



On balance, it's a good value lid

1600 miles ON TEST

## Shark Ridill 1.2 Phaz Mat KRW £149.99

### 'Ideal on a budget'



**Tested by Gareth Evans for eight months**

This lid is seriously good value for money, with loads of helpful features, but it's noisy at high speeds. This model costs £150, while a plain gloss black one is a penny under £100, which is remarkable for something that fits well, has decent venting, is suitable for trackdays and has facility to fit a Pinlock (£29.99 extra).

The main negative is the integrated sun visor, which comes down too far and rests on the bridge of my nose. That's pretty irritating and a shame because it would otherwise be very useful, and it's easy to operate with a gloved hand, with a solid, easily locatable slider. The rest of the vents (two on the forehead and one on the chin) are equally easy to access while on the move.

I'm less keen on the ratchet style of chin strap, too – I prefer a D-ring. Also, removing and reinstalling the thin, flexible visor highlights the cheapness we're dealing with here. The mechanism that clips it on feels flimsy, but still works OK.

There are definitely better helmets out there, but for the money it's tough to beat.

**Quality ★★★★★ Value ★★★★★**  
[www.nevis.uk.com](http://www.nevis.uk.com)



## Alpinestars Supertech R boots £529.99

### 'Step into serious protection'



**Tested by Richard Newland for five years**

You might think a range-topping boot designed for the racetrack isn't the best option for wearing every day, but they're beautifully comfortable. Despite the protection on offer and their racy pretensions, that comfort is at the core of why I've covered so many miles in these boots.

They're obviously a race-styled boot with sliders in all the right places (a big one on your toes, which is replaceable, and a smaller one on the outside heel, plus a back plate) and a shin slider. There's additional reinforcement where the boots contact levers, and the plastic 'cup' that encloses your heel provides a ski-boot-like degree of rigidity and sliding protection. But it's the separate inner boot where much of the magic happens.

The SupR's articulated speed-laced inner boot provides trainer-like levels of comfort. But, unlike trainers, its biomechanical structure offers protection that could save you from years of ankle rehabilitation should the worst happen, by offering torsional resistance to help reduce unwanted lateral or medial movement. A pair certainly saved me from worse injury back in 2005 when my foot got twisted and dragged under a bike (long story). I've trusted them ever since.

This old pair is safety rated to the CE EN13634:2010 standard (new ones are CE EN13634:2017). While designed with dry, warm days in mind, I actually wear them in all weathers (with over-boots for long wet rides). But, baked by sunshine, sweated in on roasting hot trackdays, and abused by road salt in winter, the microfibre main upper still cleans up well.

This old version can suffer lace failures on the inner boot due to the metal eyelets, but new pairs now have a revised design which cures this (I have a pair on test now). They're a doddle to get in and out of, while I do sometimes pull the inner boot out when taking them off, and there's no Velcro to battle with. The main outer closure is a long diagonal zip with a ratchet clasp upper. I regularly subject them to 12-hour riding days, and miles of walking at race meets and events, and never regret wearing them. Eye-wateringly expensive – but worth the investment.

**Quality ★★★★★ Value ★★★★★**  
[www.alpinestars.com](http://www.alpinestars.com)

35K miles ON TEST



Altogether very well thought out

5000 miles ON TEST

Gloves easily fit beneath cuffs

## Alpinestars T-SP S Ignition Waterproof Jacket £224.99

### 'The devil is very much in the detail'



**Tested by Michael Neeves for seven months**

It may look just like any other black textile jacket, but it's full of well thought out touches that make it a pleasure to wear. Cuffs open out to slip neatly over gloves, pockets are big, its low waistline stops the wind blowing up my back, and zippable vents keep me cool on a hot day. The devil's in the detail. I go for a size bigger (large) in bike jackets to allow for winter layers and a back protector, or airbag vest. Getting a

jacket to fit you perfectly is always a lottery, but this feels made-to-measure. It's thin enough to wear in the summer, but with its removable quilted inner, windproof outer and waterproof membrane, it keeps me warm and dry in the winter. Textiles are lighter, more flexible and much easier to wear than leather, but generally won't offer the same level of abrasion resistance. This jacket is only CE A-rated, with shoulder and elbow armour.

**Quality ★★★★★ Value ★★★★★**  
[www.alpinestars.com](http://www.alpinestars.com)



## Garibaldi Sottozero Split gloves £275

### 'Hi-tech, low heat'



**Tested by Stuart Prestidge for two months**

The blurb for these gloves says they are developed for the 'harshes weather conditions' including high mountain locations. I can only assume they visited on a particularly mild day – below 5°C the cold gets through to the extent that I need to turn on my heated grips.

So underwhelming was the heat produced that I referred to the instruction manual to double-check red was full heat and the blue light indicated the entire glove was being heated – it was.

They're well made and have a nice feature of being able to heat either the palm, back of the hand or both, but functionally they only keep a chill off, at best.

**Quality ★★★★★ Value ★★★★★**

[www.saltflatsclothing.co.uk](http://www.saltflatsclothing.co.uk)

700 miles ON TEST