

TRIED & TESTED
MCN STAFF RATE THEIR RIDING KIT
 ★★★★★



Your instructions are minimal but clear



You need to pair the Beeline with your mobile

500 miles ON TEST

Beeline Moto II £179.99

'Huge step up from the original'

Tested by Ben Clarke for one month
 The Beeline Moto II is the much-anticipated and improved follow-up to the Beeline Moto with a bigger screen, more detailed map view and a raft of other features and developments. You could say that the original Moto is a bit of a Marmite product (comments on our social media channels back this up) but what I think this boils down to is user expectation. If, like me, you want a subtle reminder of the route ahead that doesn't ruin the look of your bike, then you will love the Beeline. If you want a full satnav with all of the features and benefits that brings, you'll be frustrated. I tend to think of the Beeline as being like having a pillion that knows the way. It'll give you a little tap on the shoulder or point out the way when you need it, but you can pretty much forget about it the rest of the time. Having said that, Beeline have moved the

game on a long way with the second generation and it's closer than ever to being a proper satnav replacement... but it still isn't. Fitting the device with its rubber bands is a cinch and once you've paired it with the app (smartphone required) then running updates, setting routes and seeing where you've been is all very easy. You can tailor your route to be 'fast' or 'fun' and even dictate how many miles you would like the latter to cover. This is where the Moto II starts to get a bit out of its depth. Beeline use an algorithm to determine how 'fun' a road is based on how twisty it is. The issue with this is that a very twisty road on a map may, in fact, be a 20mph stretch through a village. Conversely, a gorgeous stretch of sweeping bends would appear less fun to the app. The Moto II gives a really simple map view of the road ahead with you on it. As you approach a junction, roundabout or slip road, the unit flashes LED lights (disturbingly similar to the

colour of a Gatso in the corner of your eye) to remind you that you need to do something and shows you a more detailed road layout. For users of the original, this is a massive step up. I loved the old one (it's part of my 'gear I can't stop using' kit list) and so the improved display on the Moto II blows my mind. The timing of the directions and the way they are delivered take a little getting used to, but once you dial into what it's asking, you will rarely put a wheel wrong. **Quality ★★★★★ Value ★★★★★ beeline.co**

- PROS & CONS**
- +** Improved screen and map view over the original
 - 'Fun' routing selection needs more work



Charge it up and you will get 13 hours of navigation from the new Beeline II

It's easy to snap in and out of the bar mount



Over the top? Not according to young Joe

1337 miles ON TEST

Tyga exhaust for ZXR400 £695

'Divisive, but I'm loving the look'

Tested by Joseph Wright for three months
 My favourite thing about my Kawasaki ZXR 400 isn't something you can see or feel, but the screaming sound of its miniature engine. To accentuate it, I recently bought a Tyga full system exhaust. The new system is incredibly light, it feels half the weight of the stock one. Removing the headers was challenging, but the two-part replacement made fitting easy. The use of springs was also really satisfying. Though the standard end-can is more era-appropriate I love the new look, even if it's not everyone's taste. Loud exhausts are divisive, but I love it. The 120dB roar makes my 400 sound like a MotoGP bike, which is awesome. The bike feels sharper and climbs the revs faster. At £695 it's not cheap, but well worth it. The only downside is the need for extra heat protection on the fairings. It's not for everyone, but for a young rider like me, it's perfect. It has enhanced the sound, reduced weight, and boosted the ZXR's performance. **Quality ★★★★★ Value ★★★★★ jap4performance.co.uk**



The bag opens from both ends

800 miles ON TEST

Kriega Rollpack 40 £159

'Loading up made easy'

Tested by Michael Guy for eight months
 Luggage specialists Kriega have added this universal roll bag to their extensive line-up of on-bike pack options. Their rollpack comes in two sizes: 20 litres and 40 litres. I've been using the 40-litre option, which has done a grand job of swallowing whatever I've needed to carry on my bike. The bag itself is a 100% waterproof roll-top tube which can be opened and closed from either end, making packing and un-packing a breeze. Made from durable Cordura the

structure of the bag is soft and lightweight and because of the roll top opening/closing can be shrunk down to accommodate any quantity of contents up to its 40 litre maximum the straps back on themselves before hooking on the loops and tightening. It makes the bag truly universal and something that would fit on the vast majority of bikes without any additional strapping. In common with all Kriega luggage the bag comes complete with a ten-year guarantee, meaning that it's built to last. **Quality ★★★★★ Value ★★★★★ www.kriega.com**



One tub is still doing the job

Vulcanet wipes £36.99

'Quick wipe and you're all good'

Tested by Saffron Wilson for 10 months
 Vulcanet claim their all-in-one wipe acts as a degreaser, detergent, tar remover, bug remover and a whole lot more... and when I looked at my traditional cleaning kit which takes up a hefty spot in the garage, I was more than keen to give it a try. Used sparingly (Vulcanet recommend two to three wipes for an entire bike) they last a decent amount of time and clean a lot too - I'm still working my way through 10 months later - and it does what it says on the tub! Whether it's paint, metal or plastics, the wipe does it all and I recommend it for a quick once-over as the wipe can only reach as far as your hand does in nooks. **Quality ★★★★★ Value ★★★★★ vulcanet.pro**

10 months ON TEST

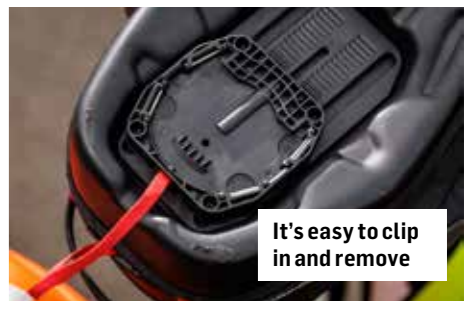


SW-Motech Pro City tankbag £196.99

'Well engineered and built to last'

Tested by Michael Neeves for 14 months
 I first noticed SW-Motech luggage a few years ago when a friend bought one of their tail packs. The quality looked great, so I got one of their tankbags for my H2 SX SE longterm last year and used it for commuting and trips to the Alps and Spain. I'm now using it on my KTM 1390 Super Duke R Evo with the appropriate quick-release PRO Tank Ring, which you have to buy separately (£32.99). Clipping the bag into position couldn't be easier. Magnets guide it in, before it clicks softly, but firmly into place. To remove, it's just a case of pulling the red release strap. The only thing to be careful of is not to accidentally trap the release mechanism is fixed to a rail that can easily be adjusted to position the bag fore and aft on the tank. I like the bag to be as close to me as possible so I can get a clear view of the dash. It's a good size and slim enough not to be intrusive when riding. The main compartment in its compressed state is 11 litres and plenty big enough for what I need on a tour, such as trainers and general nick nacks. The top unzips to extend to 14 litres for extras, which I use when I need a few bits from the shops. I keep keys, change, bits, bobs and a supply of hot and cold running earplugs in the decent sized zipped side pockets. There's a large internal zipped compartment where I keep paperwork and the supplied rain cover and another two internal mesh pockets for small objects. There are cable holes in the front and back for phone chargers and heated clothing. It's showerproof, but needs the rain cover to keep things dry when it's hammering down. Everything from the way the tank rings are engineered, to the quick-release mechanism, zips, compartments and overall construction is top notch. Despite heavy use in all kinds of weathers, it still looks like new. **Quality ★★★★★ Value ★★★★★ www.sw-motech.co.uk**

10,000 miles ON TEST



It's easy to clip in and remove