

Kit reviews

GEAR

COMPONENTS, KIT AND MEDIA SELECTED AND REVIEWED BY SPECIALIST JOURNALISTS AND CYCLING UK STAFF

Cycling UK CLUB JERSEYS & WATERPROOF JACKET

£50-£70

cyclinguk.org/shop

THE NEWLY DESIGNED club clothing has arrived. The Cycling UK Club Jersey (£50) is your classic polyester cycling top, with a silicone gripper on the hem and a full-length YKK front zip. The sizing suits cyclists' builds; the Medium fitted me (37in chest) just right. There are three elasticated rear pockets, plus a zipped one big enough for a phone in the back of the left pocket. It's a practical touch, and I wore this jersey more than my other polyester tops as a result.

The Cyclists' Touring Club jersey (£65) is adorned with three winged wheels – breast, back, and left shoulder – and they complement the jersey's appealingly retro styling. The material is sportswool: 67% polyester, 33% merino wool. I prefer this to 100% merino wool. It's still soft and doesn't get whiffy

easily but it holds its shape much better. You can put things in the pockets without them sagging, and if it gets soaked it won't hang half way down your thighs. Talking of pockets, there are three elasticated ones, two of which have zipped pockets in the back of them. Perfect: phone in one, keys and cash in the other. This jersey is my favourite garment of the three. It has some reflective detailing on the rear too.

The jacket (£70) is an Endura Gridlock II with reflective Cycling UK logos. Its waterproof rating is 10,000mm, which corresponds to heavy rain, and it's seam-sealed. It's somewhat breathable too, and has zipped vents under the arms for additional ventilation. It's nevertheless quite warm, having a mesh inner layer and being relatively heavy (size S:

456g). I mostly wore it over normal clothes for utility cycling and might also use it for touring in cooler climes or for any kind of UK winter riding. It's a bit cosy for summer and the casual cut suits steadier-paced cycling over athletic efforts. Sizing is generous; I needed the Small rather than the Medium. The jacket's details are good: drawcords at neck and hem; velcro cuffs; lots of reflectivity; chest and rear pockets; a loop on the back for an extra rear light; and a soft fabric for the collar.

Washing instructions: 30° for the jerseys, 40° for the jacket. Sizing: men's S-XXL, women's S-XL for all garments.

Dan Joyce

Review requests
 Is there a product that you would like us to review?
WRITE TO: Cycle,
 PO Box 313, Scarborough,
 YO12 6WZ
EMAIL:
cyclinguk@jppublishing.co.uk



- PROS & CONS**
- + Heritage jersey looks great
 - + Zipped pockets in both jerseys
 - Take care with jacket sizing

OTHER OPTIONS



1 CYCLING UK CAP £12
 Traditional cotton cycling caps are great on their own or under a helmet, in summer or winter. This one has the Cycling UK logo on it.
cyclinguk.org/shop



2 CYCLING UK NECK TUBE £8
 A stretchy snood that weighs nothing that you can wear around your neck as a scarf, as a bandana on your head, over your mouth and nose, etc.
cyclinguk.org/shop

PROS & CONS

- + Monkkii Cage fits 'any' bottle
- + Gorilla Cage & bags great for lightweight off-road luggage
- + Clutter-free: only cleats stay on bike



Free Parable MONKII SYSTEM

£17.95+

cyclemiles.co.uk



FREE PARABLE'S MONKII System is a way of carrying liquids and luggage via the bottle bosses. Circular cleats fix in place, sitting proud of the frame or fork, and the Monkkii stuff slots onto them. There are clamp-on mounts for bikes lacking bosses.

The Monkkii bottle cages are £17.95. The original version slides downwards and clicks into place, while the V Cage pushes diagonally upwards to fit the top cleat, then straight down to fit the lower cleat. The V Cage fits small frames better as it needs less space above the bottle. It's also more secure off-road as a forward jolt won't fling it off – which is how I lost an original cage from under the down tube.

Bottles don't slide in and out of Monkkii cages. They're secured with a velcro strap, and the bottle and cage come off (and on) together. It's an operation that's difficult while riding, so you need to stop. The good news is that you're not restricted to traditional bidons; you could fit, say, a 1.5 litre bottle or a flask instead. You're never left with an empty bottle cage on the bike either. I found this useful for an occasional second bottle on my mountain bike, and to carry a bottle on my Brompton, where a permanent cage would interfere with folding.

The Gorilla Cage (£29.95) is essentially a

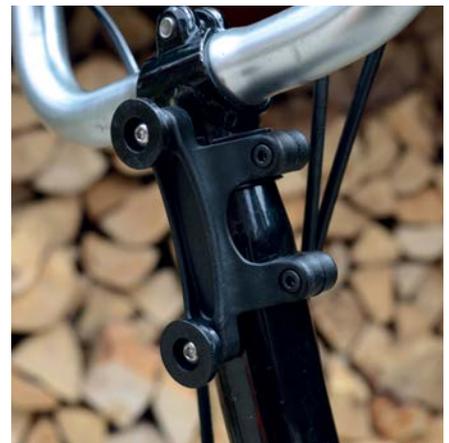
much bigger Monkkii cage that fits the triple mounts on the fork and down tube of some adventure bikes. The load limit is only 1.5kg per cage so it's best for bulky, lightweight items such as a sleeping bag or clothing. A web of velcro straps holds everything in place. I'd have liked a couple of plastic ribs each side as well, similar to the Monkkii cages, to stabilise the load and hold it further from the wheel.

There's an optional drybag for the Gorilla Cage (£18.95, 5.5 litres) that's well worth getting. It keeps the contents safe and dry, and as the drybag can stay in the cage you'll spend far less time fiddling with velcro straps.

I tested two Gorilla Cages and bags on a mix of tarmac, forest tracks, and technical singletrack, and aside from the extra width pretty much forgot they were there. Incidentally, if your bike doesn't have triple mounts, you can get a Gorilla Clip (£18.95): a three-cleat mount that zip-ties to the fork/down tube/wherever.

I didn't find much use for Free Parable's Monkkii Wedge (a tool roll) or Monkkii Mono (a small frame bag), as a Monkkii cage and container could fill either role. But I recommend the Monkkii V Cage, Monkkii Clip B, and the Gorilla Cages (plus drybags).

Dan Joyce



Above: Monkkii Clip B for Brompton (£17.95). There's also one for the Strida (£14.95) and another for any tube between 28-35mm (the Monkkii Clip, £14.95)

OTHER OPTIONS



1 SALSA ANYTHING CAGE £30

More like a giant bottle cage, the Anything Cage fits semi-permanently to the fork (or frame) but is good for heavier loads: the limit is 3kg. salsacycles.com



2 MINOURA BH-100 £13.99

QR clamping bracket (size 22-29mm or 28-35mm) to add a conventional bottle cage to your seatpost, handlebar, or folding bike stem. minoura.com

Vittoria PIT STOP ROAD RACING

£9.99 (75ML)

vittoria.com

UNLIKE TUBELESS TYRE sealants, which are put in the tyre before inflation, Vittoria's Pit Stop sealant is primarily designed to be deployed in the event of a puncture. It can also be used, according to the manufacturer, as a preventative.

Pit Stop's pressurised canister uses CO2 gas as a propellant and contains liquid latex, which foams as it enters the tube. The low-density foam quickly fills the entire tube and reaches the puncture site, plugging holes of up to 1mm, before returning to a liquid consistency after a few minutes, coating the inside of the tube as the wheel rotates.

Featuring a 'universal' connector compatible with Presta and Schrader valves, the product is claimed by Vittoria to be suitable for tubular, clincher and tubeless tyres, and both latex and butyl innertubes.

To test Pit Stop, I took a wheel fitted with a Continental Grand Sport Race clincher and correctly-inflated butyl innertube – and pierced it using a silver steel scribe to leave a tiny hole without cutting the carcass threads. The canister was then offered up, as directed, to the vertically-positioned Presta valve, which



- PROS & CONS**
- + Fast-acting
 - + Inflates and seals
 - Not 100% reliable

was held firmly against the rim, and pressed home. Done correctly, this ensures no initial loss of gas or sealant.

The tyre quickly inflated – to about 80psi over some five seconds – with a barely-visible amount of sealant appearing at the puncture almost immediately. This frothed lightly for a few seconds and then settled down, apparently creating a seal as pressure remained high afterwards.

Impressed by this demonstration of efficacy, I made another hole having spun the wheel to ensure the latex was evenly distributed. Again, it frothed out, but this time with unabated vigour until the tyre had lost most of its pressure. Re-inflation with a pump brought the same result. Removal of the tyre showed the latex to have spilled out of the tube into the space between it and the tyre, making a bit of a mess that ideally needed cleaning up before another tube could be fitted.

This was, admittedly, a test producing results that may differ from those experienced in 'real life'. That said, the product gets both positive and negative reviews online and would appear to be most effective at repairing and preventing punctures in tubular tyres, for users of which it has to be an attractive proposition. Same goes for competitive road cyclists on clinchers – and it has to be worth considering at hedge-cutting time, when the roads are littered with thorns and punctures can come in quick succession.

Richard Hallett

OTHER OPTIONS



1 ZÉFAL REPAIR SPRAY £4.99 (100ML)

Same idea: repairs and reinflates tubed or tubeless tyres. Available with a frame mount for £7.99 and in a 75ml canister (for road tyres) for only £3.99.

zefal.com/en/



2 EFFETTO MARIPOSA ESPRESSO £7.99 (75ML)

Ammonia-free foaming sealant for tubes, tubeless, and tubulars, inflating road tyres to 5bar and MTB tyres to 2bar. Frame mount available. effettomariposa.eu

Right: rosebikes.com



Above: The sealant spray is available with a mount for your seatpost. However, it's light enough to be taped there or, alternatively, small enough for many seatpacks



Book reviews

BOOKS

A ROUND-UP OF THE LATEST CYCLING-RELATED READS



Michael Hutchinson

RE:CYCLISTS 200 YEARS ON TWO WHEELS £16.99

bloomsbury.com/uk

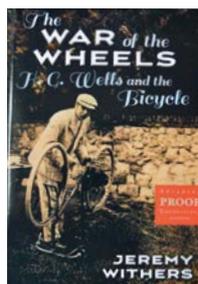
FEW WRITERS CAN do what bike racer and journalist Michael Hutchinson does in this book. I'm a cycle commuter who sometimes rides slowly through the countryside and likes campaigning. But now, thanks to 'Dr Hutch', I've managed to internalise 200 years of cycling in its myriad manifestations, and feel like a pro in all fields.

I've struggled through forests on a log on wheels, panic-flung myself from a penny-farthing, and both paced and raced in the petrifying scrum of early track races. This is such an absorbing, human-to-human history of our relationship with cycles, cyclists and cycling.

Reading about Lady Harberton was especially revealing. I've always admired her CTC-backed fight for women's rational dress. But never before has this splendid 'career troublemaker' of a woman come so powerfully to life for me.

And that's just a tiny glimpse into two whole centuries of revelation. The decades fly by in Mr Hutchinson's company as cycling turns from extreme sport, posh (and most peculiar) craze, normalised pastime and, eventually, to the multifaceted thing it is today. Reading this is like listening to a funny, mesmerising storyteller who loves cycling as much as you do.

Cherry Allan



Jeremy Withers

WAR OF THE WHEELS: HG WELLS AND THE BICYCLE £27.95

syracuseuniversitypress.syr.edu

WHILE CLEARLY geared more to the academic, any reader familiar with HG Wells will still find Withers' study a poignant and interesting reminder of how long the humble bicycle's appeal has lasted, not just as a means for recreation but also as an answer to many of the ills both our world today and Edwardian Britain faced. As a cycle campaigner, I was also pleased to note that Wells (a CTC member) was also one of our earliest campaigners for Space for Cycling, saying 'Cycle tracks will abound in Utopia!' **Sam Jones**



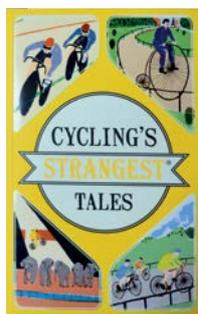
Lonely Planet

EPIC BIKE RIDES OF THE WORLD £24.99

lonelyplanet.com

THIS HARDBACK coffee table book provides a bucket list of 50 routes in 30 countries, describing each over two or three pages with stunning photography. It's designed more to inspire than guide; the maps are rough sketches. Practically, it breaks routes into Easy, Harder and Epic. There's something for everyone, from mountain biking in Moab, meandering through paddy fields in Vietnam, Bavarian beer routes (on my to do list), riding through Australia's Queensland forests, to just potting along the Loire Valley. I dare you not to be inspired to plan your next adventure.

Matt Mallinder



Iain Spragg

CYCLING'S STRANGEST TALES £7.99

pavilionbooks.com

THE SUBTITLE should be 'extraordinary but true stories from over 200 years of cycle sport', as much of it focuses on incidents that have taken place around road and track racing. No female rider is mentioned until Beryl Burton OBE crops up in her own chapter on page 88. Nevertheless, this is an entertaining compendium. Did you know there was a school in the USA that devoted part of its curriculum to teaching its pupils to unicycle? Or that there is a Polish cyclist whose hobby is riding up tower blocks? **Julie Rand**



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