

Clamp the wheel on, leaving both hands free

3 years ON TEST

Sturdy and you can work at waist height

Sealey motorcycle tyre changer £407.94

'When nothing else will do the job'



Tested by Simon Relph two years 11 months

If, like me, you used to change your own tyres on an old piece of carpet on the floor, using the heels of your boots to tread the tyre back on, then a Sealey tyre changer is what you need.

It is floor-mounted (or a wooden pallet in my case due to space), for stability and working at waist height makes life a lot easier. The wheel is clamped to the top, making it easy to remove or fit a tyre with a well lubricated bead as both hands are free. The rim clamps are adjustable from 102mm up to 524mm (21in).

There is also a front-mounted bead breaker, which works very well and I've found it invaluable on stubborn tyres.

The tyre changer is not just designed for motorcycles, but also works on quad bikes and go-karts. It comes with two centre posts which are suitable for 12, 16, 19 and 24mm hub bearing sizes and a ball-ended tyre bar. A really useful bit of kit.

Quality ★★★★★ Value ★★★★★ sealey.co.uk



They've seen off a very wet winter

Daytona Roadstar Pro GTX boots £469.99

'Expensive, but excellent'



Tested by Justin Hayzelden for four months

A decent pair of winter boots can be worth their weight in gold, but when I first saw the price of the Daytona Road Star Pro GTXs I was sceptical as to how they could ever justify such a high price. Four months on, and after enduring one of the wettest winters on record, they have seriously impressed, keeping me dry, comfortable and secure.

Daytona boots are handmade in Germany to a seriously high standard. The upper is kind of a boot within a boot, featuring a fixed inner that surrounds the ankle and lower leg. That inner is lined with a padded Gore-Tex membrane which extends all the way to the toe and under the insole, essentially forming a climate control sock. Both the inner and outer are cut from the same water-repellent cowhide, and when zipped up and fastened they form an incredibly strong support.

Neat double stitching holds the whole boot together, and the upper is bonded onto a durable rubber sole that has proven itself to be non-slip both on and off the pegs.

The zips are the most heavy duty I've seen on footwear, and each boot gets two to keep them firmly on your feet. Even with the short zip fully open and the long one unzipped to within half-an-inch of the end, they're impossible to slide off. There's a generous amount of adjustment at the calf too, thanks to two large Velcro secured vents.

Protection is to the highest CE standard of 2-2-2 for abrasion resistance, impact cut and transverse rigidity, and the large shin pad features substantial foam armour. The Road Star boots certainly give peace of mind from a safety aspect, yet they aren't overly rigid and remain flexible enough where it counts to be comfortable all day. And the more I wear them, the more supple they get.

Yes, they are one of the most expensive boots on the market, but virtually every part can be replaced by the manufacturer, which pretty much makes the Daytonas a boot for life. If you can afford the outlay, I reckon they're worth every penny.

Quality ★★★★★ Value ★★★★★ bikerheadz.co.uk

2950 miles ON TEST



Easy charging for your phone or satnav

1300 miles ON TEST

Oxford USB 2.1A fused power charging kit £24.99

'Extension needed'



Tested by Steve Herbert-Mattick for 18 months

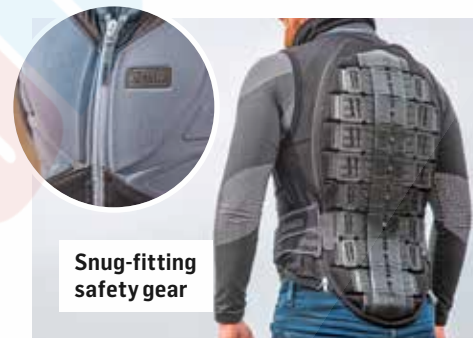
The simplest thing to say is that this fused charger works perfectly, pumping juice to my phone continuously from within its waterproof housing while I ride. But... it's designed to fit under the seat and comes with very short wiring that didn't reach my CRF250L battery from any suitable mount.

You can buy an optional extension lead for £7.99 so you can mount the socket on or near your 'bars, but I went a different route – cutting the connectors off and grafting on extra wire to make it long enough to reach the



underseat compartment. Then routed a long USB cable (not included) along the frame up to my handlebar-mounted phone holder. It's a cleaner installation and an easy enough mod but a pain in the arse all the same, and unlikely to affect road-bike riders with underseat batteries.

Quality ★★★★★ Value ★★★★★ www.oxfordproducts.com



Snug-fitting safety gear

Knox Track Vest £199.99

'It's got my back'



Tested by Carl Stevens for five years

For comfort, safety and longevity, the Track Vest from Knox is a mightily impressive bit of kit. With a CE approved Level 2 back protector it offers bundles of safety, yet unlike some back protectors that move around under leathers, the Track Vest feels almost like a base layer.

It sits tight to the skin in the best possible way, going about its business without restricting your movement while it also offers an impressive amount of ventilation on warm days. The finish is impressive, as even after 1000s of miles and dozens of washes (the back protector is unzippable from the rest), there's been no fraying, no zip issues and no Velcro issues. Not cheap, but it's a well-built bit of kit.

Quality ★★★★★ Value ★★★★★ www.planet-knox.com

10,000+ miles ON TEST