

Turn A Bike

THE TURN A BIKE is ideal for people with narrow driveway access to fast moving highways. You may be able to safely pull into your parking space, but you really don't want to risk backing your bike into the road and maneuvering it straight to take off again. Also, it makes sense in a crowded garage where you may not have the room to easily turn your bike around. Clearly, someone with a similar problem designed the Turn A Bike to cure it.

It is ruggedly made of stainless steel and a high-density low-friction polymer that allows the two concentric plates to slide past each other with ease, and it has a capacity of 1000 lbs.

To use the Turn A Bike, first tip your centerstand down until it's touching the mat, to ensure that the stand will be centered on the mat's diameter once the stand is deployed. Then, you put the centerstand down. To rotate your bike, apply weight to the rear end so that the front tire is no longer making contact with the ground. Then, with the bike balanced, push on the side to slowly rotate the bike so that it's facing out the garage door. That's not as hard as it sounds.

A warning that comes with the Turn A Bike states, "The effort required to pull the motorcycle onto its centerstand when positioned on the mat may seem excessive to some." This is a concern. The Turn A Bike mat isn't very thick, approximately 1/2", but it does make lifting the bike onto the stand more diffi-

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cult. If your bike's centerstand is already hard to manage, that extra 1/2" may prove too much. (Try lifting with a piece of 1/2" plywood under the bike before you order.)

Not cheap, at \$185, but it looks very well-made and durable. It's not for everybody, but you'll know if you need it!

—Frankie Santos

Turn a Bike—227 Bellevue Way NE, B376, Bellevue, WA 98004; (425) 818-0502; www.turnabike.com

Mechanic's Stethoscope

YOU'VE PROBABLY been there at one time or another: You've got a strange sound coming from your engine, but you can't be sure where it's coming from. You do your best to visualize all the mechanisms inside, but you still can't understand why it sounds the way it does.

Old timers have a trick for this situation. By holding the tip of a long-bladed screwdriver to the engine and holding the end of the handle against an ear, they can probe the motor (staying clear of any moving parts of course!) to try to find the source.

Well, there's a much more accurate tool, just what the doctor ordered: a mechanic's stethoscope.

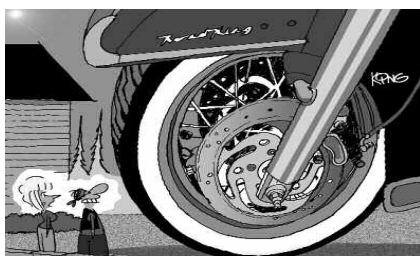
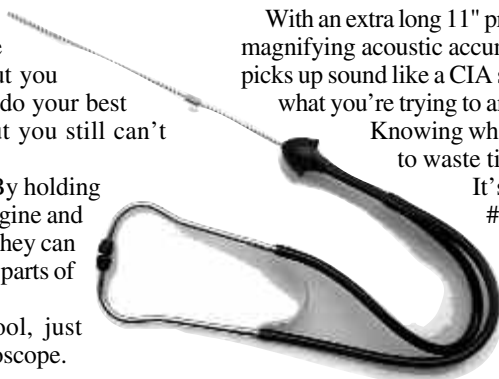
With an extra long 11" probe to reach confined spaces and a sound magnifying acoustic accumulator that goes directly to your ears, it picks up sound like a CIA spy device. Plus, you can look directly at what you're trying to analyze, instead of turning your head.

Knowing what you're dealing with, you're less likely to waste time and money on the wrong repair.

It's trick and it's cheap at just \$8.95 (part #WMR-W80582).

—Dave Searle

**Summit Racing Equipment—
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Every time our neighbor gets a bike, you have to get a bigger one. This competition is getting out of hand!

Next Month

- ▶ Kawi's New KLR 650 Evaluated
- ▶ H-D's 'Nightster' Evaluated
- ▶ First Impressions: Suzuki's 2007 GSX-R1000 & Ducati's Hypermotard

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38-06

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