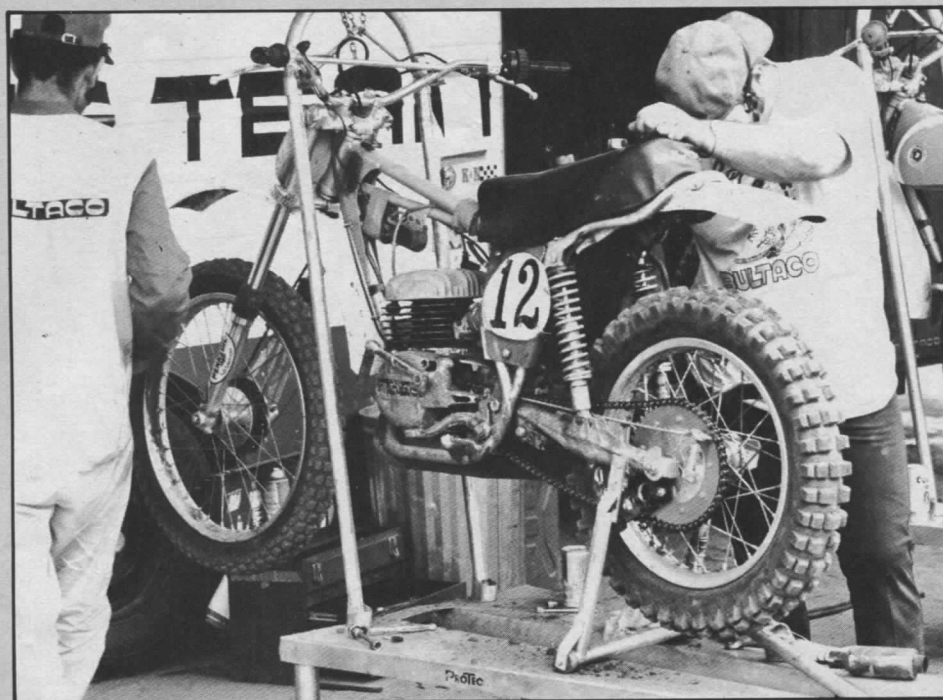


ONE YEAR LATER

# THE MARK CHARLES WORKSTAND



## Hang-up

By Rick Sieman

We first saw the Mark Charles stand a few years back being used by the Bultaco team at Carlsbad. Shortly after, the stands appeared on the market. We got one about a year ago and have been using it more than any tool in our garage.

The stand is so versatile that it must be considered a tool rather than a luxury. At first, we figured it was just something handy to have around so we wouldn't have to bend down so much, but we've since come to realize that it's almost invaluable for the serious racer who does his own work.

We'd honestly estimate that it cuts our work time by at least a third. With the front, rear, or both wheels free at any time, spoke tightening, shock changing, and fork maintenance are a snap.

And the fact that you don't have to squat down all the time is also nice. We have the stand set up in the middle of our MC shop, with a folding chair on each side. This way, we can flit from side to side and still sit down for most of the work.

Another time-saver is that the base of the workstand is big enough to hold the tools you're using and most of the parts you might be taking off of the bike.

Example: When you do a ring job, you can just put all the nuts, bolts and internals in the depressed center section of the stand where they won't be knocked on the floor. Tools can be left on the stand's outer edge. By using the stand, we can do an upper end job on a Maico in thirty minutes, taking our time. There's also room for at least a few beers on the platform.

For a long time, we just left the stand in the garage and were happy as pigshit. Then we saw Bryar Holcomb at the track one day with just the front part of the stand. The main loop will hold a bike up comfortably for servic-

ing in the field, and the optional back roller lift gets the bike up in the air just like the complete stand will do back in the shop. The only thing you don't have is waist-level working conditions.

The entire unit is quite light and can be disassembled for transporting in a van. It takes up the length of a bike, but is only about five inches thick when folded.

No nuts or bolts are needed for assembly; the whole affair is a slip fit. Loading the bike is easy with the supplied ramp, and one man can do the job with no sweat. We added a piece of flat stock to the bottom of the loading ramp, though, for greater stability.

When you do roll a bike up the ramp, some care must be taken to hook the handlebars in their proper position. We've missed twice and killed some perfectly good throttle cables in the process.

The Charles stand can be purchased with or without the optional back section, but we think the setup works best complete. Now that we've used the stand for over a year, we're beginning to wonder how we got along without the thing in the first place. This is a damned good tool to have in your garage and an absolute must for a shop owner. We'd recommend that you buy one of these before you spend your money on a set of torches. You'll use it more often.

Where to get it and what it costs:

Andres Distributing Co.  
3515 West Alameda  
Burbank, CA 91505  
(213) 845-9472

The whole works with the rear stand goes for \$129.  
Front stand alone . . . \$29.95  
Rear section alone . . . \$19.95