



Just ensure that the fit is right for you



**Spada Pilgrim Grande Rev.2 boots £149.99**

**3500 miles ON TEST**

**'Big on protection, less so on comfort'**



**Tested by Tommy Begley for five months**

For the price, these boots offer amazing CE safety certification, with Level 2 across the board, and look the part if you are going for those Edwardian clod hopper visuals. They're certainly well built, with a tough leather upper and stitched-on soles.

It's the sort of quality that means they wear with dignity and look better now with the heavy patina I've put on them. The side zip is the one visual that belies their antiquity, but this has been a real boon. I think they are probably the easiest boots I've ever had the displeasure of sliding on. This displeasure comes from the fit; I've gone up a whole size to get them on, yet they're still very narrow

and foot-shatteringly tight. On the bike this has led to numbness and freezing feet because they cut off the blood supply to my toes, and walking in them has been painful. After about 1300 miles and lots of rain (which they let in from the first downpour) they have loosened up a smidge but are still uncomfortable.

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

**Ruroc EOX 2.0 £549**

**'Smart but is it worth it?'**



**Tested by Charlotte King for three months**

The first thing I noticed when taking it out of the box is how stunning the red carbon finish is, it really glistens.

I found that I was between sizes where the small was so small I couldn't get my head into it but the medium was a little loose. The EOX 2.0 offers thicker and thinner cheek pad options, so I added the thicker ones and with a balaclava I find the fit isn't bad. The lining is soft and breathable and the pads feel plush, but they do give a bit; I'd prefer a firmer pad to grip my head more securely. They do wick the moisture away well and no sweaty smell yet.

The visor aperture provides a great field of view and the visor



**1500 miles ON TEST**

**That finish pops in bright sunshine**

mechanism is easy to work.

The smaller overall profile than previous models is much more suitable for a petite rider like myself and the ventilation at the brow and chin provide a good amount of fresh air through the lid. It feels stable at normal road speeds but once you sit

at motorway speeds it does buffet about quite a bit, I guess thanks to its relatively blunt front. It's in no way a bad helmet but outside of its styling, to me it's not remarkable enough to justify the price.

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

**OGIO Rig 9800 travel bag £276**

**'Ace if you fly to trackdays'**



**Tested by Joseph Wright for three years**

Flying abroad for a riding trip, trackday or off-road adventure usually means taking your own motorcycle kit. The challenge is fitting everything in while protecting it from heavy-handed airport staff. For the past three years I have been using the OGIO Rig 9800 to see if it really deserves its reputation.

The standout feature is the SLED base, which forms a rigid spine through the bag with tough plastic, while the main body is constructed from 600D polyester, which shrugs off abuse from the rigours of travel and still looks presentable after plenty of miles. Granted the colour might not be for everyone – but it is easy to spot on the conveyor belt!

Capacity is massive at 123 litres, so I can pack my textiles, adventure boots, spare gloves and still have room for casual clothes. The extra pockets in the interior top section are useful for separating clean and dirty items along with a mesh pouch for smaller bits. If that weren't enough, there's also an external pocket for keeping documents and chargers easy to grab on the go.

All that space would be pointless



Our Joe loves the subtle look...

without good protection, and the interior has a removable cushioning mat while the lining is ripstop, keeping everything secure. Compression straps lock the load down, and the zips are heavy duty, giving peace of mind that your belongings will make it to the other end of your flight.

Moving it around is easy thanks to its wide wheelbase and large wheels that remind me of Michelin Road 6 tyres, and yes, it handles well in the wet... When pulling it around it tracks straight and doesn't topple over, like some bags do. The only issue I have had is needing to clean the wheels as they seem to attract hair and other airport detritus. The telescopic handle is solid and the base helps it climb kerbs even when heavily loaded.

At just under £300, it is not cheap, and the potential total weight is significant once packed. You will need to watch airline limits as it can creep towards thirty kilos. However, after three years of constant travel it has not failed once and still feels ready for more.

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

**3 years ON TEST**

Big miles but still good as new...



**Helite E-Turtle 2 from £675**

**70,000 miles ON TEST**

**'Air bag for life...'**



**Tested by Richard Newland for six years**

After 70,000+ riding miles in all weathers, I'm amazed how well the E-Turtle 2 has withstood the elements. It still looks remarkably decent, with only minimal wear where it rubs against human or machine. One buckle has broken, but that's because I trod on it. The rechargeable battery is still

just as good as it was on day one – delivering around 25 hours of use between charges – and it holds its charge well when not in use.

You can wear it with any jacket, just slip it over the top and do up the clips, press the 'on' button three times to get the green light – and go.

I wear it on every journey – and would feel naked without it.

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