



And teachery for motorcycle riders....



**P O C O N O R I D E R S I N C .**

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Hello fellow riders!  
Well, they say “April showers bring May flowers”...and foggy helmet shields!  
This month’s newsletter is about helmets, fog, rain and all that good stuff that sometimes affects our joy in riding. I have found some good articles to share with you about preventing foggy lenses and shields. There are also a few products listed that I thought might be helpful.

I’ve been wearing my helmet for 8 years... yes, I know, it’s time for a new one. In those 8 years, I can remember taking my helmet off and look like I just came out of the shower! Now, I’m not one to stick my nose in my helmet and breathe deeply to see if it smells, but I bet it did. And, what about those dead bug corpses that are stuck in the vents? Ew. I’ve included some tips on how to clean your helmet. I hate cleaning so I bought a new one instead. 😊

In purchasing a new helmet, I was adamant about no D rings. My job as a potter and age related arthritis has played havoc with my thumbs and the threading of the helmet strap has become harder, and quite honestly, painful. I was surprised at the number of helmets that do not offer the ratchet type closure. I put a few comparison thoughts on helmet fasteners on page 8.

Some rain riding tips and a report on photochromic shields end this newsletter.

I’d like to clarify information and products listed in the newsletter... just because it’s in the newsletter doesn’t mean it’s the best even if the article says it is. I try to find reputable websites that are up to date, but opinions are just that, opinions. I feel my job is to bring information to your attention for your perusal when there is nothing else to include in our newsletter. I don’t know about you, but I’ll be glad to place some ride photos in the next newsletter as our first ride in coming up soon! Mark your calendar for Dakota’s ride on 4/21!!

Until then, be safe and take care,

**APRIL**

- 4/21 10:00 AM DWG Visitors Center Vice President’s Ride-Rt. 125 Dakota Staples
- 4/28 10:00 AM DWG Visitors Center Wayne County Ride-Emil Rolando

**MAY**

- 5/5 9:00 AM Citizens Bank Tannersville Charter 328 Legion Ride, Archbald PA–Scott Gilliland
- 5/12 10:00 AM DWG Visitors Center Mother’s Day Ride–James Catanzaro
- 5/19 10:00 AM DWG Visitors Center Presidents Ride--Philadelphia Zoo, Rob Heh
- 5/26 10:00 AM DWG Visitors Center Wayne County–Scott Gilliland
- 5/28-6/1 Americade

# Helmetopedia's Tips to Prevent Helmet Visor Fogging

## **Open the Visor**

Opening the visor of your motorcycle helmet is one of the best remedies for preventing helmet visor fogging.

When you open your visor it directly exhales air outside of the helmet instead of hitting the helmet visor, which is the main cause of helmet visor fogging.

However, this may be difficult for cruises during rain or if you are drifting at a high speed. But still, this is one of the cheapest and quickest solutions to stop motorcycle helmet visor fogging.

## **Visor Inserts**

Many bike helmet visor covers have a visor that is protected by fog if purchased with the helmet. If not, check your visor for tiny plastic pins on your helmet to install the pin locks. These pins hold the insert in place and seal air bubbles to keep the visor clear.

However, please follow cleaning instructions and do not wash your visors. Be careful not to irritate it with moisture, so make sure it stays shut when wearing it. The visor insert costs the same amount as it would replace the visor, the high quality is worth every cent.

## **Sprays Against Fog**

The anti-fog spray and treatment are now being widely used by bikers as they are the most effective to prevent your helmet visor from fogging. This method helps prevent fog from getting into your windshield.

The sprays generally utilize chemicals such as surfactants that remove the water surface tension by evaporating water and providing a clear view. This solution is temporary and will require re-application every 24 to 72 hours.

The helmet visor must always be treated with an anti-fog spray before use. Start by wiping out your helmet headband then applying the anti-fog treatment evenly and thoroughly.

## **Pinlock Lens**

Pinlock optical lens is an additional type that fits in the visor. Its double glazing helps to maintain the same temperatures on both the outside and interior visors. The pin-lock visor stays closed during cold and humid days.

Pinlock lenses are typically made from organic and clear materials and have a silica edge. Installing the lens simply locks it into the plastic clips on the edge of the lens. The silicon edges create a tightly held attachment to the cover and protect them from moisture.

## **Increase Ventilation**

An increase in venting helps reduce the amount of haze inside helmet visors. Additionally, make sure the air you exhale goes outside the helmet.

Opening a small window with a slit on a helmet's head can make it easier to see, proceed to open the venting system around the nose. Taking these steps will exhale air from your motorcycle helmets while keeping the fog to a minimum.

### **Anti-Fog Inserts**

The visor's Anti-Fog is a clear and thin sheet glued on either side. It prevents your windshield from fogging and prevents condensation to build upon the windshield. These inserts are hydrophobic which absorbs moisture efficiently ensuring cleanliness.

It is our opinion that a windshield protector with a fog shield should be used so that maximum use is made from the antifog insert. The market has many versions that all have similar functionality.

### **Anti-Fogging Masks**

Face masks can prevent fogging though they're rarely effective for everyone. It takes our breath up to the nose and fogs the lens!

Some fog masks have a rounded tip that fits snugly to the nose and cheekbones. Do check your comfort level by trying the products before you buy them. Bring a mask to the headlight and breathe deeply, and see if it suits you best.

### **Anti-Fog Coating**

This anti-fog coating is not permanent and is much more lasting than antifog spray. Anti-Fog coating lasts 1-2 years. Despite its simplicity, it is an ideal solution for those not wanting to reapply with the anti-fog spray to prevent fogging up your helmet visor.

This is not a hassle since they are installed by the manufacturers. The manufacturer can use many different kinds of hydroponics components for the removal of fogging from helmet visors.

### **Clean With Dishwashing Soap**

This is a cheap method to remove fogging on the visors of helmets. You need a dishwashing cloth and a soft cloth. Apply soap on your visor and rub it until the visor has become clear.

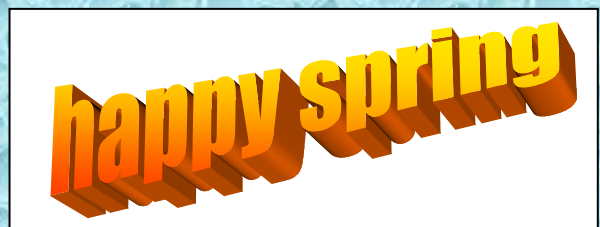
Put on the helmet and see if it fogs up with breathing. Contrary to popular belief, dishwashing soap is effective if done correctly.

### **Anti-Fog Wipes**

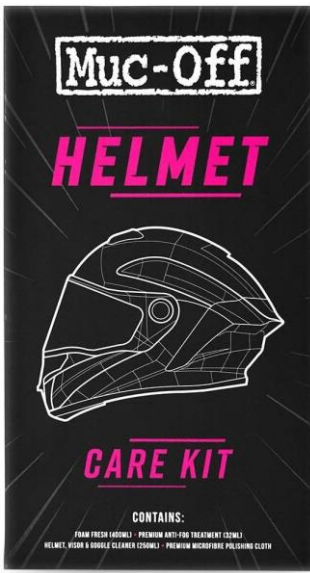
How do we prevent fogging on our visors? Moisture can cause fogs and you should remove this at any cost. For the removal of water odor, use sanitizing anti-fog wipes. These anti-fogging wipes help prevent the dreaded fogging problem.

### **Water Repellents**

Another method for avoiding fogging is using water-repellent products. The water repellent uses chemicals for blocking fog in your motorcycle helmet visors. This product cleans the glasses and lenses of your helmet visor effectively.







## 1. Muc-Off Helmet Care Kit

This visor cleanser quickly removes dirt, dust, grime, sweat, and just about any other residue from your goggles, helmet, or eyewear; fresh foam delicately agitates filth and dirt away from the interior of your helmet.



## 2. Muc off Premium Anti-Fog Treatment

The most effective anti-mist treatment is Muc-Off Anti-Fog Treatment. This anti-fog spray uses cutting-edge moisture absorption technology to create a transparent, micro-thin coating that prevents fogging.



## 3. Quick Sheen Anti-Fog Spray

In addition to cleaning and defogging glass, mirrors, car, motorbike, and boat windshields, Quick Sheen anti-fog spray effectively works on eyeglasses, pistol scopes, binoculars, sports goggles, military masks, and goggles.

Helmet Hacks is a blog that reveals the...

# Best Anti-Fog Spray for Motorcycle Helmets.

# How to clean a motorcycle helmet

Other than the motorcycle itself, your motorcycle helmet is likely to be the most expensive piece of equipment for your time on two wheels. It is absolutely the most important.

Motorcycle helmets are meant to be used, all of the time — rain, shine, mud pits, heat waves, hurricanes, insect apocalypses — well, you get the picture. It has the most important job (protecting your skull and its contents) and it is continually pounded by the rigors of the road. Knowing how to clean and maintain your motorcycle helmet will not only keep you from surrounding your face with a dank interior lining, but also will work to extend the lifetime of your helmet.

## How To Clean & Maintain Your Motorcycle Helmet

The steps listed below on how to clean a motorcycle helmet are a solid set of best practices that we have had success with throughout many years of practice. However, it is also a good idea to consult your owner's manual for specifics pertaining to cleaning your helmet, just to be sure you are not doing anything that voids the manufacturer's warranty.

### Step 1: Motorcycle helmet cleaning materials

As with any production, getting things in order from the beginning will go a long way towards making the best use of your time while cleaning a motorcycle helmet. People tend to have their own preferences as to what works best, and there are certainly many viable alternatives, but there are a basic set of items that are always good to start with.

#### Motorcycle Helmet Cleaning Supplies

##### Microfiber rags

These are great for washing a motorcycle helmet, as well as cleaning a faceshield. While they don't always have to be new, you should always start with a clean rag. Any dirt particles trapped in the rag increase the risk that you will rough up the exterior finish on the helmet during the cleaning process.

##### Toothbrush

This doesn't need to be your state-of-the-art Sonicare tooth blaster. A cheap toothbrush with soft bristles is all you need to help clean nooks and crannies that the microfiber rags cannot reach. This can prove especially useful when cleaning around your motorcycle helmet faceshield gaskets and vents.

##### Baby shampoo

The main thing that you want to keep in mind when looking for a cleaning agent is to ensure that it is not petroleum-based. Baby shampoo is an oft-used option, due to its gentle nature.

##### Warm water

Whether it is a tub or a sink, warm water is your best friend when washing a motorcycle helmet as it allows you to gently loosen dirt and dead bugs without harming any of the helmet materials.

##### Compressed air

If you have access to an air compressor, dialing back the pressure and using a few strategic blasts is a great way to clean motorcycle helmet air vents. Be careful not to use air from an aerosol can, however, as that will erode the EPS liner in the helmet and degrade its protective capabilities.

## **Step 2: Remove any electronics and external accessories**

It sounds incredibly basic (and it is), but this is a step that is all too often overlooked until it is too late. Before you wash a motorcycle helmet, you should be sure to remove any internal electronic accessories such as microphones, antennas, batteries, and the Bluetooth communicator units that they attach to. Additionally, if you're working on a dual-sport or off-road helmet that has a peak, it is a lot easier to remove it and clean separately.

## **Removing Motorcycle Helmet Peak**

Step 3: Remove the helmet's interior

While many manufacturers have slightly different designs, removing the internal liner and cheek pads rarely requires more than a few strategic tugs. In most cases, comfort pads and liners attach with snaps, but some use hook-and-loop material or even magnets. For specifics, be sure to check your owner's manual. Once you have removed the cheek pads and main liner, place these to the side. We will get to washing them in Step 5.

## **Removing Motorcycle Helmet Interior**

Step 4: Prepare the helmet's outer shell

To help loosen up caked-on dirt and bugs, soak a microfiber towel in warm water and then drape it over the helmet. This will work to gently soften and dislodge stuck-on gunk and reduces the effort needed to clean it later, as well as the likelihood that you will scratch the helmet or faceshield during the process. Allow the wet microfiber rag to remain on the helmet while you move on to Step 5.

## **Warm Wet Towel Over Motorcycle Helmet**

Step 5: Clean the interior lining

It's often the interior of a motorcycle helmet that needs washed the most. From face sweat to hair oil, the lining of your motorcycle helmet soaks up a lot of grime. When cleaning the lining of your motorcycle helmet, fill a sink, tub, or bucket with warm water and baby shampoo then dunk, scrub, and massage each piece of your helmet liner in the soapy water. Baby shampoo works well for this task as it is ultra gentle, yet still designed specifically to clean away sweat and hair oil.

When complete, let your helmet liner and cheek pads air dry. It's always best to do this at least the night before you plan on riding so as to allow enough time to dry thoroughly. A wet helmet liner, like a wet dog, tends to be something you don't want to shove your face in.

## **Washing Motorcycle Helmet Cheek Pads**

Step 6: Clean the motorcycle helmet's exterior

After removing the wet rag that you placed on the helmet in Step 4, take off the faceshield and set it aside. Use a new, wet microfiber cloth to gently work your way around the exterior of the helmet and wipe away any leftover dirt. When cleaning your motorcycle helmet, always be sure to use warm water only. Certain solvents and cleaning solutions can damage the exterior of your helmet. The toothbrush will come in handy for hard-to-reach spots.

## **Washing Motorcycle Helmet.**

Step 7: Blow out the vents (if needed)

Sometimes, in the heat of riding hard, a dirt chunk or well fed insect will get lodged in the vent channels of your helmet. A quick blast of from an air compressor (not an aerosol can) works well to clear the pathways and let the air flow freely again.



## **Cleaning Motorcycle Helmet Vents**

Step 8: Clean the faceshield

Most modern faceshields have some sort of protective coating (mainly for UV protection and anti-fog). For that reason, and much like the exterior of your helmet itself, you should never use anything other than warm water when cleaning a motorcycle faceshield. For care instructions specific to your faceshield, be sure to check out the owner's manual to ensure you do not void any manufacturer warranties. In the end, the best way to wash a motorcycle faceshield is simply to use a wet microfiber cloth and gently massage away any dirt, dust, or smudges. Also just like with the helmet exterior, leaving a wet rag draped over the faceshield for several minutes softens up crusty bug remains and makes the job much easier.

### **A Note about Pinlock shields**

When cleaning a Pinlock faceshield, remove the inner lens from the outer faceshield so you can clean both sides of each piece. Be especially careful not to damage the gasket on the inner lens as it is integral in the Pinlock system working correctly when you put them back together.

## **Cleaning Motorcycle Helmet Faceshield.**

Step 9: Wipe down the internal sun shield

If your helmet has an internal sun shield, it is likely not very dirty. However, if the drop-down visor has gotten a bit dusty over time, a quick spritz of water and wipe down with a microfiber towel will do the trick. Unless you are adamant in your desire to remove the entire sun visor, it is easier to leave it in place while cleaning, as it can be a bear to get back into place once removed.

## **Cleaning Motorcycle Helmet Sun Visor**

Step 10: Reassemble the helmet

Reassemble your helmet starting with the dry liner and cheek pads. Reattach your faceshield and any other pieces that you removed prior to cleaning.

Washing a motorcycle helmet is about as easy as it gets on the Beard Scale of Difficulty. However, there are a few key pieces that are imperative to remember, such as the importance of not using solvents or petroleum-based cleaning solutions. While the time investment is as minimal as the physical exertion and technical know-how needed, knowing how to properly clean and maintain a motorcycle helmet is a foundational piece of an enjoyable ride.

*Special thanks to Revzilla for this Information!*



# D-Rings vs. Quick Release Straps

*I started exploring helmets this spring with two deal breakers in mind. One was I wanted a modular helmet for several reasons. Number two, I wanted a quick release strap. The arthritis in my hands, particularly in my thumbs make it difficult to get the D rings looped especially if I'm in a hurry (which happens often because I chat too much instead of getting ready for group departure!)*

*While looking at helmets, the salesman was showing me a beautiful helmet in a color I loved but as soon as he turned it upside down, I told him no because of the D ring closure. He asked me if I had a problem with safety and French design. Just a little snarky but worse than that, not a good way to make a sale... which he did not. It got me to thinking though. Was the ratchet style closure not as safe? Was a painful and anxiety ridden approach to putting on my helmet keep me more protected? This is what I found:*

Both ratchet and D-ring fasteners are commonly used on motorcycle helmets, and they each have their merits. Let's explore their safety aspects:

## D-Rings:

The Double-D ring system is one of the oldest and simplest strapping systems for motorcycle helmets. It involves threading one end of the strap through both metal "D" rings on the other strap and then looping it back through the first "D" ring to secure it.

**Safety:** D-rings are widely used by motorcycle racers and have stood the test of time. They are considered safe when properly used.

**Pros:** Reliable, straightforward, and durable.

**Cons:** Some riders find them less convenient due to the threading process.

## Ratchet (Micrometric) Fasteners:

These quick-release ratchet-lock chin straps are becoming more popular. They allow for easy adjustment and secure locking without the need for threading.

**Safety:** Ratchet fasteners have also passed safety testing and offer good levels of safety.

**Pros:** Convenient, especially for touring riders.

**Cons:** Some riders prefer D-rings due to tradition and perceived safety.

## Considerations:

**Personal Preference:** Ultimately, the choice between ratchet and D-ring comes down to personal preference.

**Proper Use:** Both systems are equally safe if used correctly.

Remember that safety is paramount, regardless of the fastener type. Whether you opt for D-rings or ratchet, ensure proper usage and fit for maximum safety on the road.





# 5 Tips for Riding a Motorcycle in the Rain

*Because if done right, it can actually be fun.*

*Cycle World lists 5 riding tips for riding in the rain. We could have used this information last year coming home from Spyderquest!*

What exactly should you expect when riding in the rain, and what adjustments should you make as you ride?

## **Tip 1: Choose the right gear**

Good waterproof apparel, like a rainsuit (two-piece or one), gloves, boots, and perhaps an electric heated vest, can keep you warm and dry in even the most persistent storm, which is the first key to enjoying a day spent in the rain. High-vis isn't the most stylish, but in conditions of reduced visibility it increases the chance that other drivers will see you, something to keep in mind as you shop for gear. Waterproof gear tends to add warmth on its own, but if rain is in the forecast, consider bringing multiple thinner layers that you can add if you get chilly.

Another oft-overlooked piece of the gear puzzle is the helmet, which should be equipped with an anti-fog visor (i.e., Pinlock), a breath guard, or even a visor with electric defrost function. And either leave the tinted shield at home or bring along a clear spare; the last thing you need is a darkened view of a wet road. Keep your visor down and closed at all times if possible. Once rain or moisture gets inside it will be very difficult to defog.

Whatever combination of gear you end up with, make sure that it doesn't intrude on your riding or distract you in any way. For example, you can't work the controls with frozen fingers, but an extra-warm pair of gloves may be too bulky and not much better. Similarly, a neck warmer may be nice and toasty but limit you from turning your head enough for a shoulder check. You may have to search to find the right gear, but you should be able to find a nice balance between comfort and practicality for the conditions you intend to ride in.

Finally, if your wet-weather riding includes commuting, keep a change of clothes ready at work—just in case.

## **Tip 2: Ride smoother and smarter**

There is one word to remember when riding in the rain: smooth. When it's wet outside, everything you do on your motorcycle should be smooth, from throttle adjustments to braking to cornering. There's a reason today's motorcycles often include a Rain mode that cuts power and perhaps even smooths out the throttle mapping and/or increases ABS and traction control intervention.

Even with modern rider aids, roll on and off the throttle gently, and use your lean angle sparingly. Keeping your bike as upright as possible will reduce the chances of it sliding out from underneath you if you hit a slick spot. Increase your following distance and use your engine to help decelerate, braking smoothly (there's that word again) instead of stabbing at the lever.

## **Tip 3: Be wary of intersections**

Intersections are dangerous enough when you're on a motorcycle, and unfortunately the rain makes things worse. They're a collection of hazards: slippery oil spots where cars stop and idle, painted lines that can become like ice when wet (see next tip), and of course plenty of drivers who might not be paying as much attention as you.

Roundabouts are especially tricky, and can be slippery not just at the entrances and exits but also throughout the circle. Approach slowly to avoid having to brake suddenly, stay smooth, and limit your lean, and you'll come out the other side right side up. *Continued...*

*Continued...*



**Tip 4: Watch out for surprises**

When it's wet out, situations that are nearly harmless in the dry can turn into unpleasant surprises. Keep an eye out for manhole covers, sealer pavement (tar snakes), painted lines, and fallen leaves, all of which are like black ice when they're wet. If and when you do encounter any of these traction inhibitors, check first if there is a line that you could easily take around them. If not, resist braking or accelerating hard and roll over them without making any aggressive inputs.

Note that in case you do have to change your line or turn over a greasy section, it's important to keep your hands relaxed on the handlebars and don't lean the bike any more than necessary.

Standing water is another potential hazard, and is especially dangerous on the freeway where speeds may prevent you from slowing in time to avoid hydroplaning. Water will of course pool at low points, which on freeways is often the left-most lane where the concrete barrier prevents it from draining. Avoid using that lane and watch cars ahead of you for signs of water spray so you can spot problem areas in advance.

**Tip 5: Find a dry line**

Although this may seem obvious, it is amazing how many people we see riding in an area of the lane that is wet even though an adjacent area is dry. Dry pavement offers superior traction and maneuverability, so make sure you continually place yourself in the driest section of the lane (typically where the car tire tracks are).

Over time, and as you practice these riding tips, you will find that rain riding (and even touring) can actually be satisfying, not to mention make you a better and more confident rider. Sure, each ride will vary, with city riding in stormy weather almost always being the most nerve-racking, but just because the clouds roll in doesn't mean you can't ride almost every day.



# Best Photochromic Helmet Visors

*Although this article was dispersed in 2017, it holds some interesting information. There is an update on 2024 Shoei visors following this article.*

Web Bike World reviewed two of the best Photochromic helmet visors, one being the Bell Transitions Photochromatic Shield. The second one is Shoei Shield CWR-1 Photochromic Visor.

## About Shoei CWR-1 Photochromic Face Shield

This helmet visor brings with it the advanced Japanese technology which will give pure comfort to your eyes while driving.

You will not need any sunglasses to wear them under your clear visor when the sun is out. Now this Shoei Shield CWR-1 Photochromic visor will handle the outside lighting as a pro. It will adjust the level of darkness in the visor so you can easily see properly throughout the day.

## About Bell Transitions Photochromatic Shield

This photochromic shield from the house of Bell helmets has it all that is necessary in a tinted visor. It has an automatic tint adjuster which will adjust the amount of tint on the visor according to the lights in your surroundings. The visor will get very tinted when it is exposed to the scorching and harsh sunlight.

The Bell Transitions Photochromatic Shield will change its color with just two minute of exposure to the light. It will quickly adapt with the light in your surroundings.

The visors made by Bell use molded plastic tabs to attach it with the helmet which may even break off easily if you are continuously replacing the visor. With a transition visor, this problem is solved. You will not have to change the shield very often. Also, you will not have to carry an extra pair of sunglasses for when you are riding in the bright sun.

## How does this transition face shield work?

The photochromic cells in the visor screen take the active role in the transitioning of color of the visor. When there is more UV light in the surroundings, then the photochromic molecules get darker. And in the absence of the UV light, it again gets clearer. The photochromic molecules take a few minutes to adjust to their surrounding lights.

## Coating on the Visor

The Bell Transitions Photochromatic Shield has a high quality coating on its surface which will not leave scratches or abrasions on it. It will also protect you from the UVA and UVB rays with protective coatings. Bell Transitions Photochromatic Shield also has the special Bell NutraFog II anti fog coating which will not let any fog or precipitation on the screen of the face shield.

The Shoei CWR-1 Photochromic Shield has an anti-reflective photochromic chemical coating on it. The chemical reactions are responsible for the change in color of the shield in the Shoei's CWR-1 photochromic face shield. This face shield is inserted with Pinlock inserts which do not let the fog accumulate in the screen of the visor. It is a patented anti-fog technology which is the best solution for fog in the motorcycle helmets. It also has a scratch-proof coating in it.



### **Protection from UV Rays**

The transition helmet visor from Bell lags a step behind from Shoei's CWR-1, in the case of protection against the UV rays.

The Shoei CWR-1 Photochromic Shield gives your face and eyes maximum protection against the UV rays by blocking out the rays 100%, while the Bell Transitions Photochromatic shield only protects you against the 99% of the harmful sun rays.

### **Fight Against Fog**

The Bell Transitions Photochromatic Shield has the NutraFog II anti-fog coating for fighting the fog.

The Shoei CWR-1 Photochromic Shield uses the best and patented solution for fog which is the Pinlock technology. The Pinlock insert will not allow any fog to cloud the visor's screen.

The fog can really hinder your view and it may lead to unwanted situations. Hence, anti-fog lenses are as important as the helmet itself.

Nutra Fog anti-fog coating does not work as well as the Pinlock technology. It really beats the fog and not let it come in your way of clear vision. Hence, Shoei has better technology for providing resistance from fog.

### **Weight of Both the Face Shields**

The Bell Transitions Photochromatic Shield weighs only 4 ounces.

The Shoei CWR-1 Photochromic Shield is very light, as it only weighs 0.3 ounces.

### **Why should you buy the Bell Transitions Photochromic Shield?**

First of all, you should buy it for its practicality. You should buy it for the ease of use. You do not have to change your helmet visor every time the sun goes down or comes up. Within just 120 seconds, the face shield will adjust with its surrounding light. Now, you do not have to carry multiple different shields with you or a pair of sunglasses.

This face shield may not give you the perfect tint that you desire. You may want it to get the darkest in the presence of sun, but it may not give you the desired tint.

Price of the Bell Transitions Photochromatic Shield and the Shoei CWR-1 Photochromic Shield

Though both shields are reasonably priced, there is almost a difference of \$30 in the prices of both the photochromic visors. (*remember, this article is a few years old... prices have varied*)

Comparing the features, it is clear that the Bell Transitions Photochromatic Shield delivers better features than the Shoei CWR-1 Photochromic Shield at a lesser price.

### **Why should you buy the Shoei CWR-1 Photochromic Shield?**

You can invest in this helmet visor because of the patented Pinlock technology used in this Shoei's CWR-1 transition face shield, which will protect your visor screen from getting all fogged up and giving you a blurred vision which may cause accidents. It is a very convenient face shield. You can just put them on your Shoei RF1200 helmets and forget about carrying an extra visor or sunglasses with it. The plastic tabs which are there for attaching it will also last for a long time, as now you do not swap your face shield that often.

You can also invest in one of these Shoei CWR-1 Photochromic Shields due to the fact that they are DOT certified and they are also very light in weight, which means that you do not have to carry heavy weight on your head. Carrying heavy weight on your head may make you uncomfortable during the longer rides as they put strain on your head as well as the neck muscles. So, it is always suggested to use the helmet face shield which is lighter but will also give you maximum protection against any impact that is experienced by it.

### **What to keep in mind when you buy the Bell Transitions Photochromatic Shield?**

Do not clean the visor with the regular lens cleaner. The photochromic molecules coating on the face shield may get affected or the fog resistant technology in the visor will stop working and you will get the visor which will fog instantly.

Also, try to keep it away from the water. They are not meant for use during the rain, as the rain water will also affect the anti-fog coating on the face shield.

But, if you use them with care, these photochromic face shields will work just fine for many years.

### **What to keep in mind when you buy the Shoei CWR-1 Photochromic Shield?**

Just remember this one fact about the Shoei CWR-1 Photochromic Shield when you buy this.

It is the fact that it will only go for the Shoei RF-1200. You cannot use it with the other helmet models from the brand Shoei.

### **Drawbacks of Both the Visors**

The transitioning visor has many advantages. It will save you time and also the hassle you go through when changing the face shield throughout the day. It is also very risky to put the sunglasses on and off while you are riding.

But both of the face shields, Shoei CWR-1 Photochromic Shield and Bell Transitions Photochromatic Shield, have the same drawback.

Both the face shields take at least around 120 seconds, i.e. 2 minutes, to adjust to the surrounding light of the atmosphere.

## **Motorush put this out about Shoei's 2024 shield....**

Shoei CWR-F2 Photochromic Faceshield

Regular price \$390.99 CAD

The Shoei Transitions CWR-F2 Photochromic Shield is the perfect accessory for your Shoei Helmet. The Transitions Shield seamlessly adjusts the changing light to deliver the optimal tint level. This solves the age old problem of having to travel with both a clear and tinted shield. Bell has offered a Transitions Shield for their helmets for the past few seasons and they have proven to work well. On the surface this may seem like a lot of money for a replacement shield, trust us when we tell you it is worth EVERY PENNY!

Features:

Non-activated - virtually clear

Activated - darken to a 15% light transmission level at 72 Fahrenheit and 23 Celsius

Full activation in two minutes

Fades to 50% transmission in two minutes

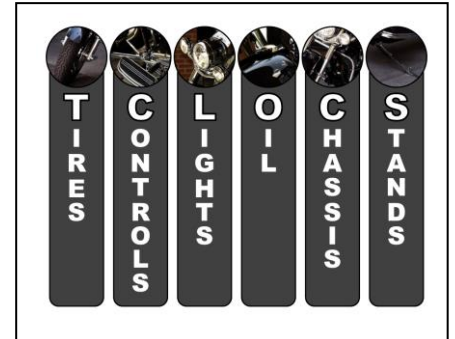
Like all Transitions® products, the visor blocks 100% of UV rays

# ARE YOU READY?

Some of you may have been out already, but there are quite a few of us that haven't ridden since last year. It's time to GET READY!

## GET YOUR MOTORCYCLE READY

Pre ride inspection is essential for getting on the road. T-CLOCS... Get er done!



## GET YOUR GEAR READY

Helmets... 5 years or less is the rule! Check you riding gloves, outerwear, Rainsuits, glasses, boots... now is the time to whip out that wallet and get yourself some new gear

## GET YOURSELF READY

Your body needs to prepare for riding conditions. Before you go out on the first ride, get a good night's sleep, eat, and stay hydrated during your time out. It'll help in getting you back in the saddle!



We're on the web visit us at:  
[www.poconoriders.com](http://www.poconoriders.com)

### Meeting Place:

We will meet at the PA Visitor's Center at Delaware Water Gap

**Sunday Rides:** On Sunday, anyone considering becoming a member of our club is more than welcome to ride with us for a maximum of two rides. In order to continue riding with the club membership is required.

**Wednesday Rides:** Departure location via email or message board on [www.poconorider.com](http://www.poconorider.com) Perspective members welcomed.

**Attention: Ride Leaders:** Please post some additional info about your rides on our message board the Wednesday prior to your ride. ...