try it, it works!

Mark Utman
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