

last month, depression is now highly treatable. Whether or not you can still ride your motorcycle in addition to be made by your health professional.

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Dear MCN, true clinical depression has to be professionally diagnosed and treated. The studies and antidepressants are as effective as those who need them. Depression will not go away, and will usually progress, if left untreated. Mr. Keith Cade's comments are both naive and irresponsible. It is vital that people with depressive disorders follow their physician's advice.

Chuck Brach

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**Stop & Go Tire Pagger**

In the review of the Stop & Go Pocket Tire Pagger printed in the February, 2008 MCN, Dick Heston says that the unit weighs 100 total miles after five but I have used this system to repair a tire on a heavy-duty cargo trailer that has seen thousands of miles of use at speeds well over 50 mph, so I'd guess the longevity instead on that decision.

Well, maybe not. A couple of years ago I obtained a new-type Stop & Go Tire Pagger from Whitehouse Press. When my son picked up a drywall screw in the rear Mercedes Transcom on his BMW R1150GS I was eager to try out my new Tire Pagger. As I was applying it to the tire, I noticed an another rider tapped by and mentioned that he would not expect the plug to hold more than about 50 miles because the Transcom was a steel-belted tire and the cord wires were chewed through the plug, but the fancy tool looked so professional and slick that we decided to use it anyway. Fifty-four miles down the road the tire went flat when the plug was cut in two by the steel-belting. Strangely, my son, a BMW-vested technician/graduate of AMI, inserted another Stop & Go plug, which said it could do 40 miles more. Finally, he used one of the "sticky string" plugs made by Vicar and told for a couple of hours, and was able to complete the remainder of his 550-mile ride home. That repair was still holding when I replaced the tire about 1200 miles later, and the two makeshift heads from the failed Stop & Go patches were still floating around inside the tire.

Since all our bikes are equipped with steel-belted Metzlers, I've quit carrying the heavy Stop & Go kit, relying instead on the much lighter, simpler, and proven "sticky strings." If the Vicar or Vicar, FE

try a Stop & Go plug on one of my steel-belted trailer tires, but on your steel-belted motorcycle tire.

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We appreciate your feedback, and would be interested to know if any other readers have had experience with this product, either good or bad.

**Leather Scaffolding**

With my 37 years of motorcycleing and my wife's 67 years as an equestrian, we have a lot of experience dealing with leather goods. I agree with your conclusion that Lariat is a superior product. But there was one statement in your article with which I have experience differing from yours.

You stated that nothing will restore old, dry leather. There, among the miscellaneous crap I call the "family museum," a WWII-vintage Army-issue shoulder holster, which is at least 50 years old, got so dry that it looked yellow, and—well, I found out the hard way—so like old cardboard. I put that holster in a bowl, and poured plain Fiebing's saddle oil on it, and let it soak in. That holster is now as soft and supple as any piece of leather I've ever handled. I wish I'd treated it before I saw it. But live and learn, I say. My old leather-bound, (initially strongly disapproved) defines over "Cuffs of the ex-king, gym bro." Having become fascinated with it, I wrote the Ph of the oil to be from-ideal. I was surprised to see one of the world's oldest leather treatment omitted (Fiebing's).

Peter & Deborah Swanson  
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**Contraint?**

Dave, what in God's name is happening with Fred? He's attacking the magazine's membership as well as the elderly. The A.C.P. won't sue him. Fifty-four miles down the road the tire went flat when the plug was cut in two by the steel-belting. Strangely, my son, a BMW-vested technician/graduate of AMI, inserted another Stop & Go plug, which said it could do 40 miles more. Finally, he used one of the "sticky string" plugs made by Vicar and told for a couple of hours, and was able to complete the remainder of his 550-mile ride home. That repair was still holding when I replaced the tire about 1200 miles later, and the two makeshift heads from the failed Stop & Go patches were still floating around inside the tire.

A few thoughts, assuming he had nothing better to write about: Either Christmas was every day successful this year, with riding time being diminished and old, or his whiskey has grown into his airway, cutting off the oxygen to his brain.

Nonetheless, it is obvious that you do possess a degree of influence over the "Con-

tact Pad" man, "Contact" and dispatch him on a nice extended vacation.

Talk him into letting the younger guys run the show unimpeded.

Blood pressure will drop noticeably as a result.

Ben Wigal  
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**Dr. Then Again...**

Contraint? Again, Fred! Hypertension combatsome.

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**Re: 'Wired America'**

If you like wired America, go to www.madeinusa.com. There has been doing this for years to enhance my road trips. Most of the items you mentioned are listed on the website. You were so on-track with what they offer, I expected you to mention them in your article.

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**Gold Wing Radio Noise**

Re: The letter from Bob Proven on Gold Wing radio noise. Having also purchased a 2003 GL1800, I also tried using the Antennac unit with it. I also experienced the noise in the system with the cruise control engaged.

I suggest the following for troubleshooting: First, disconnect the Antennac unit from the radio again, and reset it using a 9V battery—a wiring issue to hold the unit in place while riding would be useful, but not necessary. If it passes this test, the unit is good, so now to find out where the noise is coming from. Reconnect the lead to the radio, but leave it powered by the 9V battery. If this passes, disconnect the radio lead to the radio and connect it to your vehicle battery. If you now have noise, the filters may help. In my case, the noise was coming in the music lead from the radio. I ran an MP3 lead along the same route as the lead to the radio, and the MP3 side stayed silent with the radio lead disconnected. However, unplugging the radio lead—even with the side-grounded twisted off—still created noise in the Antennac unit.

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PS: I note, from the manual, that the Honda cruise control uses motor and cables to maintain speed. I would suspect that the motor may be introducing noise into the system since the problem is normally only present when the cruise control is operating. However, Honda has not shown any

interest in addressing the problem, as it is not noticeable with the factory headset—although they may only be because of the difference in the frequency response between the headset.

**Re: 'A Little Empathy, Please?'**

'There little in the business for decades, as a repair shop owner and, of course, as an owner and rider of many different brands and models.

Certainly agree with Fred's article about the power of Internet networks... all of it. And I use the Internet pretty much as he does, and witness the same events, particularly on the several Lites I am active on. Fred is concerned, as I am, about the best way to say these things in the 'bad. Perhaps it's better to just not have them start.

I also, do not see a universal answer. But, I have one suggestion: If the manufacturer would be much more forthright about things, not just a verbally, after some time, admitting they have some problems and are working on it, but, to actually post on their service difficulty reports, problem problems and fixes, etc.—that might help a lot things immediately.

I can envision a downside to doing this, but I think this upside is better. Having mechanical Chob, and individuals, post complaints to web audiences, with few facts, or distorted views made up information, is not a good idea at all for the manufacturer, and will cost them sales. There are some manufacturers that are heavily as forthright as Honda has been, but in this particular case Honda has been unforthright in the past... often. The worst thing a manufacturer could do is put their heads in the sand, and admit nothing for years. I have seen that happen.

John 'kicker anything else to do about it. The world is changing—fast—in the Information Age.

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**Think You're Big Bruck?**

In response to "Big Influence" by Ken Condon, so, you think you "can hold your liquor." Try this at home. Turn an e-mail to a friend. Make it fairly long, say half a page. Then take a drink, beer, wine, whatever. Try the e-mail again and see how many mistakes you make. You'll find that just "you" can't seem to make many mistakes. Then, think about how well you will react to that, making the left turn in front of you. Try this, drink again!

My brother has a habit of scratch marks so deep that the lining shows through

and he will never see his right arm again (he is now a "helpy"). The paramedics showed up at the hospital three days after his "accident" because they couldn't believe he had survived. This after just a "couple" of drinks to celebrate his birthday.

Wait until you see our going to ride for the rest of the day before you get that tag.

Kevin Smith  
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**Janhew**

My letter is in regard to the daughter of Randolph Smith by Congressman Janhew of South Dakota, and the subsequent 100 day sentence (to be served in a county jail, 100 days? A life is worth 100 days?) of proposing a boycott of Sturgis this year. South Dakota loves the money bikers spend here. Mr. Scott can't speak for himself anymore, and the guy that had his mouth will be out walking around here the next day. I don't live there, so I can't vote there, but I can certainly speak out against the majority of GLCA's free-press. You, yourself, admit that's all, they have every freedom, replaced, or attempted to fix every problem you've had. And they haven't turned their backs on you, even if a representative has decided to spend his money on himself. That should tell you something. Good luck.

**GL1800 Frame Repair Experience**

I've read concerning MCN and others have published regarding the GL1800's frame issue, and how Honda has decided to "fix" the problem. There is no issue what other subscribers to your fine magazine had to say about this a experience regarding this issue. But to me, my only concern is this particular case (Honda has been unforthright in the past... often). The worst thing a manufacturer could do is put their heads in the sand, and admit nothing for years. I have seen that happen.

That was Dec. 1st, '03. During my work for the weekend, he discovered that the frame cranks were popping out of the seat and returned the bike to my dealer. My dealer contacted Honda who wanted digital pictures taken and sent to them to determine a course of action. By this time Honda was closed for the holiday break. Since Honda wanted the bike sent back to Marysville in a crate (my dealer had no shipping crates), he had to wait to receive one from Honda. By the time the freight company picked it up to deliver it to Marysville it was January 15th. The dealer has requested that I would like to have a conversation with their Honda rep, but I've had no results. Of course, I have no idea if the frame will be replaced, and I would think it would be if I ended the cranks, any person, or if they are going to cover it up.

This has been a very frustrating experience. I know I am not alone in this matter and I sympathize with others who are experiencing problems. However, this bike has also had several system problems from the start. My CD and FM units were replaced. The CD never operates on all channels, so the dealer was told to replace the main radio unit. The CR then replaced on all channels, but transmission was distorted. Honda then claimed that the CRs were over-tuning the main unit and they were working on a "fix," which I am told has arrived, but since the bike is out of my hands, I won't know until I get it back.

Do you think Honda is being up-front with what is being done to correct these problems? Is the lack of communication due to liability issues?

I welcome your comments regarding this issue, by e-mail and/or in publication.

Bob Duford  
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At the risk of sounding like a spoiled brat, I would like to see the magazine do the majority of GLCA's free-press. You, yourself, admit that's all, they have every freedom, replaced, or attempted to fix every problem you've had. And they haven't turned their backs on you, even if a representative has decided to spend his money on himself. That should tell you something. Good luck.

**5T100 question**

I am planning to purchase a sport version, most likely the 5T1800, and very much appreciate your recent feature comparison, "Sport Transcom vs. 214 Custom." However, I have a question about your stated 30-30-eps for 5T1800 at 65 mph. Based on my search from other sources on The Web I found the following data for 5T1800:

- 75mph - 120° kn/h @ 3700 rpm
- 65mph - 100° kn/h @ 3350 rpm
- 80mph - 78° kn/h @ 2140 rpm
- 75mph - 86kn/h @ 2800 rpm

The above listed data correlates well through regression analysis. Using an equation derived from the above analysis, I would say that the 5T1800 engine should turn 3400 rpm at 65 mph, not as you stated, 3410 rpm. Please help me to understand who is correct. Once again, I very much appreciate your excellent report. My best regards,

George Radominski  
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George, the difference is that so do the math to determine speed at a given RPM. If you go by the speeds, which is inaccurate (see published data discrepancy), then, you will see the lower rpm corresponding with that figure. We try hard for you.