



WORLD'S LEADING MOTORCYCLE PODCAST

How to Choose the Right Motorcycle Helmet | Testing Helmets at the Snell Foundation



ADVENTURE RIDER RADIO MOTORCYCLE PODCAST TRAVEL ADVENTURE
MOTORCYCLE 00:00:00 601-25300 31518763
How to Choose the Right Motorcycle Helmet |

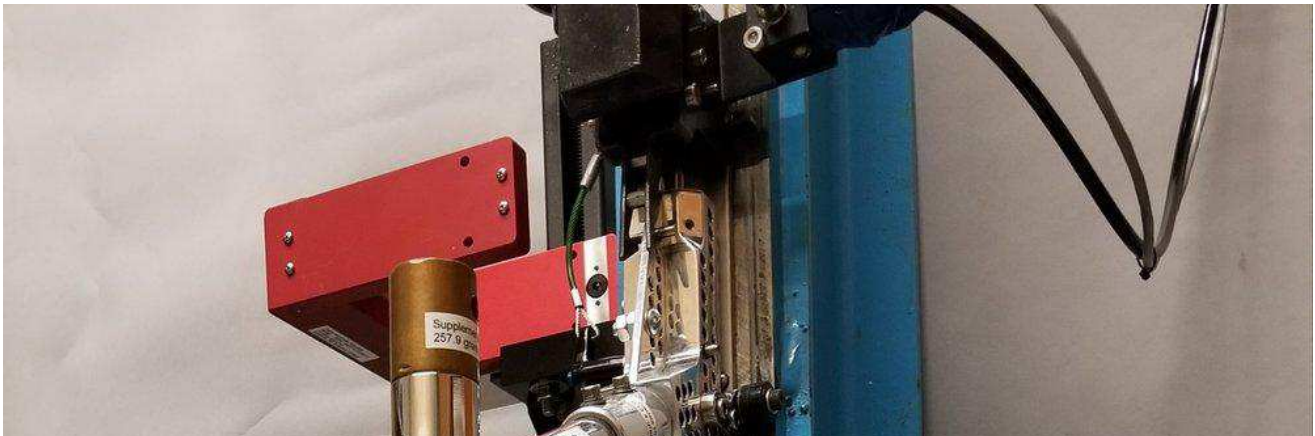




Image and Cover Image: Snell Memorial Foundation

Snell Memorial Foundation - Ed Becker

Helmet safety has improved incredibly in the last half century and the three main organizations setting the standards are Snell, DOT (Department of Transportation) and ECE (Economic Commission for Europe).



Image: Ed Becker - Snell Memorial Foundation

To meet DOT standards, helmet manufacturers test their own models and then put the DOT stickers on their helmets, showing they are certified, having passed the DOT self testing. The NHTSA (National Highway Safety Administration) randomly selects helmets to test, penalizing manufacturers if they are not compliant.

Helmets meet ECE standards by manufacturers submitting samples of their helmets to government labs for testing. Different codes are used to show which type of helmet it was that was approved.

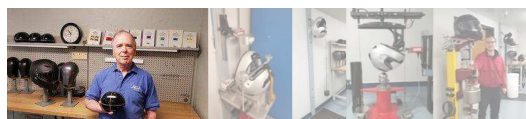
Certification by the Snell Foundation is not required by governments, and is purely voluntary, although some racing foundations do require Snell certified helmets for competitors. Helmet manufacturers submit helmet samples to Snell and receive certification if the helmet passes all Snell testing, earning them the Snell helmet labels.

The Snell Foundation was established in 1957 after amateur car racer, Pete "William" Snell died of head injuries in a roll over accident at a racetrack in California in 1956. The private non profit organization was formed by a group of friends, doctors and scientists. Their goal was to create helmet safety awareness through education and research, and to test and create standards that would make helmets safer.

The Snell SA rating is a world wide accepted standard for helmet safety in racing. At least every five years the Snell standards are updated, thanks to technology and new findings through research.

On this episode we spoke with Ed Becker, the Chief Engineer and Executive Director of the Snell Memorial Foundation, to find out how helmets are tested and we also learn some other interesting facts, some that you may not know about. Such as should you replace your helmet if you drop it, how old is too old, and what is it that wears out in a helmet?

Ed Becker - Snell Memorial Foundation: <https://www.smf.org>



Choosing the Right Motorcycle Helmet For You





Image: Clinton Smout

There are so many different manufacturers and models of motorcycle helmets on the market that choosing the right one for you can be a daunting task. Some of the things that you should consider include size and shape of your head, do you want a full face or flip up? Clinton Smout from SMART Adventures deals with this every day and he has some important tips for buying a helmet including how to tell if a helmet fits, and he also tells us why goggles help with off-road riding.

Clinton Smout - SMART Adventures: <http://www.smartadventures.ca>

Clinton Smout has been instructing motorcycle riders, ATV riders and snowmobilers for over 20 years at SMART Adventures located at the Horseshoe Resort in Ontario, Canada.

MUSIC:

Title: LONG LIVE DEATH

Artist: Jason Shaw

AUDIONAUTIX.COM

Title: Mellow (ft. admiralbob77)

Artist: Darkroom

<http://ccmixter.org/files/mactonite/14897>

Title: Greasy Wheels

Artist: house

Title: Blues

Artist: none

Title: Drive (ft. cdk & Darryl J)

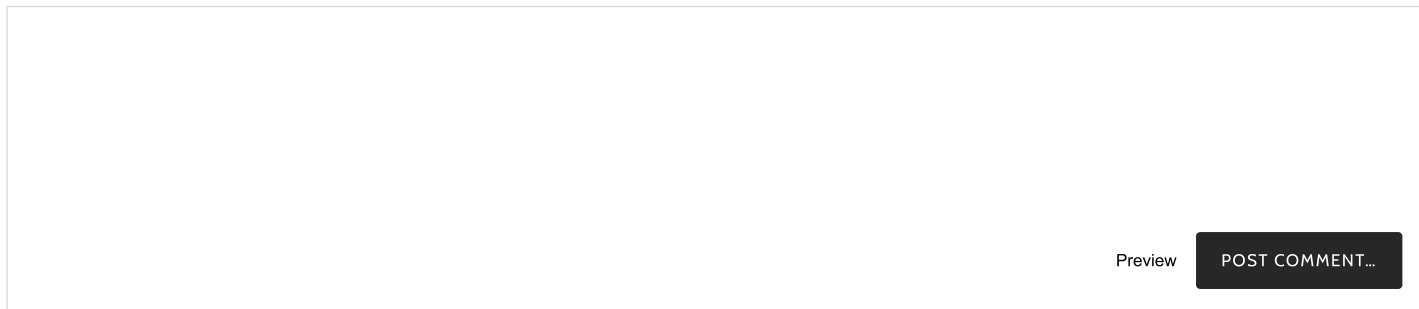
Artist: Alex

<http://ccmixter.org/files/AlexBeroza/43098>

Posted on July 4, 2019 and filed under Gear and tagged #helmets #clinton smout #smart adventures #goggles #snell #smf #ed becker #dot #ece #2019-b.

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Ed Bolton wrote, 5 months ago : · 0 Likes

Clinton is totally wrong about one thing. Light colored helmets ARE cooler. As a mechanical engineer, I could prove it analytically. I don't need to, though, because there is a guy who did a pretty good empirical test:

https://www.newenglandriders.org/Riding_Resources/Helmet-Temperature.htm

Heat goes from hot to cold. When the shell of the helmet heats up in the sun, the heat can't flow from your head and neck to the airstream moving past the helmet because the outer shell is hotter than the surface of your head. The heat flows "backwards" from the shell to your head, only slowed by the low thermal conductivity of the EPS.

The helmet vents only help so much. In my case, it is little or nothing. In my particular Shoei, I can't tell any difference between vents open and vents closed in hot or cold weather. At this very moment, having just put the helmet away after riding home from work, I couldn't even tell you if I have them open or closed...

-Ed

Kevin wrote, 5 months ago : · 0 Likes

What a great topic. I recently bought a helmet online and was concerned doing it. I was able to email the staff at the online shop and had a good "conversation" on the proper fit. I was well informed on the expected fit and told after giving my measurements where I was expected to be on the sizing scale. I was fortunate enough to already know the general shape of my head so was able to narrow down the brands/models that should work for me. I have been very happy with the fit of the helmet.

On a separate note, glad to hear Clinton on the podcast again. I went up to Smart Adventure for some off road riding training. I took 2 full days in a row. What a smart move. I learned more in those 2 days than I learned in my entire riding experience. I was also smart enough to tell them I knew nothing. Which was true as I was a street rider with no off road experience. While most people would reject a riding course where they were the loan adult male, I reveled in it and was able to just learn and not worry if I was ahead or behind of everyone else. By the afternoon of the first day I was riding much tougher trails and by day two I was getting instruction and practice on things that I knew had to be basic but were foreign for a pure street rider. If I could sum it up in two words, clutch control. I know the concepts but it takes a little while to pull off. I had a great instructor who kept taking me into situations that required clutch control. and the 2nd or 3rd before the end, I finally got it! As it was explained, it's a hockey stick learning curve. Very slow up front until you finally get it.

Anyone listening to this podcast, swallow the ego, and take a course with Smart Adventures or some other riding program near you. You'll be happy you did. I enjoyed every minute of my time and benefitted from every f those minute with them.

I chose Smart Adventures after listening to Clinton on this Pod Cast. He and his program lived up to all of my expectations. As I expect from all of the ARR sponsors.

On a seperate note, glad to see Clinton

Jason wrote, 5 months ago · 0 Likes

Any chance we can get someone from SHARP on? They seem to be trying to push things forward.

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