



Retro looks
are spot-on

12
months
ON TEST

Biltwell Gringo SV £239

'A simple, great-looking bit of kit'



**Tested by Ben Clarke
for 12 months /
1200 miles**

The Biltwell Gringo SV is aimed squarely at the retro and custom crowd, and in this Mint Julep colour it looks superb. The almost perfectly round shell, subtle brow vents and tiny rear spoiler give it a clean, era-appropriate silhouette that avoids the over-styled shapes of many modern lids. The brushed, suede-like liner is a highlight, feeling soft against the skin with classy

cross-stitch detailing, and overall comfort on the move is good. Ventilation is impressive, too. The SV sports twin permanently open chin vents, adjustable brow vents and a rear exhaust, and in hot conditions I remained completely comfortable and cool on long rides.

However, it's not without flaws and compromises. The opening is tight and genuinely uncomfortable over the ears when I am pulling it on, and at a claimed 1640g in size large it feels heavy on long days. Most

disappointing is the noise: with the brow vents open there's a constant droning, even with earplugs fitted, that eventually becomes irritating.

Finish is decent enough but not perfect, with slightly untidy rubber beading and some shell flex at the base, although the helmet meets ECE 22.06. Against pricier retro rivals it represents good value, but the weight and wind noise ultimately blunt its appeal.

MCN rating ★★★★★
www.biltwellinc.com

**Alpinestars T-SP 5
Rideknit £239.99**

'A classy little number'



**Tested by
Michael Neeves
for two years /
15,000 miles**

This is one of those textile jackets that strikes the perfect balance between being light enough to wear in the height of summer and suitably sturdy for cold spring and autumn days.

I've worn it for 'jeans and jacket' road tests and launches over the past two years and on three big-mile riding holidays across Europe. It has a mid-ranking AA rating for abrasion protection and CE Level 1 shoulder and elbow armour (as well as a pocket for a back protector), but I haven't put that aspect to the test.

It has a robust, quality feel about it, with strong zips, sturdy stitching, big pockets and it still looks like new

Subtle design
and still looks
good as new

2
years
ON TEST



after all these miles. It's comfy with a long back and thanks to stretch panels around the inner arms and side of the body, it manages to be snug, but at the same time has enough wiggle room to fit an airbag vest underneath. Other nice features

include soft mesh around the neck, a waterproof inner pocket, an adventure-style back pocket and I love the subtle camo flecks. It's also available in blue.

MCN rating ★★★★★
www.gb.alpinestars.com

**Evotech Performance Fly
Screen (carbon fibre), £150**

'Great looks and quality'



**Tested by Dan
Sutherland for two
months on road
and track**

Following the TFT dashboard revolution that has swept across motorcycling, many modern naked bikes now come with a rather unsightly area behind the back of the clocks above the headlights.

My Triumph Speed Triple 1200 RS long-term test bike is no exception with a large bracket above the twin ant-like LEDs spoiling the aesthetic.

Triumph will sell you a £152 flyscreen to cover the gap, but having sampled that at the bike's world launch in 2025, I was keen to try something different that hopefully also provided a little extra wind protection.

I opted for this UK-made carbon fibre unit from Evotech Performance, which hides the unsightly brackets and fills the void between the slanted headlights nicely.

At roughly the same price as the official accessory, it attaches to the existing mounting points, with no modifications needed.

From a styling stand point, I think it's made a huge improvement. I love how much more aggressive it now looks with the lines in the screen design matching perfectly with the



Mask the void with neat carbon

ends of the plastic headlight covers. In fact, without the Evotech badging, I think you could mistake it for OE. There are no rough edges, it's well finished and the carbon weave is visible on both sides.

Looks aside, any improvements in dealing with windblast are marginal. I can feel a reduction in buffeting against my shoulders, but it now feels far more concentrated against my helmet – increasing the roar and contributing to rider fatigue over distance.

That said, many Speed Triples will never be exposed to long-distance riding, so I would still recommend it to riders that use their bikes for shorter blasts and want to smarten up the front end with something a little bit different.

What's more, if you're reading this and don't own a Speed Triple, versions are available for a wide range of naked motorcycles, ranging from Yamaha's MT-09 to the BMW F900R, and Ducati's latest Hypermotard V2 to the big boxer BMW R1300R and more.

MCN rating ★★★★★
www.evotech-performance.com

1000
miles
ON TEST

Watch your
fingers



Clarke chest £189.59

3
months
ON TEST

'Solid but a little sharp'



**Tested by
Gareth Evans for
three months**

There's just one issue blotting this nine-drawer tool chest's copy book: the edges on the smaller upper drawers are incredibly sharp, and I've cut myself by getting a finger caught. But bloodletting apart, it's a very solid bit of kit, with pleasingly smooth roller-bearing drawers that

help it feel high quality. The drawers lock shut when the lid is closed and key turned.

Its 23.6kg mass when empty means it's heavy when crammed with hammers and spanners, but it's wieldy enough for moving short distances, and the side handles are strong, but I wheel it around my workshop atop a five-drawer chest.

MCN rating ★★★★★
www.machinemart.co.uk