



High Adventure. No Hassle.

The best routes, roads and two-track, mapped by local experts. A great challenge with like-minded riders. A full weekend's activities, with camping, campfires, food and prizes.

For more information visit
AmericanMotorcyclist.com/Riding.

THE ADVENTURE IS OUT THERE

COME GET IT



Sponsored by Yamaha Motor Corporation, U.S.A.
www.yamaha-motor.com



AMA Member Tested

BELL RS-1

MSRP: \$399.95-\$449.95

Info: www.bellhelmets.com

Bell's new RS-1 offers a number of features that today's riders demand. The first, of course, is the protection of the Kevlar/fiberglass composite shell. It's a lightweight lid, which makes it comfortable for long rides, while the durability of the



Dustin Edwards

Kevlar offers some peace of mind. Comfort wise, while helmet fit can vary significantly from head to head, the RS-1 provides ample cushion for a wide range of head shapes. The contour-cut cheek pads are covered by a removable antibacterial and washable liner.

Also contributing to the comfort factor is Bell's aerodynamic profile. The stable design works really well at keeping your head still and pointed where it needs to be. I didn't experience any buffeting or annoying head wandering while at speed. Pair that with the constant cooling effect from the ventilation system, and fatigue is noticeably reduced.

Other features include Bell's shield lock system that allows the visor to be locked shut, cracked open or allowed to ratchet. The shield mechanism makes swapping visors a breeze, and a handy magnetic strap keeper works well to keep the loose end of the strap from dangling in the breeze. However, don't forget about the magnet if you get your helmet near a metal fuel tank; it will surely try to stick to the metal and could leave an annoying scratch in the paint.



Perhaps the most innovative feature on this helmet, though, is the photochromatic face shield.

The shield automatically adjusts tint to light conditions. This feature works exceptionally well in all lighting conditions. Gone are the days of carrying two face shields or dealing with riding at night with a dark visor. Although the transition is not immediate, it is fast and effective enough to justify the bump in price.

Available in a range of well-thought-out designs and solid colors, the RS-1, paired with the photochromatic visor, is a fierce contender in the mid-range price point. —Dustin Edwards

LANDSHARK SURVIVAL SHELTER

MSRP: \$79.95

Info: www.land-shark.com

As motorcyclists, we can imagine ways we could find ourselves spending an unexpected night on the desert floor or on the side of a mountain. One thing is certain: The difference between an uncomfortable situation and a life-threatening emergency is forethought and preparedness.

Any motorcyclist heading away from populated areas needs to be prepared to avoid hypothermia, especially if



injured and he or she can't "walk out."

This is where the LandShark Survival Shelter comes into play. Originally designed to protect pilots who crash-land in harsh terrain, the LandShark is a product of Corporate Air Parts of Van Nuys, Calif., whose customers include the Department of Homeland Security, the U.S. Coast Guard and other prominent companies and agencies. For motorcyclists looking for a worst-case-scenario barrier to the elements, the LandShark should fit the bill.

The bag arrived vacuum packed and dated. The packed product is stored in a tough canvas zipper pouch measuring 8.5-by-7.6 inches (about 2 inches thick) and packs nicely in the bottom of a saddle bag, top case or dry bag. The vacuum bag is notched for easy opening by wet hands. After use, I was able to refold the bag and easily repack it into the storage pouch, even though it was no longer vacuum packed.

The bag is advertised to fit a range of physical builds, up to 6-foot, 3-inches and 330 pounds. At 6-foot, 3-inches and 210

pounds, I fit easily into the bag and had plenty of spare room to get the bag up over my head to retain critical heat. Two smaller people could even fit in this bag in a pinch.

The installed drawstring operates smoothly and

locks in the desired position. The attached (and very loud) emergency whistle is positioned for easy use while remaining warm inside the bag.

The bag is international orange on one side and digital camo on the other.

The LandShark is constructed of a micro-thin layer of aluminized film laminated to a resilient, composite reinforced, ripstop material. The aluminized coating reflects up to 80% of radiated body heat. There's no need to worry about climbing into it wearing heavy off-road boots; you're not going to rip this material. The strength of the material lends itself to being used as an impromptu shelter using tree limbs or even motorcycle parts as a framework. You can even double its size by cutting it up and then removing the drawstring to use as tie-down cord to secure it in place.

The price may seem a bit steep at first, but the LandShark's weight and space savings, as well as its toughness and versatility, make it a good buy. And if you're writing that check in sub-freezing temperatures and a 40 mph wind at 1 a.m. on the desert floor, it's going to seem downright cheap!—Curtis Lenderman



Curtis Lenderman



Ask the MSF

RIDING WITH ABS

Q: I have ordered a new bike from my local dealer. The model I bought only comes with ABS brakes. I have nothing against ABS brakes, but I've always had old bikes and have never ridden a motorcycle with ABS. What do I need to know?

A: An anti-lock braking system uses sophisticated electronic sensors to automatically release brake pressure prior to the wheel locking up and the tire skidding, helping the rider to retain directional control and sometimes shorten stopping distances in straight-line emergency braking situations. ABS can also reduce stopping distance on wet or slippery surfaces and boost rider confidence because of its ability to prevent wheel lock-up.

ABS does not prevent slippage and slide-outs when the tire reaches its limits of adhesion when cornering.

Your braking technique does not have to change much to ride a bike with ABS. In normal braking situations, the ABS will likely not engage, so you will not notice

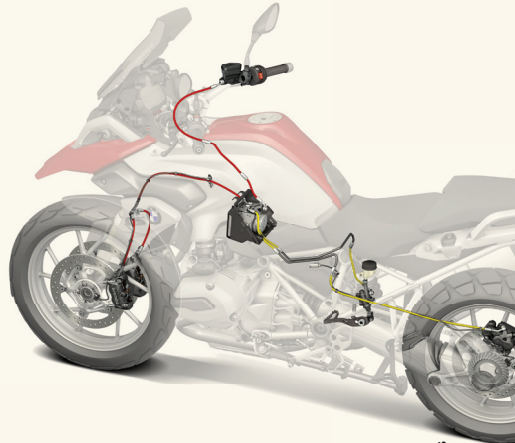
any difference.

When you brake hard, or brake on a slippery surface, the ABS may sense an impending wheel lock-up and you may feel a pulsation through the lever/pedal as the pressure relief valves cycle on and off to help the tire maintain optimum traction.

Consult your owner's manual for the operating details on your model's ABS. Some models allow you to temporarily turn the ABS off for more effective braking in certain situations.

Most importantly, having ABS doesn't mean you can ride recklessly and expect the system to save you. ABS and other technological advancements are fine aids, but should not be considered a replacement for sound knowledge, understanding and judgment when it comes to stopping safely.

Got a safety tip? Email us at submissions@ama-cycle.org.



BMW Motorcycles

Buy the App!

Stay connected to the most-thrilling indoor motorsport on Earth.

Search in iTunes or on Google Play for "AMA Pro SX" or visit AmericanMotorcyclist.com for details.

