



**Sena 50R comms £329**

## 'It allows me to chop and change'



**Tested by Saffron Wilson for two years**

The best 'problem' about my job is that I can wear multiple helmets a year, and regularly ride multiple bikes, too. As someone with the sense of direction of a fish in a bag, I rely on my comms to navigate me, and I do like to have the radio on during long trips, too.

The Sena 50R allows me to chop and change as I please, and although I found installation slightly tricky at times, it fits most of my helmets without too much fiddling (although you only get a couple of stickers in the pack, so I had to order some more eventually).

The sound quality is great and according to people on the other end of occasional phone calls, you can

barely tell I am riding so the noise cancellation works a treat for them, and riders too.

Intercom range has been extended to 2km, and has three modes – group Mesh, multi-channel open Mesh and traditional Bluetooth which was super easy to set up with my phone. I feel well connected so far.

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

**5000 miles**  
ON TEST

**Motorex Chainlube Road £16.50**

## 'My chain's best friend'



**Tested by Adam Oldfield for nine months**

If you're the kind of rider who treats their chain like royalty, clean, cared for, and always dressed in the finest, then Motorex Chain Lube Road is your chain's best friend. This fully synthetic wonder doesn't just whisper sweet nothings to your O-rings and X-rings it pledges undying loyalty, even under high pressure and at high speeds.

It sprays on white (so yes, you'll see where you've been), then clings to the chain with minimal fling and without painting your swingarm in goop. Rain? Pfft. This stuff laughs in the face of water, holding its ground like parent at a school run roundabout standoff. It's waterproof, high-pressure resistant, and won't throw a tantrum at high speeds.

I love how little you need to reapply it, I do regularly inspect my chain and bike for each week's commute, meaning I probably check and adjust more often than some. You may find if you leave your bike for longer periods a heavier product may be best suited for your own DIY and maintenance periods.



**This'll keep your chain well-fettled**

This lube claims to actively reduce wear, prolonging chain life and possibly outliving your bike's interest in you altogether. It's hard for me to scientifically back this claim. A test starting with a

brand-new chain and sprocket set would be the better experiment. However, I can say that my current chain and sprockets have got 8500 miles on them and there is still life left.

It can gather and build up quickly when applying it, so it's best to gently warm the can, by bringing it into the house ahead of using it. Starting with a clean chain and a little patience, lest you end up giving your sprockets a white beard. But that's a small trade-off for chain serenity.

At around £16.50 for 500ml it's not the cheapest, but it does go a long way. Depending on your riding mileage this will easily keep you from cursing at an empty can mid job for a good while. Overall, a very worthwhile lubricant to replenish your garage supplies.

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

**9 months**  
ON TEST

**Stan Stephens Classic Two-Stroke Engines £30**

## 'The holy grail for two-stroke lovers'



**Tested by Bruce Dunn for three months**

The second book from tuning legend Stan Stephens is a collection of all his how-to articles from *Classic Motorcycle Mechanics* magazine compiled into what is effectively the holy grail for two-stroke lovers. As soon as I read the contents page, I knew this was the book a two-stroke nut like me has been waiting for my whole life. It features step-by-step tuning guides for specific bikes, as well as overviews on other general two-stroke-related workshop tasks such as crank rebuilding – it's all there, from the two-stroke master.



**3 months**  
ON TEST

But more than that, it's the warmth that this book gives me; I've ridden, raced and crashed most of the bikes featured within it – all the 250 production bikes like Kawasaki KR-1s, Suzuki RGVs, and Yamaha TZRs as well as all the LCs. Then it covers even stuff that I never put my hands on because it was too complex and expensive, like the RG500 tunes that Stan did, as well as his mental 1200cc two-stroke V6.

If you've got any passion for two-strokes, you just won't put it down. As soon as I read the chapter on the TDR250 wide-range tune, that was it – I've got one currently in bits and I'll be rebuilding it according to the wisdom in this book. It's part instructional, part entertainment – and truly enjoyable. It's gold. Buy it, you certainly won't be disappointed!

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



**Few splats but doing the job**

**Insta360 Ace Pro 2 £389.99**



**Tested by Joseph Wright for six months**

The Ace Pro 2 has become my go-to camera. It's £390 and yeah, it's not the smallest or lightest, but that flip screen makes life so much easier than before, meaning I can switch settings mid-ride without taking my helmet off. The 8K video looks amazing, but what really sells it for

me is how good it is in low light – it's practically nocturnal. The built-in mic wind muff is a lifesaver for proper bike sound, and linking it to my intercom is great. Only downside? The field of view feels a bit tight on a sportsbike, which I hope they improve on their next action camera. But it's still my favourite camera hands down.

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

**6 months**  
ON TEST

## 'It's my pro-choice kit'