

# SWEDISH CLOBBER

American motorcycle riders are becoming increasingly diverse, and we are already seeing that among Harley riders, without factoring in Victory, the forthcoming Indian and – hopefully – Buell again, one day, and just as one genre doesn't fit all, neither does one specific image, or brand of riding gear.

There are quality brands out there, but most have associations, almost as strong as a bike brands themselves, and whether we like it or not we all have a 'self-image' thing going on at some level.

There isn't a massive shortage of very good quality gear on the market, but there's certainly a gap for an independent, high quality, stylish brand that doesn't have any baggage or negative associations.

Stuff that would look right on a Harley, Victory, Indian or Buell – and of any generation.

I've been keeping an eye on one: they go by many names – Halversons, Lindstrands and Jofama – three originally independent brands with 245 years of experience between them who came together under the one: Jofama.

They understand about extremes of weather and temperatures, designing their kit to cope with seriously harsh conditions demanded by snowmobiles, and the nutters who ride them, but they also make straightforward, honest kit that is as clean and classy as a Swedish style chop.

If you're planning on a trip to the NEC Bike Show, check them out in Hall 3, stand 3B20, and talk to them about MCFit, HI-ART and Outlast technologies, and their commitment to comfort, safety and fit: you won't be bludgeoned into buying – they're not there to sell, so much as to stick their head above the parapet and let people know they're there. If it's what you are looking for, you'll need to find a dealer, but they include Crazy Horse in Bury St Edmunds and Blade's Victory dealer in Swindon.

[www.jofama.se](http://www.jofama.se)



## MAG TACKLE ETHANOL

Yorkshire MAG have launched a campaign against the increase in the maximum permissible bio-ethanol content in fuel, from 5% to 10% (E10) under directive 2009/30/EC, due to come into force in 2013.

This is not a requirement to have 10% or a removal of fuel with no bio-ethanol content, but an allowance of 10%: the UK Government is said to be leaving it to the fuel supply and retail industries to decide.

The aim is to ensure that E10 is implemented intelligently, and according to the independent QinetiQ report of 2011, ensuring that owners are aware of the potential implications of fuel incompatibilities with older vehicles.

Thanks to Trevor Baird of Right to Ride for alerting me to this campaign: Ethanol is an important issue facing a lot of us, and it's useful to know the facts. See [www.righttoride.eu/?p=10457](http://www.righttoride.eu/?p=10457) or

[www.yorkshire-mag.co.uk/ethanol.html](http://www.yorkshire-mag.co.uk/ethanol.html)

# VINTIQUE CYCLES

There is a big and growing interest in the underground scene coming out of the States, where a new generation is taking custom biking back to its roots and claiming it for its own.

It's not a world of big catalogues – yet – but cool, mutually supportive people who are into a scene that was left behind by huge commercial interests. Reinventing the past, if you like, but having a lot of fun doing it and not taking themselves too seriously.

Vintage Cycles was the brainchild of Benny at Boneshaker Choppers, existing to support UK riders in getting hold of the sort of stuff that the big catalogues aren't covering, but with more than enough on his plate, he's handed the baton to another of the major players, Sean, to run alongside his day job at SHD in Stoke-on-Trent, with Steve's full support and blessing.

If you're looking for an elusive brand, or just inspiration check them out at:

[www.vintagecycles.com](http://www.vintagecycles.com)

# MESINGER No.1

If you've wandered round a custom show in the last few years, you'll have come across the ever-popular Mesinger racing saddle, looking like an oversized bicycle's with extra flaps, but it's the No. 1 that really made the company's name. Fitted on Harleys from 1915 to 1925 as a standard option, it remained a popular aftermarket accessory because of its narrow, sporting shape, and it fitted all standard mountings – including post 1934 models which used a t-bracket, so can be retro-fitted.

The saddle's top-quality leather top has a freely suspended centre section, which can be tensioned using a front adjustment screw, and is embossed with the Mesinger name, just like the original pattern.

W&W 40-703: Mesinger No 1 Solo seat: 330mm wide, 400 long

€429.40

[www.wwag.com](http://www.wwag.com)



# Mustang fixes the Blackline

It's okay, now that the Blackline has gone, we can all come clean and say how much we liked it, and in fairness there wasn't much wrong with it once you'd done something with the bars ... and the seat ... and rationalised the number of finishes

In truth, I could live with the seat and couldn't see what all the fuss was about – and people *did* kick up a fuss – but that doesn't mean it couldn't be improved upon, which is precisely what Mustang have done with a couple of their "Wide" seats: the Touring and the "Tripper" Solo, which is available with or without a rider backrest.

Well-proportioned – 16-inches for the Touring with 11½ for the pillion, and 13 for the solo with an optional 9½ for the pillion – the American-made seats use Mustang's proprietary 'controlled density' polyurethane foam and patented base plate beneath an expanded vinyl cover, and are straight bolt-on replacements.

Mustang now offer a brown distressed finish on a number of seats, as well as an optional diamond stitched cover and a Tripper Forward short-reach option for 2006-12 Dyna models.

All Blackline seats also fit the Softail Slim: see your MAG-Europe dealer for prices.

All we need now is for Burly to come up with a sensible handlebar solution.

[mustangseats.com](http://mustangseats.com)  
by [www.mageurope.eu](http://www.mageurope.eu)



# LINDSTRANDS YAGO JEANS

Mens: 46-62 (28-40 inch) • Womens: 36-46 (28-36 inches)  
£149.00, plus £19 for optional armour set (knee and hip)  
[www.jofama.se](http://www.jofama.se)

Looking for a distinctive but functional pair of jeans? Windproof, waterproof and that little bit different to the mainstream? Well, these might be right up your street.

Reinforced in exposed areas with Jofama's own HI-ART "abrasion resistant textile" soft armour, supplemented by sister company, Halvarsson's, optional "SAS" CE armour; windproof and waterproof thanks to a "Dryway+" detachable membrane, and triple stitched where it matters for strength.

All of that could have been achieved in a regular-looking pair of jeans – in fact their Wrap jeans are very conventional looking and include all but the Dryway+ lining – but these aren't just jeans.

The pigment is darker than most denims, and has a slight shine to it – almost a waxed cotton feel – but without the greasy staining or the cold sensation that I recall from my Barbour waxed cotton bike kit. You're informed by a tag that this will bed in with washing and wearing, and I can report that already the 'new' edge has give way to a more lived in, denim look. The white stitching offers plenty of contrast which I'm expecting to tone down with washing, and with the apparently abstract shapes described by the patches of HI-ART beneath, and darts at the knee, they are very distinctive, but not in an obvious way: you could wear them anywhere, and they don't necessarily shout 'bike gear' at the top of their lungs, which is actually a big plus for me.

But this isn't fashion: it's function.

The tiny change pocket isn't tiny or just stitched on as an afterthought, but a separately lined pocket is secured by a zipper, the denim of the rear pockets feels thick enough to handle multiple bunches of keys – the usual nemesis of my jeans. The main fastening is a steel hook and secondary press stud, and it's got a double belt loop to tuck the tab of your belt into, as well as a double loop at the back to spread the load! But it's the way that the membrane attaches that impresses the most: a fine zip that runs almost all the way round at the waist – ending in a gusseted panel that keeps the waterproof lining intact right to the top – and again four inches above the bottom of each leg. No buttons or press studs, and not a big zipper because it isn't structural.

You're hardly aware that the lining is there, and it's easy to take out and replace without getting everything twisted.

More importantly though, for me, is that they are all-day comfortable – with or without the linings I've worn them for eighteen

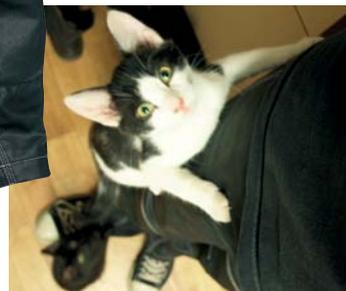


hours a day for the last three, mainly deskbound in a fixed position but also driving, riding and occasionally lounging when the computer screen gets too much, and am completely at home in them – which is the whole reason for armoured jeans as far as I'm concerned.

So, the technology?

HI-ART is Jofama's own material: thin, light and flexible, it increases frictional resistance by 500% on textiles and over 200% for leather, while Dryway+ is functional membrane that allows the skin to breath but prevents wind and water getting in, assuming it gets through the outer denim, which has some waterproofing qualities of its own. And triple stitching speaks for itself, but it's worth mentioning that it's a precision operation in its own right, with the right number of stitches, the right spacing between rows and the right thread. And it is precise.

I have resisted the temptation to test out their claims of how



many seconds the HI-ART will last when slowing down from 70mph, but I have taken the waterproof membrane out and taunted kittens while wearing them, and can report that the denim and HI-ART has been the equal of their razor sharp claws.

Watch this space for more details as they bed in. The only concern to date is a cool band above the HI-ART at the knee, where its thermal properties are lost, but that's inevitable.

**/Andy**

# CRAMPBUSTER Cruise-Assist

[www.almosteverywhere.com](http://www.almosteverywhere.com)

I've got a confession to make: this arrived ages ago, and I looked at the packaging and thought "I don't get cramp" and "Cruise Control? Yeah, right!" and it languished on a shelf.

Amanda spotted it and tried it on her FT500 but it didn't seem to make any sense, and then in a mad moment of curiosity – after returning from SofER in the pouring rain on my Shovel, with those hard grips that are fine for a butterfly carb, but ambitious for a slide – I put it on the Low Rider and it's been there ever since.

It looks a little weird, but it has transformed the bike, and having rubbished the very idea that a bit of plastic can act



as a cruise control of sort, I've got to eat humble pie and admit that it can.

Okay, so it's not a pushbutton on/off affair, but position it right, and rest the palm of your hand on it, and you'll maintain that speed remarkably easily.

It's a simple self-tightening device that spins round the twistgrip away from you – allowing you to set its position – but won't lose its grip when it's working for you.

This is the earlier slim version, and newer, wider paddle types are readily available, but with big hands, I find this already takes up enough space.

And when you come to a town, you just spin it away from you, out of harm's way, or else use the remaining accessible twistgrip – depending on the size of the town.

Try one: they're cheap enough to take a punt even if you don't need its assistance in fighting a slide carb's return spring because the ability to set a cruising speed and hold it, mile after mile, is liberating.

**/Andy**

