

championship in 1998), there are pockets for armor everywhere you need it—back, shoulders and elbows (low-profile CE armor will be available from RSD soon).

In use, it looks great and functions well. It's feels as if somebody has already worn it for years, soft to the touch and very flexible. The cut worked well with a standard riding position, it was easy to cannibalize armor from another jacket and the jacket effectively blocked the wind. Also, because the sizing tends towards that hip skinny-jeans waifish look, we had to order a size larger, which meant the sleeves were long enough to fit securely under gauntlets and there was room to layer a sweater or electric liner, making it a 3 or 4-season garment.

The downside? Well, for those of us used to heavy, competition-weight cowhide, it seems a little lighter than we're comfortable with. Also, the stylish multiple seams on the jacket look cool, but even though they are sewn properly, we question how well this jacket would hold up in a high-speed crash—it's clearly not for racetrack use. Also, the collar irritated the neck of our tester and we couldn't figure out what that weird grommet on the back of the jacket was for. But the downsides were made up for by the many admiring looks and comments received. Klassy!

It's an heirloom-quality leather jacket, something you'll love to wear riding your motorcycle or just going out to dinner. You can get in three colors, and sizes from small to 2XL. Check out the Ronin and other styles at rolandsands.com

LOCKSTRAPS TIE DOWNS

We hope you've never had that horrible sinking feeling when you realize your motorcycle has been stolen out of your pickup or trailer while you parked at the Motel 6 parking lot, but we all know somebody who has. A good way to give you a little bit more security (or relieve you of having to roll your bike into your hotel room to give you peace of mind) is the \$40 Lockstrap, an ingenious combination of



standard web-strap tie-downs and 1/8th-inch steel cable. They are quite similar in concept to the PacSafe system, which weaves fine steel wire into backpacks to thwart bag-slashing theft.

Lockstraps are impressively hefty and well-made. They have burly rivets and plates affixing the cam lock and the built-in steel carabiners to the straps. The latch mechanism for the carabiner contains a 3-digit combination lock which prevents

the carabiner from being opened.

Lock Straps aren't intended for high security, but they will keep the curious and sticky-fingered from pilfering your bike. A committed criminal with tools can easily defeat the system, but if you're on your way back from a race or off-road riding weekend, Lockstraps will provide peace of mind while you're in getting a burger. However, if you need to leave your bike in the back of a truck overnight at the Coliseum BART station parking lot, bring your U-lock and hefty chain.

To see the full range of Lockstraps and accessories, visit lockstraps.com, call 951/506-3682 or go down to your local motorcycle shop (preferably, one who advertises in CityBike). ☎

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