

# Thanks Again

## TESTIMONIAL

**TO:** Larry Jones,  
Lawrence Marketing  
**FROM:** S. Moses Ludel

Following my most recent experience with the Brake-Guard "Safety Braking System" device on our 1986 K2500 GMC Suburban vehicle, I find it appropriate to once again credit Brake-Guard with a superb safety device. This is the second time that your product has more than met its claims.

Before detailing my two experiences with Brake-Guard, allow me to share my relationship to the automotive community:

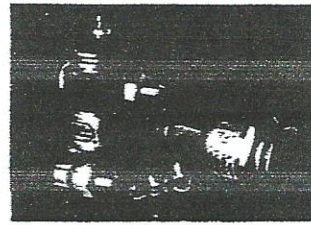
My byline has been visible for nearly fourteen years now, with my technical writing and photojournalism appearing in a wide range of automotive and 4WD enthusiast magazines. Most recently, I have added a weekly column to my workload, a new venture by Microsoft called "Motorsite" ("motorsite.msn.com" on the Microsoft Network).

In this capacity, I would like to comment on the attributes and observed results of the Brake-Guard systems that I have tested. Let me begin with a 1981 Jeep CJ-5 mode, my first exposure to what you called in 1990 "Brake-Guard

The CJ-5 was a project for *OFF-ROAD* magazine: the complete rebuild of a stock vehicle to meet the rigors of back country four-wheel driving. My responsibility as a journalist was to test and evaluate the best safety and performance products available.

Just prior to my involvement with this CJ-5, the vehicle had received the kind of work that often passes as a "brake job" in today's service

arena. The front disc brake pads were new, the rotors not re-surfaced, the rear brake lining was new (although not cam-arc'd to fit the drums), and none of the hydraulic



cylinders had been rebuilt. No leaks were present; however, the rear brake lining-to-drum fitup was so poor and mismatched that the rear brakes were virtually non-function-

al—evidenced by the fact that the applied emergency/parking brake would not hold on flat ground and the vehicle's stopping distances were marginal.

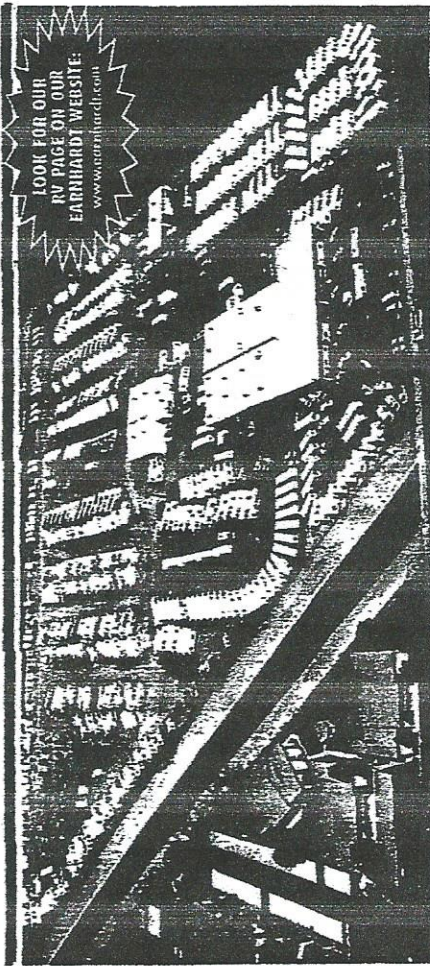
I had the choice of re-surfacing or replacing the rear brake drums plus cam-arcing the brake shoes to match the new or re-surfaced drum diameters. With such work, I would either rebuild or replace the wheel cylinders and replace the worn attaching hardware.

*Continued on page 32...*

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