

WICKENS & SODERSTROM DRIVETRAIN LUBRICANT AND TUNED SUSPENSION LUBRICANT.

Price: £14.00 for 125ml each // From: Wickens & Soderstrom, wickenssoderstrom.com

Tested: Three months

Wickens & Soderstrom is a new company, but it has erupted onto the lubricant scene with an impressive, fully formed range of lubricants, greases and cleaners. All are purported to be developed by scientific experts, and we're told it's the end result of hundreds of different formulations, before the optimal one is selected for further testing, which involves laboratories, simulated testing and real-world testing, with further refinement at each stage. This scientific approach also includes a final sample evaluation programme whereby bike shops test the final product before it's brought to market. So the stuff should be good – it certainly promises much.

No.5 Drivetrain Lubricant.

Floating around behind floridly Victorian branding lies some pretty cutting-edge science, according to the packaging. It apparently took two years to formulate, and combines “oils, waxes, and Nano particles” which coat load-bearing surfaces and decrease friction. The presence of nanoparticles is evidenced by the fact that they collect over time at the bottom of the lube – to get the full effect, you need to shake it vigorously before use. And it's a lube you only need to apply sparingly.

Out of the bottle, it seems to be a very thin oil that goes on easily. In use, it's impressively quiet – when the weather is wet, it seems to stay on well and keep the chain quiet, and although I do tend to re-lube every time I ride in poor conditions, I didn't find myself needing to do so mid-ride at all. And when washing my bike afterwards it left the chain looking sparkly clean without too much scrubbing, unlike many others. Presumably the oils wash off, leaving the waxes and nanoparticles in place doing their thing.

When the weather turned dry and dusty, No.5 collected dust and turned the chain black pretty quickly, so I needed to take care to remove spare lube from the chain with a rag before I set off – but again, after the ride, a quick wipe and the chain was clean of residue once more. Generally, I was pretty impressed. And while it's a fine in dry weather, I'd suggest its strength is greater as a wet weather lube.

No.4 Tuned Suspension Lubricant.

The No.4 suspension lube has been developed with input from the suspension service people at TF Tuned, who know their onions when it comes to shock servicing and fork fettling. As with the

No.5 Drivetrain Lubricant, it's a combination of oils, waxes and nanoparticles which are claimed to increase the lifespan of seals and coatings, and protect the suspension from dirt and moisture. To use it, you simply dribble a little around the wiper seal on your shock, fork or post and cycle it a couple of times to spread it around.

In use, it seemed to work pretty well, although it's difficult to perform a scientific assessment – but an inspection of the stanchions, wipers and seals after a couple of months of variable riding (in both grotty and less grotty conditions) showed no visible issues, and everything seemed pretty clean. More importantly, my forks and shocks do seem to be maintaining their buttery-smoothness for an impressively long time.

Overall: Excellent all-conditions drivetrain lubricant, with perhaps a slight wet-weather bias. So – great for the UK, then. And a suspension lube which seems to do exactly what it says on the bottle. *Barney.*

