

# Stand's bearing up perfectly

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The clever design means you can spin the wheel to lube the chain

## R&G Racing single-sided paddock stand, £134.98



**Tester:** Richard Newland

**Time Tested:** Two years

**What's good?** What attracted me to this R&G stand was the bearing-mounted pin that slides into the bike's hub. I already had a functional, if old, single-sided paddock stand for my Ducati 996, but it had a fixed pin. Why does this matter? Well, raising one of the primary reasons for raising your bike off the garage floor is to be able to spin the back wheel, and clean and lube your chain. That's a sticky process if the pin doesn't spin.

Beyond this superb facilitation, the build quality is also rock-solid. I ride the 996 with aggravating infrequency, which means it spends a lot of time resting on this stand, ensuring that the rear tyre doesn't develop a flat-spot. I have no qualms at all about leaving it sitting in mid-air, which isn't something I'd say about many of the paddock stands I've used over the years. I've twice watched a stand fold like cheese, unceremoniously dumping its charge on the floor.

The raising handle is thick and just far enough away from the wheels to make lifting an easy affair, without being so long that you constantly trip over it when walking past. The main body is made from quality FE360 tubular steel, powder-coated black for a pleasing and durable finish.

The wheels are often a weak-spot on stands, but again the R&G item is well spec'd with four quality wheels, which run smooth and secure, and offer great stability.

**What's not?** It's a genuine struggle to criticise this stand. It'd be great if there were an option to have it in red, or old-skool Ducati bronze-gold, but really – it's without fault.

**Contact:** [www.rg-racing.com](http://www.rg-racing.com)

**Quality rating:** ★★★★★

**Value Rating:** ★★★★★

### DETAILS:

1. The main stand element costs £114.99, and comes without the pin you need to slide into your bike's hub. FE360 tubular steel is light but strong.

2. The bike-specific pin comes in six sizes ranging from 21.8 to 42mm, each costing £19.99. If you've got more than one single-sider, or change bikes, it means you can adapt your existing stand.

3. These smooth-rolling lovelies make a huge difference to the experience, making it an effortless pleasure to rotate the bike up and down.



## Weise-Tex windproof top, £59.99



**Tester:** Emma Franklin

**Time tested:** Three years

**What's good?** Under textile jackets, over leathers or even just as a casual jacket, this top is a versatile way of keeping warm. It's been designed as a mid layer, which means that it should be worn over base layers and beneath your outer biking kit and combines stretchy panels of windproof fabric with a soft fleece lining. In the warmth and windproofing stakes it definitely does its job, with the high collar helping, too. Beneath leathers and textiles it's perfectly comfortable and thanks to the elasticated collars and hem it doesn't ruck up beneath your kit. I also like it because it packs down small enough to stash inside a rucksack for when you need it.

**What's not:** At £60 the price is a little on the salty side, however it is on offer at [mcshop.com](http://mcshop.com) for £44.99 – which is a little more like it.

**Contact:** [www.thekeycollection.co.uk](http://www.thekeycollection.co.uk)

**Quality rating:** ★★★★★

**Value rating:** ★★★★★



## Forcefield Elite chest protector, £64.99



**Tester:** Tony Hoare

**Time tested:** 1000 miles/two months

**What's good?** The idea of chest protection is a good one. Think about the organs that live in that area, then think about where your momentum takes you in many accidents, which is straight towards the bike and its pointy-out bits. Many of us have accepted the back protector as a standard element of our riding kit, but the chest protector has yet to make the same impact, if you'll pardon the pun. This is a revised version of one that protected me in a racing crash two years ago, and its heat-absorbing properties mean it shapes to my body as I ride.

**What's not?** The Forcefield protector uses elasticated straps and Velcro. Wear it in combination with a back protector and you've more straps to deal with than Harry Houdini.

**Contact:** [www.forcefieldbodyarmour.com](http://www.forcefieldbodyarmour.com)

**Quality rating:** ★★★★★

**Value rating:** ★★★★★



## Spada ST1 WP boots, £99.95



**Tester:** Simon Brown

**Time tested:** 1800 miles/two months

**What's good?** Reassuringly sturdy, these boots are both decent value and packed with protection with hard plastic armour at the heel, shin and ankle – plus very solid-feeling toe protection. I have actually fallen off in them, but it was only a low-speed topple after a van reversed into me (don't ask), so not a proper test of how they would perform in an accident. Waterproofing comes from a Hipora membrane and has been fine so far. Comfort is good after a few breaking-in days.

**What's not?** They are quite clumpy compared to other boots I have worn, leading to a couple of fluffed gear changes to begin with. Also, the zips occasionally snag on the inner lining and one of the screws which secures the toe-sliders has come out and got lost.

**Quality rating:** ★★★★★

**Value rating:** ★★★★★

**Contact:** [www.feridax.com](http://www.feridax.com)