



Sidi Arx Air Shoes £169.99

One step too steep



Tested by Tom Willard for eight months

Short casual boots are ideal if you are on and off your bike throughout the day and prefer kit that looks a little less motorbike-y. Yet they offer a clear improvement in protection when compared to non-bike specific shoes. Sidi's Arx Air shoes are designed for summer urban use and as such feature large ventilated panels that are breathable meaning that I've never found myself with stuffy feet whilst wearing them. At speed the airflow is easy to feel and it doesn't get too drafty when the temperature is down as the most ventilated areas are on the sides. As you'd expect, however, there are no claims about waterproofing so these are very much for summer use only.

They look mega, feel extremely comfy to walk in, and can easily pass as a pair of trendy high tops, but I'm conflicted as to whether they make good motorbike shoes. The lace holders are too elasticated and low, so the laces can fall out and risk getting snagged. They are CE certified (minimum 111111 certification) offering light protection, but they are hard to recommend for the price.

MCN rating ★★★★★
www.sidiuk.com

Smart looks but pricey for the protection



Eight months ON TEST

Rev'it Fusion 3 GTX £164.99



Tested by Ben Clarke for 18 months/ 1500 miles

Rev'it's Fusion 3 GTX gloves are designed specifically to work with heated grips, which is a clever idea that I hadn't tried before. The gloves are lighter and more dextrous than most deep-winter options, yet still deliver impressive cold-weather performance – provided you're using heated grips.

Fit is true to size, and even in XL they don't feel overly bulky and dexterity is good for a winter glove, making it easy to operate switches and controls, and there are no uncomfortable seam pressure points. The touchscreen-compatible fingertips are fine for quick satnav changes or brief phone use if you've pulled over, but too bulky for proper typing.

Warmth is excellent with heated grips, but on a frosty commute without them, my hands became painfully cold, so they really do rely on that extra heat source.

Protection is CE certified to Level 1 KP, which is common for winter gloves that balance weatherproofing with impact resistance. There's a scaphoid slider on the palm, knuckle protection, extra reinforcement in high-risk



Sportier than your average winter gear but you need heated grips

areas, and a secure Velcro wrist strap plus a secondary cuff closure. Once fastened, they feel secure and unlikely to come off in a crash.

Construction is goatskin with reinforced grip areas, and after 18 months and 1500 miles, the leather, stitching and fastenings have all held up well. The red pull-tabs are genuinely useful for tugging on the second glove, especially on cold mornings, too.

The Gore-Tex lining keeps water out, even in heavy rain, and breathability is good. The look is sport-inspired, especially in the palm and protection detailing, and they avoid the bulky, utilitarian appearance of some winter gloves to an extent. At £164.99, they're at the premium end of the winter glove market, but the Gore-Tex waterproofing, solid protection and heated-grip-focused design justify the price. Comparable gloves exist, but none are specifically designed for heated grips.

For riders with heated grips who ride through winter, they're a strong, well-executed option.

MCN rating ★★★★★
www.revitsport.com

18 months ON TEST

Oxford Oximiser Pro 1250 £79.99

Fully charged



Tested by Michael Guy for six months

The saying 'use it or lose it' couldn't be more accurate when it comes to the battery on your bike. If it gets used regularly and for a decent amount of time then there's every chance it will remain trouble free. But being left connected and inactive will almost inevitably compromise performance, ultimately necessitating the unwanted expense of a replacement.

There's a range of battery chargers on the market and they are constantly evolving. This latest offering from Oxford is the best I've used to date. It's suitable for indoor or outdoor use and has eight-stage automatic charging: polarity test, analyse, desulfation soft start mode, bulk mode, absorption mode, voltage check and maintain mode.

You can use it indoors or outside



Six months ON TEST

While I'd be lying if I said I knew exactly what each of the stages really mean, what I do know is that the battery on my four-year-old KTM 690 Enduro R remains in top condition and is always more than happy to turn over the big single.

Unlike other chargers I've used,

the Oxford charger generates virtually no heat, which is reassuring as it is plugged in and connected 24/7. While I use it on a 12v wet battery, it's also suitable for AGM, GEL and 12V LiFePO4 batteries.

MCN rating ★★★★★
www.oxfordproducts.com

All the essentials in one easy display



RiderNav R7M £299

3 months ON TEST

Easy plug-and-play



Tested by Robin Kirkley for three months

This RiderNav navigation system is designed to work seamlessly with BMWs – and that is the case.

Plug-and-play beats half a day of complex installation. After testing a few motorcycle CarPlay/Android Auto systems that had to be wired into my bike's battery I was looking

forward to riding with the RiderNav R7M. Its 7-inch display is designed for BMW motorcycles equipped with the OEM satnav cradle, and all I had to do was slot it in, connect it to my phone via Bluetooth, sort out a few settings and hit the road. As easy as that. No more scrolling through menus, the riding data I need is now conveniently on one clear screen.

MCN rating ★★★★★
www.ridernav.com