



Simoniz Bug Shifter

How long: 2 years **Cost:** £4.99
Contact: simoniz.com



> I much prefer riding bikes than cleaning them, so when I do have to get the sponge out, I want it all to be as efficient as possible. This bug-shifter is perfect at getting rid of the dried, ground-in detritus of splattered insects. Getting rid of the little dead

buggers is always a problem – the best way being hours of soaking with damp kitchen towel. This gets rid of that. Simply spray on, leave for a minute and take off with a microfibre cloth and it gives a perfect finish each time. Works well as a visor cleaner too. Bonus.

Matt Wildee



WD40 Wax & Polish

How long: 3 months **Cost:** £8.99
Contact: wd40.co.uk



> I love this polish – it is so effective and leaves a waxy finish to paintwork that feels great to touch and displaces water. The aerosol solution contains Carnauba wax, which they claim is nature's hardest wax, and combines this with

beeswax for ease of application. It gives a high-gloss finish and is non-abrasive but still cleans watermarks and small scratches well. I used to use household polishes, but this takes the shine and protection a step higher with no extra mucking about.

Matt Wildee

DP SDP Sport HH+ front brake pads

How long: 2.5 years/16,082 miles **Cost:** £24.99 per set **Contact:** dp-brakes.com



> With its single-disc set-up, my Ducati 750 Sport, doesn't have the most powerful front brake in the world. But that's fine by me, what I really want is plenty of feel at the lever.

I need a sensation of the pad biting so I am able to tell how much friction it is developing through the lever. I really struck lucky when I first tried DP brake pads about five years ago.

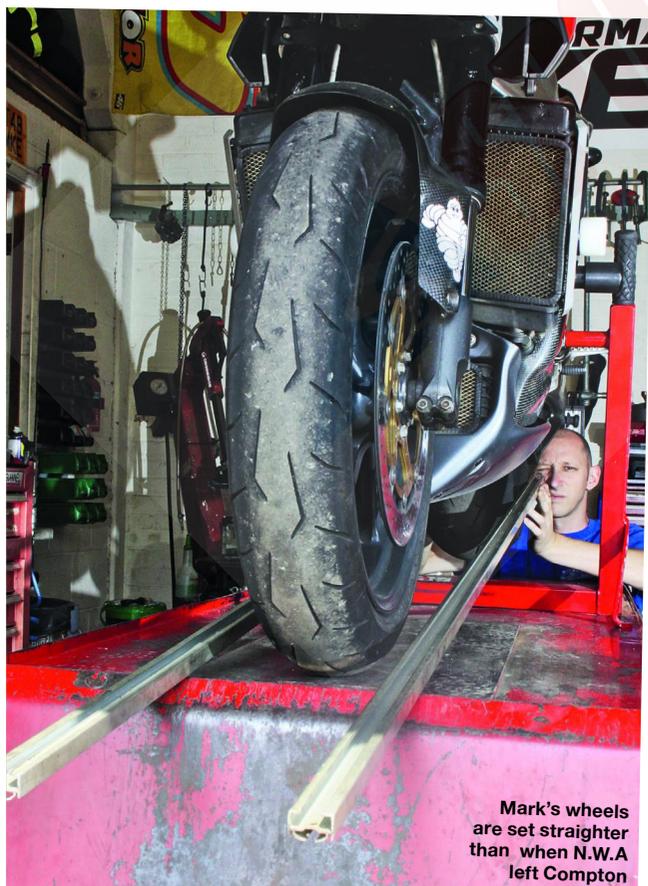
They offer me the feel I crave through the lever and I've now had them on a variety of bikes, from commuters to track bikes.

The DP SDP pads are the longest I've used a set of pads and after 16,000 miles are now coming to the end of their usable life. In all conditions, they have always provided absolutely consistent performance. They work very well from cold and in the wet and provide more

than enough stopping force to lock the front.

Operation is progressive, almost like a push-bike brake, and you simply get more braking force the further you pull the lever, so I always know where I am with them. I've considered trying something else, but I'd be disappointed if I lost the feel the DPs give me.

Simon Russell



Mark's wheels are set straighter than when N.W.A left Compton

Richa leather jacket and jeans

How long: 6 years/40,000 miles+ **Cost:** No longer available. You might find them on ebay or at a BMF show if you're lucky **Contact:** richa.eu



> These Richa leather jacket and jeans have been my go-to everyday kit for the last six years. I've easily done more than 40,000 miles in them ranging from day-to-day commuting to spending days at a time in them touring all over the country.

The trousers and jacket zip together all the way round and are very comfy and have bedded in to my shape nicely. Apart from looking like they need a damn good clean (which the jacket doesn't, its in fact a brown jacket with a cream coating which shows off creases marks and wear over time), nothing has really gone wrong at all.

The stitching and zips have all proven tough and durable, apart a zipper tag

snapping many moons ago on the jeans' fly, which I fixed with an old keyring before anything embarrassing slipped out.

Sadly, though, the time has come to hang these up. Both items now look really worn: the jacket has gone past the cool retro look to just plain tatty and the jeans are pretty scuffed and battered. It isn't that surprising, considering the mileage and usage.

The CE-approved armour in the knees has also broken up, which is also a worry but could be replaced. It's easy to dismiss Richa as a budget brand, but over six years of hard use, these leathers have proved to be very good quality.

Simon Russell

