



Hold the button for 10s for the hottest setting

Loads of feel for the controls

3000 miles ON TEST

## Richa Inferno heated gloves £220

### 'They're magical'



**Tested by Carl Stevens for four months**

Heated gloves are nothing short of magical. There are three settings: blue, which is very soft in its application of heat; orange which is spot on for a ride that's in the single digits; and red, which is one of the warmest settings I've sampled on heated gloves.

Where the blue and orange take a simple press on the single button to activate, the button has to be held down for ten seconds to access the hottest setting, which is impossible to do on the fly and although the heat is worth it, it does become a frustration to change. In its lowest setting the optional batteries last for well over three hours which is good, however they're not cheap and they do feel bulky in their placement on the wrists, which is uncomfortable after an hour or so. This is a shame as for the most part, the rest of the fitment is plush and comfortable with a good feel through the 'bars. The Infernos feel secure when on and offer a good amount of protection too, thanks to D30 armour, Cordura 600D textile and goatskin. It's an extra £119.99 for external batteries and charger.

**Quality ★★★★★ Value ★★★★★**  
www.nevis.uk.com



HJC RPHA 1 £649.99

### 'Good but venting could be better'



**Tested by Dan Sutherland for six months**

I was a huge fan of HJC's ECE 22.05 RPHA 11. It's still one of the best value sports helmets on the market for track performance and everyday practicality. So, when the ECE 22.06 RPHA 1 arrived, I made sure I was quick off the mark to put one through its paces.

As you'd hope for a helmet that starts at £649.99 in plain colours and raises to £849.99 in Fabio Quartararo's MotoGP replica colours, this is a very well built product – with a plush interior, solid venting controls and a chunky visor mechanism. It's also one of the quietest track-focused helmets I've used.

Even when worn at speed on a naked bike there is minimal wind noise, and it remains stable with the optional transparent rear spoiler (which you stick on yourself).

The reason for the inclusion of this DIY wing is because the helmet meets FIM standards for racing, with the product also sold with tear-offs and emergency release cheek pads. Given its design brief it doesn't need to be as civilised as it is on the road, which makes it all the more refreshing that you can use it on a daily basis without discomfort.

During my time with the HJC, I've ridden thousands of miles on the road, as well as competing in a 24-hour endurance race around the wriggling Rowrah Circuit in Cumbria with the Freotech 125 series.

Here, the wide field of vision is welcome, as you spend much of the lap tucked in, looking up with your chin bur the tank.

There are vents on the chin, and forehead area – with five intakes and four exhausts in total. Unfortunately, I did have issues with fogging – especially during the cooler night stints. Even with the Pinlock 120 insert, I did need to occasionally open the visor to let in some air. It can get warm on hot days, too.

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

4000 miles ON TEST



'I can see clearly now the rain has gone...'

1500 miles ON TEST

VisioDry visor spray £13.99

### 'Keep your vision completely clear'



**Tested by Richard Newland for three months**

Will it ever stop raining? While it's been wetter than an otter's pocket for the last, well, forever – it's been a great test of this new VisioDry water-repellent visor spray. Frankly, it's one of the most discombobulating products I've ever tested. You can see the rain lashing down around you, you can see your arms and legs getting wet, your bike's soaked, there's spray everywhere – and yet your visor (and vision) are almost completely clear. It's very weird. Water simply can't get a purchase on the

treated area, meaning it's repelled before it's ever got a grip. The treatment is effortless – simply get your visor squeaky clean then spray it on and leave to dry for 30secs, and you're good to face the rain. Once coated, there is a slightly matt/filmy appearance to the visor, but it doesn't impinge on your vision, clarity of view, or the amount of light reaching your eyeballs. Just don't paw at your visor, as rubbing will remove the film. Apply it every week or so, or whenever you clean your lid, and you're ready for the next deluge.

**Quality ★★★★★ Value ★★★★★**  
www.feridax.com



RFX Pro FT Levers £60 (brake), £22.99 (gear)

### 'Performance has been faultless'



**Steve Herbert-Mattick for three years**

After a ride-ending crash bent my OE brake lever in half, I upgraded my 2014 Honda CRF250L's foot levers. CNC machined from aerospace-grade cold-forged aluminium with spring-loaded tips, the upgraded brake lever has teeth for better grip and a cable snake to prevent it being bent back in a crash. The bodies are smooth to prevent snagging, light and heat-treated for extra strength.

They've survived multiple crashes and clouded off numerous rocks and roots over the last three years with barely a scuff. They won't make you a better rider, but they look very cool, they're easy to fit and their performance is faultless.

**Quality ★★★★★ Value ★★★★★**  
www.racefxb2b.com

3 years ON TEST



Spoiler keeps it stable (and looks ace)