

really no way they could prevent this sort of thing if that were their goal.

I never had another word, but I have noticed that there is now a set of disclaimers at the bottom of various ads (I haven't actually determined what they're all of yet, but it's not on the bottom of them all) stating that there are numerous avenues available to report fraud—not too helpful if you have already lost your money. That then, if you thought you could get the 2004 Harley with silver that rode an MD child across the country for the 100th anniversary for \$4500, then you are probably an idiot anyway.

Please warn "your people" (and I'm proud to say I'm one that subscribes to this magazine religiously and even buys gift subscriptions) that just because there are obvious ones (as mentioned), even a normal deal might be a scam.

How do you know? Don't have a bike dealer. Check the title. Even offer an auction (you can't offer a vehicle, don't let them do it, which is another scam issue). Thanks, I hope this gets out. The web site is keeping it snuggly...

Ivan Yantle
iart55@yahoo.com
Indianapolis, IN

Keith Cole's Wheelie Story

I must say I was disappointed to see your feature article about learning to do wheelies. As an avid motorcycle rider and epidemiology student, I'm already concerned about injury (cervical/osteoporosis/disk herniation). I thought the piece to be inappropriate for a publication such as yours. It was reading a mag entitled "Hot Sport-Bike Action" or "Daredevil Rider" I would not be surprised. But for a mag geared towards the consumer which always features great safety articles, I was just a bit disappointed.

A few pages later reveals a great article entitled "Bad Habits." I don't think someone doing wheelies is going to be really thinking about countersteering and braking aids. You should have at least previewed the article with a disclaimer about whether being done by trained professionals with proper gear on a closed course.

The statement that a main strain on a Saturday afternoon "may not be the best time" is curious at best. Those who do wheelies in such places cause others to place negative stereotypes on all motorcycle fans, and thus create a lack of respect in general. Nor do you mention the danger they cause to others with such reckless actions. Drove out country backwards? Public roads are no place for such maneuvers.

And finally, by providing many of the

tips from the school in the article, you do not show a clear synopsis of the class. I can use someone clipping that list and taping it to the gas tank. You are going to pay \$495 anyway, and you just gave them the finer points. Maybe next issue you can add standing up on the seat and ramp jumping. So much for safety.

Paul Batts
dbatts@hotmail.com
Austin, Texas

Paul, Steve Larsen, who wrote the article for us, is a perfectly sane fellow who was obviously fascinated by Cole's class, just as I have been. And Keith Cole obviously understands that many riders have a fixation about safety, even though they might never attempt them. He has also designed and built a trainer that eliminates as much of the danger as possible, and proper riding gear is stressed. In the end, the article suggests that even for those students who attended the class are probably not going to make it a goal to attempt wheelies on the street, and even if they do, certainly don't recommend that you do.

You read, you learn, and maybe you do decide if it's not worth learning to do, or you simply stop up your nose. However, the story is informational, and no matter to be so publicly correct that we even supply information to prevent you from making their own decisions. Also, it's our belief that people just don't read MCN. —Chris Tenelle

GM ST1300 Accessories...Where?

As an avid reader/subscriber to your magazine I truly appreciate your honest unbiased approach to readers' questions. Now for my question. This is a very elusive question that I seem not able to get an answer to. I have been to dealerships, asked other riders, and written to GM and Honda and about it—to absolutely no avail. Why is there no accessory support for the Honda ST1300?

I have had to alter the topbars and the spools with high-beam lights (a very advantageous safety feature) from England. I now want a central system for the bike and it looks like I will have to go to an English dealership again. There are Honda OEM parts and accessories and are available in Europe, but not available here in the U.S. Why? The quality on the topbars and spools is superb, with a great fit, as all Honda OEM parts always have. But do not want aftermarket parts as you usually have to re-engineer the fit for yourself.

I cannot spend enough time or words on accolades for this motorcycle. The ST1300 is absolutely the finest machine I have

ever owned. This comes from a 20-year rider with an ownership base of Suzuki, Kawasaki, Yamaha, and Harley-Davidson. I don't understand why such a fine machine is being totally neglected by Honda America, which is not offering and supporting the bike without accessory line.

Thank you for time and consideration.
Rick DeShazo
rdeshazo@earthlink.net

More On Oxygen Use In Long Distance Riding

Regarding the November (J. Joffe) and January (E. Espinosa) letters on oxygen use while long distance riding—I agree with Dr. Espinosa's advice to avoid the use of oxygen solely as medically prescribed, but disagree with some of his statements. Oxygen is rightly considered a drug, and when used medically, it is used to treat the condition of oxygen-starvation known as hypoxia.

An estimate 20% oxygen (at sea level), the blood is about 98% saturated with oxygen, including extra concentrations of oxygen in "oxygen-bank" or by carrying one's own bottle may boost that to almost 100%, but the 1–2% improvement is of no physical consequence and will not result in better performance, elevated mood, or even get fat that hangs out.

It's dangerous, will not stop the drive to breathe, and will not result in euphoria. Only in high concentrations over several hours will oxygen start to produce long-term physiological effects. It's like if you get inspired to 100% oxygen, you're still off to landing. They do this not for any performance enhancement but for protection in the event they suddenly lose cabin pressurization at altitude. The euphoria and loss of respiratory drive mentioned by Dr. Espinosa are seen in cases of hypoxia and hypoxemia, and without it, the rider would doubt be healthy enough to ride motorcycles.

Anyone who actually feels better on oxygen is either: 1) ill, and has a medical condition causing hypoxia; 2) is at altitude; or 3) is deluded. When Mr. Joffe speaks of using oxygen while driving, I presume he is speaking of using it at the altitude zone in Colorado and Mexico City (7500'). Healthy individuals can tolerate the drop in oxygen concentration, which comes with altitude. Commercial airlines pressurize their cabins to between 6000–8000', since virtually all the traveling public is healthy enough to tolerate this. Even at 31000', the blood is 90% saturated with oxygen and the body can make up for the mild hypoxia by increasing the rate of breathing and heart rate. Subtle effects of oxygen supplementa-

tion may be shown as low as 5000' where night vision may be improved. Below this, there is no benefit to the healthy, and oxygen is wasted.

If you think you need oxygen, see your doctor. Otherwise, save your money.

Dr. Nick Desvoport
NickDesvoport@compuserve.com

Just got the latest MCN. Under "Letters" was an article by Dr. W. J. Espinosa about "medical oxygen." Per his statement, pure "medical" oxygen is a drug, and can cause you to stop breathing.

Excuse me? Breathing is originated by the detection of carbon dioxide in the blood? If breathing pure oxygen can cause you to stop breathing, then why do jet fighter planes have liquid-oxygen systems to feed pure oxygen to the fighter pilots?

Why are pure oxygen systems installed on commercial jets? The only time oxygen is dangerous is when the partial pressure of oxygen is more than the partial pressure of atmospheric gases. It's just a matter of how pure oxygen is kept from being 50% in a coach environment. Doing so can be fatal!

Dale E. Smith
smithd109@discovery.com

Curve Speeds Clarified

A little background on myself: I am a retired Michigan State Trooper. I worked the streets for the first 16 years of my career. The last 11 years I was a driving instructor at our driving facility, instructing both car and motorcycle operators a recent installation. I looked around at being a motorcycle mechanic. Having worked on four different brands on my own and done a couple of frame-up rebuilds, I signed my shade-tree experience was worth something. But what I discovered was an \$80k pay-rate (assuming I gave up my income), which I could only trump with a \$14k. I realized just moving furniture for some unutilized shipping company. Oh, I could teach MSF classes at \$25-\$30/hr. Is it any wonder there is no fresh blood in the dealer's service department?

Since retiring in 1999, I have continued teaching police motorcycle operators, typically 12–15 weeks a year.

I've read Professor Moto's review twice now. It's an excellent book. I typically agree with almost everything you say. It's nice to know that we're speaking the same page with what you're writing and what I'm teaching. I've read and used it the past two winters. Helps me get through those days when I can't ride because of the snowy roads.

I thought Bruce Professor Moto's cycling at the National BMW/MSA's club in July gave you were on a break or I would have introduced myself and had you sign R. I just started reading it yesterday. I had planned on saving it until the snow flies but a recent rainy spell "Yikes" so into it.

On page 52, you talk about the curve speed sign and the speed limit sign (posted as 25 on the road, but 15 in the curve). I just wanted to let you know that the curve speed sign is a recommended curve speed. It is not an enforceable speed limit. Let's

say Trooper Kothermal checked David Howell reading that 30% curve at 31 mph. I could write you for 7057-4713 to let me do so. Instead I'll let you do it. I've always told students that curve speed signs are very important for this reason. The recommended speed on the curve sign is in direct relation to the radius of the curve, i.e., the lower the speed, the tighter the radius. Curve signs that simply show the arrow with speed indicate that the curve can only be taken at the current speed limit for that roadway, assuming ideal road and weather conditions, etc.

On the same page, in the text, you recommended against what we call "ramp coasting." But I can't look a vehicle just as he comes out from under the overpass—no such angle for the rider, it wouldn't even show a speed on the screen. If could, however, check the target vehicle at some point after he had passed the intersection of the entry ramp and the "ramp," when the angle had become such "flatter" so my parked position, the vehicle would be visible.

Please don't think I'm overlooking him, because I'm not. It's just a minor thing that I wanted to bring to your attention. Should you ever have the need for a law enforcement "contact sign," please feel free to call upon me.

Keep up the great work. Ride safe.
Dick Kothermal
RKR972MSD@aol.com

Motorcycle Mechanics

When I, a former mechanic and high-tech employment seeker, received your issue, I looked around at being a motorcycle mechanic. Having worked on four different brands on my own and done a couple of frame-up rebuilds, I signed my shade-tree experience was worth something. But what I discovered was an \$80k pay-rate (assuming I gave up my income), which I could only trump with a \$14k. I realized just moving furniture for some unutilized shipping company. Oh, I could teach MSF classes at \$25-\$30/hr. Is it any wonder there is no fresh blood in the dealer's service department?

The comparison to McDonald's in the letter was completely appropriate and indicative of the indescribably poor career path that it has become. McDonald's offers full benefits for chain's sake. Automotive mechanics can get ASE certification fairly easily through technical community colleges and make decent money off of the job.

Bruce Joffe's advocate for the manufacturers. For a moment, you invest in training when the vast majority of motorcycle in this country are toys, and the riding public is generally willing to let their

machines sit for 3–6 weeks at a time waiting for a shop to get around to working on them? Selling cycles puts tangible money on the balance sheet. Service doesn't. Unfortunately, I don't see the situation ever changing. At least not until we're back to 3,000,000 units annual sales. Experts became, all of a sudden, gas is as expensive here as it is every where else in the world.

Matthew Patton
mattpatton@yahoo.com

Re: AirVantage Vest

Dear Fred, the AirVantage vest looked like a buy for me except you omitted one important fact, namely, how long did it keep me warm in the wind tunnel at 30° with 30 mph wind? Assume you can resist it by blowing in it when you stop for gas. If so, that would make this item a real alternative to an electric vest, which I have been hesitant to buy for various reasons. Your feedback would be greatly appreciated.

David Anderson
New York, NY

David, I think you may have a misconception about how the Air-Vantage vest works. There is no "heating" involved when you inflate the vest, only increased insulation. The air bladders provide an insulating layer between your body and the outside air, just like the quilting in an insulated jacket. In that sense, there's no time factor involved, either, anymore than there would be with normal insulation. The difference is that this is flexible, and the degree of insulation is adjustable by how much you put in or let out.

—Fred Rau

Re: Voltage Regulator Problem

Instead of paying \$250+ for an OEM regulator, I bought a \$120 aftermarket regulator from ElectroUSA, as I mentioned in my E-mail (the jacket was back-ordered 30 days on this point). I ordered an aftermarket regulator from the UPS to replace, total cost of \$75, shipped 10% to my door. Many excellent reviews, satisfactory installation and the alternator works as new now.

I thought you'd like to know of this much lower cost alternative to OEM.

Glen Westcott
GWestcott@aol.com

Rick's Motorcycle Electric
1-800-521-0277
30 Owens Court - Unit 92
Hampton, NH 0386
www.ricksmotorcycleelectric.com