

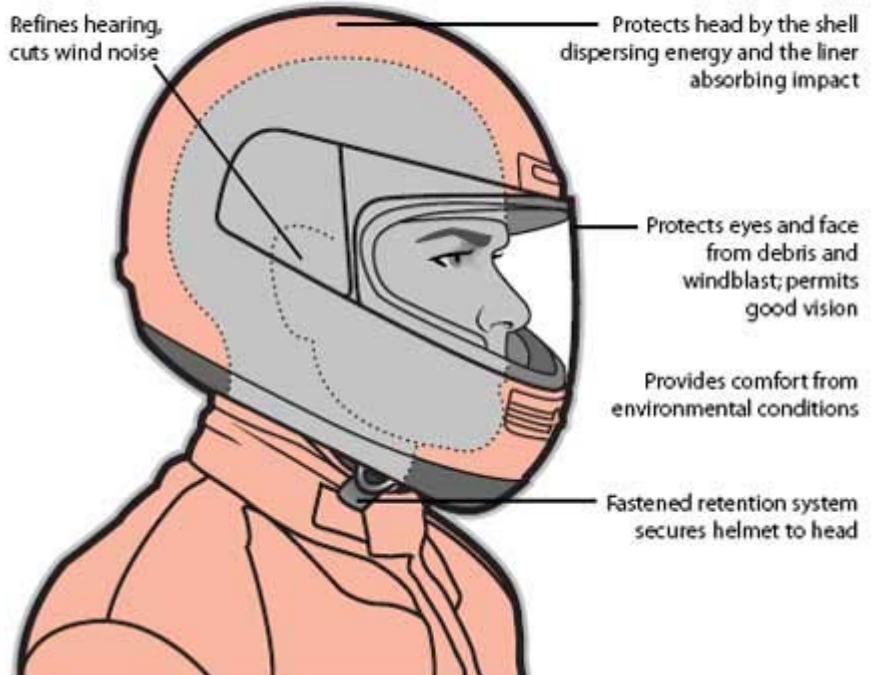


With all the safety standards found on the market, ever wonder about the differences? Not to fear, we're here to shed some light on the subject!

**DOT** – An acronym for Department of Transport, DOT is the is US government approved standard and, in the United States, is the most popular. DOT standards are aimed at protecting skulls from 90% of impact types ( low to moderate energy impacts according to the HURT Report) and favours a more shock-absorbent helmet. The maximum G-force allowed by the DOT test is 250g's, an impact of 200 to 250 g's to the head would result in a severe, though probably survivable brain injury (the DOT anvil is either flat or "kerb shaped" depending on the test). The DOT's favouritism towards more shock-absorbent helmets seems to fall inline with recent studies indicating that absorbing the force of an impact is more important than resisting the impact.

### Protective/Comfort Attributes

**Snell** – The Snell Memorial Foundation is a not-for-profit, independent organisation established in 1957 and is named after William "Pete" Snell, a famous racing car driver who was tragically killed in 1956 when a helmet failed to protect his head during an accident. The Snell M2005 is the "old standard" and favours a more shock-resistant helmet, the M2010 is the new, more shock-absorbent standard. The Snell M2005 test allows an impact-shock of up to 300g's, a 250 to 300g impact would result in a critical head injury. The M2010 standard allows a maximum of 275g's (the Snell anvil is a steel ball shaped rather like a tennis ball, they also test with flat and "kerb" shaped anvils).



The Snell M2005 standard is widely believed to be too "hard", the newer M2010 is set to replace it completely in 2013, the M2010 standard favours more impact-absorbent helmets and a helmet that passes the M2010 test will probably also pass the DOT and ECE R22-05 tests (though this isn't guaranteed). Snell certified helmets are allowed by the AMA for professional motorcycle racing however the M2005 standard will no longer be permitted after 2011.

**ECE R22-05** – Developed by the rather lengthily named United Nations Economic Commission for Europe, this is the most common helmet certification internationally, required by over 50 countries worldwide. It is approved for all competition events by AMA, WERA, FIM, CCS, Formula USA and the big one – MotoGP. It, much like the DOT standard, favours a more impact-absorbent helmet allowing a maximum of 275g's (the ECE R22-05 anvil is either flat or "kerb shaped" depending on the test). The ECE R22-05 is arguably the most up-to-date helmet certification standard, it's wide use in a variety of high-level motorcycle racing classes is reassuring to many. The ECE R22-05 has more in common with the DOT standard than either the Snell M2005 or M2010 standard, an ECE R22-05 certified helmet are likely to pass the DOT test and vice-versa.

# FULL GEAR

# FOOL'S GEAR

**HELMET.** Most important piece of protective gear a rider can use. Protects against head injury, windblast, cold, and flying objects. Full-face helmet recommended.

**FACESHIELD.** "Saves face." Any rider who's been hit in the face by stones, insects, or debris can tell you the benefits.

**GLOVES.** Keep hands comfortable, functional and protected. Come in infinite variety for all seasons.

**JACKET AND PANTS.** Long-sleeves and trousers resist abrasion and protect against sunburn, windburn, dehydration, or hypothermia. Light colors or reflectivity increase a rider's visibility.

**BOOTS.** Provide protection against foot and ankle injuries and give you a good grip on footpegs or road surfaces.

**BOTTOM LINE:** Proper riding gear protects in the event of an accident and minimizes injuries, while allowing you to enjoy the sport in comfort.

**HEAD.** Considered precious by knowledgeable riders; never exposed by the pro's. When fully in view, allows immediate identification of untrained person not using his. Hand out rider education info on sight.

**EYES, EARS, AND FACE.** Known to experienced riders as "bug and garbage collectors." Common "bare face" symptoms include windblast-deafening and deformed, narrow-slit, watery eyes.

**HANDS au naturel** (not for long). Known to seize into curled position when exposed to cold; not genetically evolved to withstand abrasion.

**BARE LIMBS.** A phenomenon seen only on riders deemed impervious to any unavoidable accident or inclement weather. Subject to ridicule in riding circles.

**FLIP FLOPS.** Terminology for what sandals, toes and feet do upon contact with road surfaces, shift lever, brake pedal, foot pegs, or windblasts.

**BOTTOM LINE:** Fool's gear identifies an untrained rider. Learn how to avoid embarrassment, ridicule, and injury, while gaining skills and knowledge by contacting the RiderCourse nearest you:

