



## Malle Expedition Backpack £299.99

### 'Tough bag, smart swag'



**Tested by Adam Oldfield for 3000 miles**

If you think "waterproof canvas" and "NATO-spec webbing" sound like the makings of military kit, you wouldn't be far wrong, at least on paper. But Malle's Expedition Backpack is far more refined. It's built tough, yet it has the sort of elegant design that sets it apart from the usual adventure fare.

Malle don't just talk a good game; they live it. Their team have taken this bag through Arctic expeditions on motorcycles, giving it a proper test against the elements. For me, after months of daily use and weekends away, I can say the backpack has proven every bit as reliable as they claim.

The 22.5-litre capacity is spot-on for a couple of nights away or lugging camera kit and lunch on a full day out. Despite regular use, it's still looking sharp, bar a tiny bit of wear where the main zip's black coating has started to rub off.

Otherwise, it's as pristine as when I first unpacked it. Top marks for style and substance. While £299.99 is obviously a hefty outlay for a backpack, nonetheless, it's a great bit of kit – highly recommended.

**MCN rating ★★★★★**  
[www.mallelondon.com](http://www.mallelondon.com)



Malle backpack: Expedition ready

Roomy with a stylish lining

**Four months ON TEST**

## Shoei GT-Air 3 £649.99

### 'Something in the GT-Air'



**Tested by Richard Newland for 18 months**

This GT-Air 3 boasts the latest must-have ECE 22.06 certification, as well as a host of design tweaks and upgrades over the GT-Air 2 to bring things like seamlessly integrated intercom preparation for the SENA SRL 3 Mesh system (not fitted), a well-designed drop-down sun visor, slippery aerodynamics and fabulous venting – all in one high-quality package.

It felt sublime from the first time I wore it, and I had no hesitation doing a full day in the saddle with it straight out of the box. And thankfully that comfort hasn't turned into bagginess over the following 8000 miles, it still feels taut and supportive – and there's been no visible wear, either.

The lining is pleasingly robust feeling, whilst also being plush and soft; the micrometric buckle (narrower than the GT-Air 3's) sits naturally, and the effective venting delivers a cooling blast when wanted, and none when it isn't. My glasses slide effortlessly into place, and they don't foul the sun visor or rub any part of the visor aperture.

Wind noise is minimal, while turbulence appears to be non-



Refined and intercom ready, it was comfortable from the first ride

existent on the bikes I've tested it on (Multistrada V4, SP2, VFR, Tiger 1200). At motorway speeds (and above) it's completely stable, and there's no tugging when you turn your head for a life-saver. I've fitted the chin curtain and nose guard – both supplied – and it delivers a draught-free ride even when the air is biting.

The one downside to ECE 22.06 is additional mass, meaning the GT-Air 3 isn't float-away light at a claimed 1750-1800g (size XL) and records a measured 1802g on my kitchen scales with the Pinlock, chin curtain and nose guard fitted. But it's so well balanced that you don't notice the mass.

The visor system is easy to use, but not without fault. The 'hook-and-click' mechanism sometimes takes a couple of seconds, sometimes it'll take 20 or more.

Certified to ECE 22.06 with multi-layer fibre construction and quick-release cheek pads, it's a premium helmet with a premium price. The quality and functionality do justify the price, though.

**MCN rating ★★★★★**  
[www.shoeiassured.co.uk](http://www.shoeiassured.co.uk)

**9000 miles ON TEST**

## Insta360 Go Ultra £389.99

### 'Motovlogging perfection?'



**Tested by Joseph Wright for one month**

Whether you want to relive your weekend ride, share it with mates, or use it as a discreet dash cam, Insta360's new GO Ultra could be the perfect bit of kit. It follows on from the GO3 but skips the '4' name, as 'four' sounds a bit too close to 'death' in Mandarin, apparently. Good choice...

Thankfully, the clever pod-style design stays. You can pop the camera out and film without the bulk of the screen and battery, ideal for creative angles or mounting inside your helmet. It also means you can use the main unit as a remote screen, helping you frame shots without needing to remove your helmet.

While it's a bit bigger and heavier



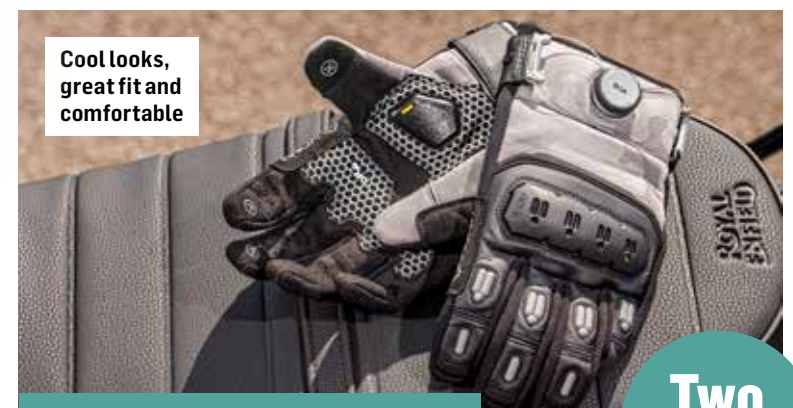
In-helmet POV shots just got a whole lot better....

**One month ON TEST**

than the last model, that extra size brings real improvements. The new square design means you can switch from landscape to portrait by simply rotating the unit, and the larger sensor still shoots in 4K but handles low light far better thanks to its bigger sensor. Add in a 6-degree

wider field of view, a stronger magnet for mounting, and the fact that the camera element is about a third the size of a standard action camera – and it's a highly versatile kit that's a great motovlogging option.

**MCN rating ★★★★★**  
[store.insta360.com](http://store.insta360.com)



Cool looks, great fit and comfortable

**KNOX ORSA OR4 £119.99**

**Two months ON TEST**

### 'A safe pair of hands'



**Tested by Steve Herbert-Mattick for 350 miles**

I've not had these long, but it's enough time to know that unless it's raining, these are the gloves I've been waiting for. It can be really difficult to find vegan-friendly bike mitts with a decent level of armour. The fourth-generation OR4 are the first fully synthetic version of these short

gloves. Pukka BOA closure ensures a secure fit while Clarino vented palms give great grip and feel. With touchscreen fingertips, CE Level 1/KP approval – short gloves can't get a 2 – plenty of armour (including a chunky scaphoid slider), they're light, supple and comfortable. Finger seams are a bit thick, though. Why can't they all be external?

**MCN rating ★★★★★**  
[www.planet-knox.com](http://www.planet-knox.com)