

**FULL TEST: INJECTION PERFECTION! HONDA'S CRF250R**  
**FIRST RIDE: KAWASAKI'S AWESOME CONCOURS GETS BETTER**

# CYCLE WORLD

## WORLD'S COOLEST BIKES!



**MILAN SHOW FUTURE BIKES:**  
**BMW's HOT CONCEPT—**  
It's a Six!

**ALL-NEW DUCATI**  
**MULTISTRADA—**  
Superbike Power!



**Gregg's**  
**Customs R1**  
**Mad Tracker!**

**PLUS:**

- > **HONDA CB750 FOUR**  
*by Massimo Tamburini*
- > **H-D XLCR CAFÉ RACER**  
*by Peter Egan*
- > **BRITTEN V-1000**  
*by Jesse James*
- > **SHINYA KIMURA CUSTOMS**  
*by John Burns*

The list of chain-driven motorcycles that roll off their assembly lines without a centerstand is a lengthy one, and it seems to get even longer every year. Omitting that piece of equipment and its associated hardware may help a manufacturer reduce a bike's overall weight, increase its cornering clearance and whack a few bucks off its list price, but it does nothing for the owner's ability to lubricate the chain. As a result, owners and riders usually must resort to awkward techniques for applying lubrication to the chain. Neither is cleaning a rear or front wheel much easier, since the absence of a centerstand requires you to roll the bike in increments to gain access to all of a wheel's circumference, or to prop the bike up on some kind of stand or jack—which can be precarious and damage the plastic on many fully faired bikes. Even checking tire pressures or adding air can be a hassle if you have to keep rolling the bike around just to make the valve stems accessible.

These kinds of irritations are what prompted development of the Wheel Jockey (model 0055; \$54; [www.wheeljockey.com](http://www.wheeljockey.com)), a 4-by-4.5-inch steel platform fitted with two aluminum rollers that spin in ball bearings.



To use it, you put the bike on its sidestand, position the Wheel Jockey just ahead of the affected wheel and—holding the bike vertically with the sidestand off the ground but still deployed for safety—push the bike up onto the rollers. A small, non-rotating bar at the leading edge helps the wheel roll onto the Wheel Jockey quite easily. You then can let the bike down on its sidestand and slowly spin the wheel for chain maintenance, tire-pressure service, wheel cleaning or, with wire wheels, spoke checking and tightening. Granted, the Wheel Jockey is a bit expensive, but in my opinion, the inconvenience and aggravation you won't have to endure over time makes the price well worthwhile.



# ToolTime

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**NEW!**  
**WHEELJOCKEY®**  
*Motorcycle chain and wheel work made easy.*

- Wheel and Tire Cleaning
- Chain Maintenance
- Valve Stem Positioning
- Tire Inspection

*Clean.....Lube.....Ride*

[www.wheeljockey.com](http://www.wheeljockey.com)

Patent Pending