

Motorcycle Consumer NEWS®

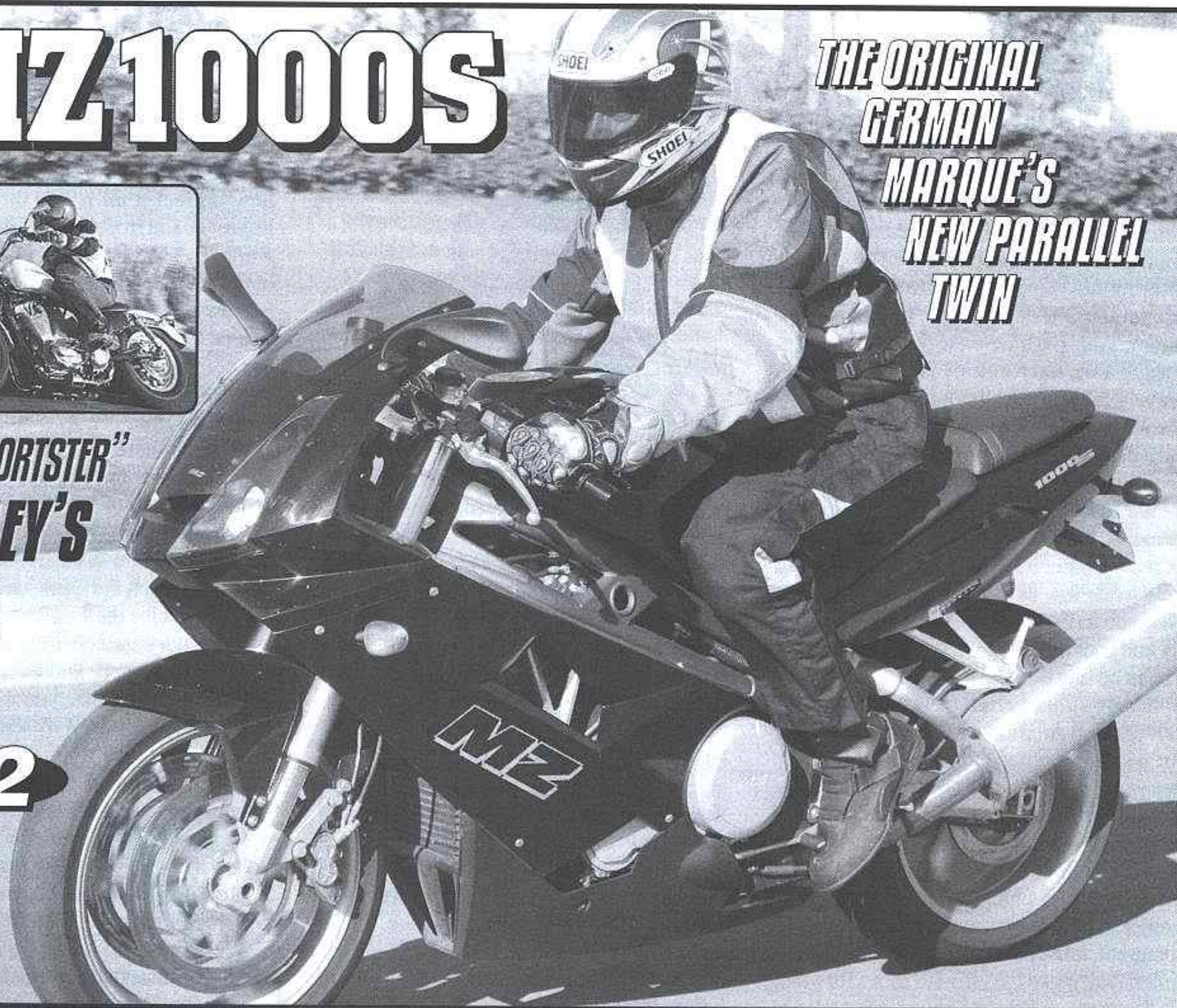
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MZ 1000S

THE ORIGINAL
 GERMAN
 MARQUE'S
 NEW PARALLEL
 TWIN



16
 THE "SHORTSTER"
 HARLEY'S
 883L



DAVE SEARLE

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"Cheater" Riding Glasses

“Cheater” Riding Glasses

LIKE SO MANY riders today, I suffer from aging vision. I wear contact lenses that give me sharp distance vision, but the trade-off is that I can't see small things up close. To work on the magazine, I have to wear 2.0-diopter reading glasses.

Because of this, I've started having trouble reading the smaller gauges on some motorcycles. You know, the unimportant ones like fuel, engine temperature and most odometers. Not to mention when I couldn't read the map on my tankbag. I had to pull over and put on reading glasses to see where my next turn was.

But now our friends at LessLight have come up with a solution called Cheaters. They're nothing more complex than riding glasses with bifocal reading lenses built into them. I had found sunglasses with reading lenses before, but they weren't very good motorcycling glasses. The Cheaters come in both clear and smoked lenses, for day or night use, and they are first-quality riding glasses, besides.

What makes them superior riding glasses? Well, they're built to meet ANSI standards for safety glasses. I insist on that, ever since I saw a friend with blood pouring out of his eye after a small stone had hit the lens of his expensive designer sunglasses. In addition, they are wrap-around design, to keep the wind out of my eyes, and are 100% UV blocking (even the clear lenses). For comfort, they feature a soft rubber nosepiece, lightweight and very flexible nylon



frames, and cushioned, non-slip rubber pads on the temples. I've found they fit comfortably under the padding of most helmets.

Cheaters cost \$15.00, including a carrying sleeve with a handy belt loop clip. I keep the clear pair on my belt while I'm wearing the sunglasses, and switch off when the sun goes down. And they can be ordered in powers from 1.0 to 2.5, in half-power increments.

Now I have wind, sun, bug and rock protection in quality, inexpensive riding glasses, and can still see my instruments and maps. And a good friend I gave a pair to claims that anyone with a GPS unit on their bike will really appreciate the Cheaters, as they make those little map screens much easier to read.

—Fred Rau
Cheaters distributed by LessLight, Inc.—(865) 922-8720; www.lesslight.com.

SSG Horseman Gloves

ALTHOUGH DESIGNED EXCLUSIVELY for a variety of equestrian needs, the SSG Aquatack Style 5500 gloves are my new favorite warm-weather motorcycle riding gloves. These light, summer riding gloves are skin-thin and provide a superb grip. Riding them through a severe rainstorm in Tennessee, my hands were the only ones in the group without black stains at ride's end. The next day, the gloves had dried and were soft and pliable without a hint of stiffness. I learned later that they are machine washable and won't shrink. As the design is for cool and comfort while improving your grip, they offer very little in the way of protection, except from the sun.



The palm of the glove is made from something called “Reinlock,” which feels like a fine suede leather—very soft, thin and flex-

ible. The back of the gloves are elasticized with a Velcro strip to keep them snug. They fit and breathe well so hands stay cool and don't sweat. While “Reinlock” may stand for a “good grip on the reins,” they provide a great grip on motorcycle handlebars as well.

A friend pointed me to these gloves in a vendor's booth at a motorcycle rally, but you can find a dealer near you by visiting the company's website or type “SSG Gloves” into your favorite search engine and you will find many sites which sell them. About \$28 a pair, they have all sizes and a variety of colors including red, blue, black, navy and white. Their winter riding version includes extra insulation and I plan to try a pair of them next.

—Steve Larsen
SSG—www.ssgridinggloves.com.



Next Month

- ◆ 2005 Triumph Thruxton
- ◆ 2005 Kawasaki Concours
- ◆ Harry Hurt Interview
- ◆ Funny Front Ends, Pt. II

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