

Product Evaluation

TIME SAVER TUBE

Now you don't have to be an ISDT ace to pull a five-minute flat fix

□ The story behind the development of the Time Saver Tube traces back to a flat tire in the 1976 Parker 400. Claude Maynard had the flat. That got him to thinking. So he took an inner tube, cut it and vulcanized both ends together to make a tube that could make replacing a punctured air bladder much simpler.

Then Claude patented the idea. Although he didn't know it at the time, others had played with the concept. Carl Cranke noticed the Czechs using the idea in the ISDT years ago but failed to convince Penton/Hi-Point of the merit.

Maynard first approached Goodyear with the idea. Then he contacted Petty Products, but Preston was out of the country, unintentionally flying around the world to watch the ISDT and sample some of the finer prisons in Asia as an alleged spy. At least that's the way the story goes.

Meanwhile, Chris Tasi, president of Cheng Shin USA, decided to back the Time Saver. It'll be available by the time you read this. Six different sizes including 4.00x18, 4.50x18, 3.00x21 and 3.50x21. And they're looking at 19, 17 and 16-inch tubes if the demand arises. It is expected that the Time Saver will sell for about \$6.99, around a dollar more than the conventional tube.

How do you install a Time Saver? Simple. Flop your bike over with the sprocket side down and turn off the gas. Don't touch the chain. Start from the valve stem and break the bead on the top side, using the frame tubes and swingarm for additional leverage for your tire tools. Then pull out enough of the punctured tube to cut it and yank it out. Install the Time Saver and work the tire bead back into the rim. For that last bite, opposite the valve stem, be sure to leave a space between the two tube ends so there's no danger of pinching what's not there. When the tube is inflated the two ends will butt against each other. Claude can make the change in less than two minutes. Five minutes is the norm for the average tire change.

The Time Saver is primarily designed as a quick changer that the trail rider can carry or the racer can have handy
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Bike on its side, sprocket side down, tube, tire irons, knife and wrench for the rim locks and you're ready to go. Start the clock.



Notice the brake arm being used as an extra hand to help break the bead. Start from the valve stem and work out. Knife will be used to cut the old tube.

TIME SAVER TUBE

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in the pits. A normal tube can be installed later when time permits.

The two tube ends butt together without producing a thump with every rotation of the wheel. Unanswered is the question of whether the tube ends might eventually wear because of friction. It hasn't been a problem so far. Extensive testing has proved that the vulcanized ends won't blow upon impact. One incident destroyed a rim and spokes, but the tube, inflated to 30 pounds for desert racing, didn't blow.

One tip about the Time Saver. Don't use foam to fill it. Think about it. The foam would flow in the direction of rotation until it hit the tube end. There it would be blocked from flowing over the entire interior of the tube.

The Time Saver Tube will be carried by Cheng Shin dealers. Claude will also sell them out of his own shop, C/M Cycle, 320 East Hobsonway, Blythe, California 92225; (714) 922-6786. Claude's dad, Claude Sr., who bankrolled the two years of development, and his brother Mort also operate another C/M Cycle at 533 West 9th, Holtville, California 92250; (714) 356-4902. ■



Wheel can be rotated to make installation easier. Pop the bead back on. Take the final bite where the two tube ends don't quite meet to eliminate any risk of pinching the tube. Time's up.

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