

# Oxford Protex Stretch indoor cover

**HOW LONG** THREE YEARS **COST** AROUND £30, SIZE-DEPENDENT  
**CONTACT** WWW.OXPROD.COM



**WHY SPEND** thousands of pounds on a bike, then

cover it in a shabby old curtain that your teenage son might have wiped his co... nose, on?

These springy lycra covers are the same sort of thing used to tease the buying public before bikes are unveiled at big shows, and for home use they keep your bike clean while allowing airflow to reduce the build-up of condensation. As long as you ensure you get the right size (there are four options), the cover clings snugly and also allows you to see exactly where indicators, handlebars and mirrors are, so you're far less likely to snag up and damage parts as you move around your garage.

They're not dirt cheap, but then I wouldn't say they're expensive, either.

*Chris Newbigging*



Much better than a crispy old curtain

8 / 10



10 / 10

# Barnett coil spring clutch conversion

**HOW LONG** FIVE YEARS **COST** \$146.73  
**CONTACT** WWW.BARNETTCLUTCHES.COM



**EARLY R1s** use a single diaphragm spring to apply pressure to clutch plates and it's not known for being the strongest or most consistent in operation. I used a Barnett SR-3 kit to convert my 2003 bike to individual coil springs before eventually upgrading the whole thing to a full-on slipper clutch. The kit comes with a selection of varying strength springs (I used three of each to fine-tune it) and the result was smooth and dependable clutch operation without making the lever action heavier. Extends the life of clutch plates, too.

*Mark White*

# Hawk Titan slip-on silencer

**HOW LONG** FOUR MONTHS/1800 MILES **COST** AROUND £300 **CONTACT** WWW.PIPEWERX.COM



For this money, you're on to a banker

7 / 10



**CHEAP, LIGHT** and effective aren't usually a compatible trio when it comes to performance exhausts, but this affordable slip-on we fitted to PB's Project Blade manages it.

We had gripes early on: an overly snug silencer/link-pipe junction made fitting tricky, and it caused the bottom cap of the can to crack. We sent it back, the firm acknowledged the fit issue, and revised the interference fit. Since then, it's been fine, and has lost the wobble it had when it didn't fit right.

It was good for power: sacrificing the oh-so 2008 belly silencer (and snaking, restrictive link pipe) for a side-mount and a full length can give a decent pipe volume without awkward bends to affect flow. Unlike some low-mount aftermarket silencers, there's no ground clearance issue, and with the baffle out it passes MSV noise tests at 98dB – muted enough for quiet trackdays, and quieter than a standard 2017 Blade/S1000RR, both of which need a 105dB limit, even out of the crate. We like the high-level look, too.

Only the initial fitment issue (if it's too snug, send it back) and cheap-looking clamps could be considered negative: it's a good value, attractive performance exhaust that goes beyond the usual baked bean can efforts at this money.

*Austin Smith*

CHIPPY WOOD