

# REVIEWS

## » Touratech DESTINO ADV BOOTS

As a commuter, I appreciate the virtues of ADV boots as part of daily highway warfare. They tend to be the most protective of gear, both in physical fortification and imperviousness to the elements.

Touratech's Destino takes this concept further, utilizing an innovative two-piece design: The outer shell is constructed of waxed full grain leather, while the foot is ensconced in a lightweight, waterproof inner shoe that can be worn separately when off the bike.

Styling of the black model's outer shell is best described as purely functional meets Mad Max, with massive, impact-resistant TPU plates protecting the shin, heel cup, toe box and inner ankle.

The oil-resistant sole is fully stitched, while aluminum cam buckles and a steel toe cap cement its mission as an off-roader's boot. Touratech's distinctive yellow branding accents are located throughout. Thoughtfully, a stainless-steel loop is integrated into each boot upper, allowing them to be locked to a stationary object when not in use.

The washable inner shoe is much

more subdued, with a breathable waterproof membrane and conventional laces working in concert with a hook-and-loop strap across the top to hold things securely.

The process of putting on the inner shoe and then the outer shell is initially cumbersome, but eventually becomes routine. Touratech offers an invaluable online video showing proper technique.

Once on, the boots are massive and clunky compared to typical commuter gear, but about what you'd expect from full-dress ADV boots. They were quite stiff when new, but broke in nicely over a few thousand miles.

Interestingly, the upper-shin-height outer shell is not waterproof, only the ankle-height inner shoe is. So while commuters like me could get away with riding in the rain for hours and staying dry, off roaders who wade above ankle height may find water leaking in through the outer shell and down into the boot.



Further, while putting the inner shoe into the boot was easy when things were dry, it was

more of a chore when

wet, and left the boot's interior smeared with whatever happened to be on the bottom of the inner shoe at the time. Things get funky quickly.

Ultimately, the Destino serves a niche purpose: two pairs of footwear in one, for riders who pack light above all else. If that's your genre, you will find these boots comfortable, capable and extremely durable. For those who are willing to pack a pair of walking shoes and don't need such integration, a good pair of conventional waterproof riding boots would be a better choice.

—Moshe K. Levy



Touratech, [touratech.com](http://touratech.com)

## » VP Racing vs. Alco BIKE WASHES

We're always on the lookout for products that make the tedious task of bike cleanup faster, easier and more efficient. VP Racing is a dominant brand in the petrochemical world, so we wanted to see if they're any good at noncombustible liquids. Alco was an unfamiliar name, but we'd heard good things and wondered what difference we might discern between their street and off-road formulations.

Prices on all three washes vary widely. Expect to pay around \$10-14 for 32oz spray bottles and \$20-24 for gallon jugs from online discounters, with VP's brand

usually commanding higher prices.

We tested these washes on grimy street bikes and muddy dirt bikes, paying attention to their performance on different kinds of crud and various surfaces. They all work best on a wet machine after all loose, chunky and crusty stuff has been removed with a sharp stream of water or a stiff brush.

Don't pressure wash motorcycles, to avoid forcing water past seals. If there's old lube built up on the chain, saturate it with an O-ring-safe solvent ahead of washing, too, since no water-based cleaner can dissolve that.

All three of these washes worked quite

well. In every case, they removed the layer of dirt and grime remaining on the bike after the initial hose-down, and did so without leaving behind any visible residue, even on bare aluminum or black rubber, which some washes can leave looking chalky. Painted and polished surfaces shined after rinsing.

We'd love to tell you there is a bike wash that eradicates any need for elbow grease, but we haven't found one yet.

Even if you don't have to scrub anything due to sheer filth, you'll still need to wipe dry sections prone to water-spotting, which is more a function of the mineral content of your water