

# The Pack

Utah Riders Association of Triumph's Official Newsletter

Volume 4, Issue 2

Spring 2017

## The Snow's a'Melting

-David Barth

Things are finally starting to thaw; although you might not realize it if you went up to Snowbird recently. Some of our favorite passes, such as Wolf Creek, are still buried under many feet of snow. But that doesn't mean

that we have to sit around and wait! At the end of February, we held our annual movie at Harrison Eurosports. This year's flick was *Closer to the Edge*. The movie recounts the recent rivalries



of the Isle of Man TT road race that has riders on tight, stone walled roads traveling at average speeds of up to 130 mph. Almost every year there is a death at this intense event. The movie definitely exudes the excitement. Just bring your "English" translator for Guy Martin.



Our first ride of the year was April 29th on Johnson Pass. This pass takes you over the southern part of the Onaqui Mountains from the town of Rush Valley in Tooele County to Dugway Proving Grounds.

This short-but-sweet pass is a great early season ride as



its altitude is low enough that it stays clear of snow most of the spring. We really lucked out, as a few days prior we were getting hit with snow. The snow made for beautiful vistas on the surrounding peaks, though. The road was in great condition as it was just paved last year.



Lunch for this ride was at the Bonneville brewery in Tooele. This place has really improved the quality of its food since it originally opened as Tracks Brewing Company. The brews are pretty good, too. Next time you're in the big T, check it out.

More great rides are planned for this year. Our next ride is on May 13th and is a new one for the club. We'll head up Emigration to Parley's to Brown Canyon to Chalk Creek to the Wyoming border. We'll then come back down for lunch at Billy Blanco's.

"The Great Escape to Torrey" is coming up on June 2nd-4th. This overnighiter is not to be missed. For more info go to <http://www.utahrat.com/torrey/>. While we are out of cabins, we still have tent sites if you act soon. Otherwise, there are plenty of hotels in town. Hope to see you there. ■





## Bar End Mirrors

*StreetTwin*

-Craig Mossberg

Triumph finally realized the money they were losing on after-market products from companies like British Customs and New Bonneville and responded aggressively with a wide accessory product line for their new Bonneville Classics line-up. Check out the products available in their accessory catalog to individualize your Street Twin, T100 and T120 or Thruxton.



I have wanted to replace the stem mounted mirrors on my Street Twin for some time. They were OK from a rear vision standpoint but

looked a little clunky. Browsing the internet, I found the Triumph A9638133 Bar End Mirrors. Surprisingly, you cannot just install the mirrors but you must also purchase an A9630437 Bar End Finishing Kit set to complete the installation. The mirror set comes with all the mounting hardware including new bolts for the brake reservoir mount and a rubber plug for the clutch handle mounting bracket where the original stem mirrors were mounted. To my surprise, there were no Triumph installation instructions included in the packaging.

Removal of the stem mirrors was simply a matter of unscrewing the mirrors from their mounts. The brake fluid mount is then fastened with the included bolt. The clutch handle bracket is plugged with the rubber bung but still has the visible stem. I replaced the clutch handle bracket with the clutch mounting bracket from a 675



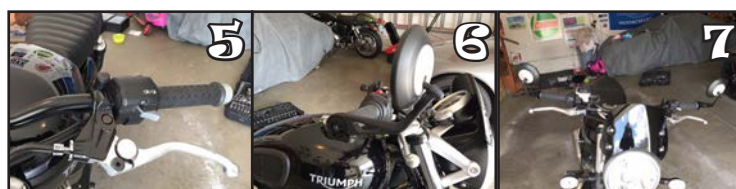
Daytona (Triumph P/N T2046510). It fits perfectly and eliminates the mounting bung on the standard Street Twin bracket. British Customs also offers mounting brackets for the clutch handle and brake handles but it is quite a lot more expensive than the Triumph parts.

Installation of the bar end mirror is quite simple. The num bar end cap an Allen wrench. mounting piece on the bar end. then installed on and screwed in This mount is dif-



ferent than many bar end mirrors in that their handle bars are hollow and the mirror is mounted by pressure applied internally on the interior of the handle bar. The Triumph bars are not hollow and their mount relies on the plastic ring for proper installation. Once the mirrors are in the desired position, they are anchored by the metal finishing kit discs which are applied using an Allen wrench.

The overall result is a better looking bike with improved rear vision due to the wider mirror placement. ■



# From Leather to Carbon Fiber Helmets are Common Sense Tools

-Jeff Thurmond

I started to ride a bicycle when I was either 7 or 8 years old. I didn't start snow skiing until my junior year in high school. It was an economics thing; my parents could not afford skis, boots, poles and bindings and neither could I. But over the summer between first and second year of high school, I saved enough to buy a used pair of skis, binding and poles. I got my SCCA license when I was 19, but I was a bit slow on the motorcycle acquisition, that not happening until I was 20.

I mention these activities because all of them are now associated with helmets. But when I started to participate, none of these activities -- except car road racing -- required a helmet. In fact, I do not recall if SCCA actually required a helmet, but I had a Bell open-face helmet which was what everyone wore back then in road racing. Which also means I had a helmet available when I started to ride a motorcycle, though the first year of riding I never used a helmet.

In February and March this year the Utah Legislature was processing SB152 which would mandate motorcycle riders in Utah age 21 and under to wear helmets. Though it eventually passed, the vote was 43 to 30. It was opposed by a few groups and even though the majority of legislatures do not ride motorcycles, 30 of them votes against it. Why so much reluctance to require helmets on motorcycles?

I was asked by the Riderz Foundation to do a presentation for them on helmets before mostly v-twin cruiser riders at a Harley-Davidson dealership. I was asked to cover helmet construction, features, safe-

ty aspects, fitment, and so on. I learned a lot about helmets when I had my motorcycle shop and I have continued to stay current at the local BMW/Triumph/Ducati dealership. But more knowledge is always good so I started digging.

Helmets are an interesting thing. They go back to pre-Roman times. Centurions and legionaries wore them as far back as 400 BC. The Gauls may have been the first to use helmets. The helmets of that time were bronze. Far stronger than the leather helmets of the early aircraft and auto racers. Yes, even the first motorcycle racers used the leather skull caps with ear flats and of course goggles. The leather helmet was first used in football in 1896, though its use was to protect the ears, not the head.



The use of helmets to protect one's head is widely accepted. Firefighters, football players, hockey players, batters in baseball, soldiers, military pilots, auto racing and motorcycle racing, snow skiing, bicycling, snowmobiles, horse racing, skydiving, and motor boat racing. I am sure there are many other applications.

Some activity rules have mandated helmets. Hockey mandated helmets in competitive play in 1979. Football mandated helmets in college competition in 1939 when Riddell made the first plastic football helmet, and the NFL required helmets starting in 1943. Formula 1 auto racing had mandated helmets by the mid-50's but it took the death of Dale Earnhardt in 2001 to get NASCAR to mandate full-face helmets. Probably the biggest assist to helmet use in auto racing was the production of helmets using polystyrene by Bell in 1954. ⇨

You would think that with the research done on head injuries and brain concussions, and seeing pictures of the lacerated and scarred heads after accidents, helmet use in any risky sport would be common sense. Every child and adult you see on a bicycle has on a helmet of some sort. Go to a snow ski resort and you will be hard pressed to see someone skiing without a helmet. There is no law for these helmet uses. Common sense.

The medical and insurance data was supporting of helmet use that in 1967 the U.S. Dept. of Transportation (DOT) issued a "National Highway Safety Program Standard" that made helmets mandatory for all motorcyclists nationwide. The U.S. Congress helped



the mandate by withholding federal highway dollar appropriations from any state not enforcing the DOT helmet Program Standard. So what happened? Congress in their inept wisdom, decided to stop withholding highway funds for noncompliance with the helmet "Standard" in 1976. Within 2 years, 27 states, including Utah, repealed their state laws on helmet use.

Utah does not have a helmet law, except for young riders. Last year 40% of the riders in motorcycle accidents had no helmet. I personally think that over 50% of the riders in Utah do not wear a helmet. And in states that mandate helmets for motorcycle riders, not all of those helmets are crash worthy.



There is a wide variance in helmets. The helmet worn by a hockey player is different than that of a pro football player. The helmets used in snow skiing would not give you much protection in a 90 mph crash on your motorcycle and the helmets used by the majority of pleasure bicycle riders are providing close to no real protection should you hit something coming down a canyon at high speed.

Helmets for motorsports in the US are tested and/or

certified by two organizations: DOT and Snell. There is no federal or state regulation that says any helmet has to be tested or approved by either DOT or Snell. DOT tests any and all helmets submitted to them for compliance with DOT standards. Those that pass get approval for the "DOT" on the helmet. However, not all helmet manufacturers submit their helmets to DOT, and some only submit some of the helmet models to DOT. But many manufacturers put "DOT" on their helmets regardless of testing. So in some instances, DOT on a helmet simply indicates that a manufacturer believes that its helmet meets the basic DOT standards without any actual testing on the helmets. Interestingly, just under half of the helmets recently tested by the National Insurance Institute that had the DOT sticker, failed the DOT lab test; these were mostly inexpensive helmets and many from questionable manufacturing sources.



Snell is another story. It is the real-deal as the saying goes. It is voluntary just like DOT, meaning helmet manufacturers submit their helmets for certification if they choose. New certification standards are released every 5 years, the last standards coming in 2015. Snell has different criteria for auto racing, karting, and motorcycle helmets; SA, K, and M. You should be able to find the M2015 or M2010 if your helmet is older, inside the helmet. The differences between SA and M are field of vision, internal lining, face shield material, and ventilation. Circle track and motorcycle helmets have a wider field of vision. Most SA rated helmets have a fire-retardant Nomex liner, depending on the type of track. Most face shields on SA, K and M are polycarbonate and must pass tests for flexibility, scratch resistance, ultra-violet light shielding, and evenness of transparency. Kart helmets have the same impact standards as auto but lower fire-retardation. Last, some auto racing events require helmet restraints and ventilation.

Apart from the greater field of vision for motorcycle helmets, the other two major differences from automotive are roll-bar impact and fire protection. SA2015 provides for 800 degree centigrade flames for 45 seconds where the inside of the helmet may not exceed 70 degrees centigrade. The SA and K ⇨

helmets are not allowed in motorcycle races because of the limited field of vision. The better (more expensive) motorcycle helmets are often less weight than SA helmets; the M helmets do not have a Nomex or other fire retardant liner and have a bit thinner inner layer since they do not have to pass a roll-bar impact test.

If you think motorcycle helmets are pricey, you may feel you are getting a bargain compared to SA certified headgear. The major SA helmets are Arai, Simpson, Schuberth, Bell, and Stilo. I found that in March 2017 the least expensive SA helmets are the Bell Sport at \$299



and weighs in at 3.7 pounds and the Simpson Voyager, \$299 and 3.6 pounds. Reasonably priced you say? Well, moving up the price curve we find a good Arai GP6 goes for

\$3995 and 3.0 pounds. The top Stilo ST4W sells for \$4996 and weighs 2.8 pounds. But compared to a helmet issued to a US Navy F18 pilot, that Stilo is bargain basement. The Navy headgear is \$68,000 but does include heads-up display, a communication system, full ventilation and oxygen feed, and line of sight targeting. Oh, the higher end SA helmets have electrically heated face-shields for elimination of fogging.

A special fitment process also separates the costly helmets from the ones you and I wear. All F1 auto racers, some F1 motorcycle racers, and some NASCAR drivers have helmets that are molded specifically to their heads. That is not just the foam liner but the inner liner of the helmet as well. Expensive. But you can get a good almost custom fit in your M helmet. Arai offers helmets for different head shapes; oval, med-oval and round. And the better helmet brands offer different thickness of cheek-pads and head-liners.

The important thing here is to be sure your helmet fits correctly. Evenly distributed pressure around the head is what you are after. After the chin strap is in place, if the helmet twists or moves up and down it is too large. The old “if you can chew gum, then it is too big” applies. The cheek pads will compress about 2 to 3 mm in the first 8 hours of use. A loose helmet, one that is too large for your head, can make an impact itself. First the helmet hits a solid object, and a micro-second later your head hits the inside of the helmet. Instant concussion.

The basic construction of the better helmets is similar from one brand to another. The exact manufacturing process, materials used, and method of constructing the outer shell are closely held secrets of each manufacturer.

The majority of helmets have similar components. First is the outer layer, which is sometimes of carbon fiber but most often of a mix of different man-made plastics. This outer shell is what takes the impact and protects the skull from hitting whatever object the helmet shell hit. Next is an inner layer of polystyrene that cushions the skull and absorbs the shock of the impact. This is designed to collapse and slow the head in a crash. This can only happen once since the inner layer will be “used” and distorted in shape and non-compressible a second time. Then comes the next inner layer of a foam material that is the soft cushion between the skull and the semi-hard inner



layer. This foam is usually removable for washing and replacing when it compresses over time. The outside of the foam is usually of a soft cloth-like ⇌

material making it smooth on the face and head. In SA helmets you will also find a layer of fire-resistant material like Nomex.

Snell says that should you drop your helmet, the outer shell is durable and can easily survive a fall from your motorcycle seat. But if the impact is sharp enough it will affect the inner liner that is designed to compress and protect your head just once. And though the outer shell is very strong,



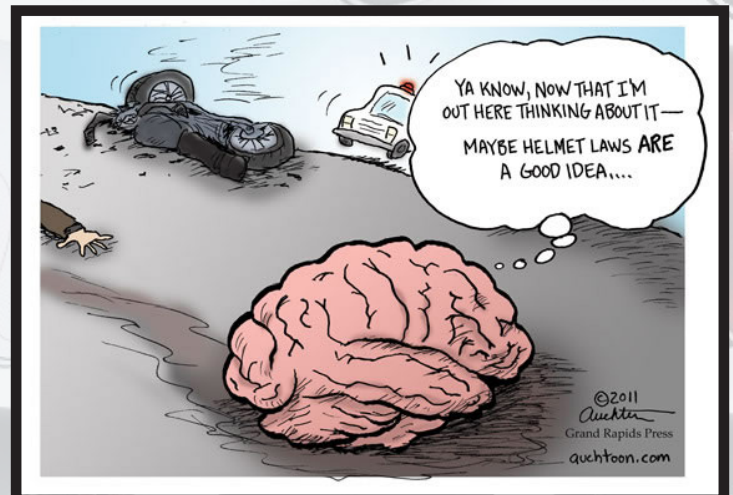
ozone, heat from the sun and UV rays will cause crazing or minute-fracturing of the shell. Helmet manufacturers recommend replacing your helmet every 5 years. This is based on wearing the helmet in daylight an average of 12 hours a week. If you have a helmet that is new in the box it should still be good after 8 to 10 years of non-use.

I know you all wear helmets, which means you will eventually need a replacement. Because you already know the difference between a good helmet and a not so good helmet, the focus of your shopping will be on getting a good fit. That is the important consideration. If you are not sure of your helmet size, have a sales person measure your head. There are conversion charts from inches to helmet size.

Pull on the helmet. The helmet should have even pressure around the entire skull. Not all heads are shaped the same and different helmets will fit different people differently. You must try on the helmet to know. Snuggness or lack of it is important. It should be very snug but not so much as to cause a headache or fatigue. If the helmet moves on your head – side to side or up and down – it probably is too big.

Next consideration is weight. The less weight, the less fatigue on a long ride. I have found that usually a light weight helmet costs a bit more, but not always. The new carbon fiber shells save weight and often don't cost as much as you might expect. To get a good idea of weight, hold one brand in one hand and another in the other hand. You will feel the difference. And wear the helmet you are considering, in the dealership for at least a half-hour to feel if there are pressure points and how heavy it is.

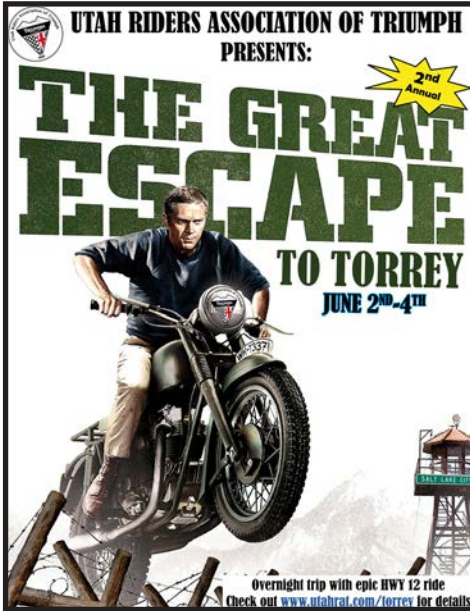
You cannot see the color of the helmet when it is on, but others can. White is the most obvious helmet color followed by yellow and neon-yellow-green. The worst for visibility are matte-gray, matte-black, and black. Silver is also very hard to see. You may think looking like Darth Vader is the way to go, but being as visible as possible should be very important to you. ■



# The Last Mile

## The Great Escape to Torrey

-David Barth



Join us for URAT's second annual overnight trip: The Great Escape to Torrey on June 2nd-4th! We'll be meeting at Triumph of Utah at 9:30 AM on Friday, June 2nd. We'll be riding a beautiful route that takes us over the amazing high altitude Energy Loop to Huntington. South of I-70 we'll jump on UT-72 which has all the sweeping curves your Triumph could want and another high altitude pass that affords views of the Henry Mountains and surrounding deserts.

Once in Torrey we will set up our base camp at Thousand Lakes RV Park. We only have tent sites available at this point. The bathrooms/showers for the tent sites are about 100 feet away. Tent sites will be a maximum \$40/site total. Depending on how many tent campers we get we may be able to split the costs. Payment will be collected the day of the



ride (cash/card/check). If you want to get a hotel room you will need to book it on your own. There are multiple hotels right nearby in town. Make your reservation ASAP as hotels fill up quickly in Torrey!

On Saturday URAT will provide members breakfast at the Broken Spur's restaurant (if you're not a member you can sign up on the trip for just \$20). After breakfast we will travel south on UT-22/62 through John's Valley around Boulder Mountain to the north side of Bryce. We'll get lunch along the way so bring your wallet. At Bryce we will pick up highway 12 and go through



the Grand Staircase-Escalante National Monument and back around Boulder Mountain to Torrey. If you've never been on this road you

are in for a real treat. Some describe this as the best motorcycle road in the west. There may be a dirt option to take Burr Trail from Boulder depending on the weather and interest. After Dinner we'll sit around the campfire and tell stories of an amazing day. Sunday it's back to Salt Lake.



If you plan on attending please email [PRESIDENT@UTAHRAT.COM](mailto:PRESIDENT@UTAHRAT.COM) with the following information:

**Your name**

**# in your party**

**Where you will stay** (Thousand Lakes RV Park tent site or your own hotel room)



Want to submit an article? Have a suggestion for a future article? Send us an email at: [President@utahrat.com](mailto:President@utahrat.com)