

PRODUCT REVIEW

Werks Quiet Ride Windshield for the Wethead RT

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Windshields tend to be a subjective issue, but the right choice can make the difference between a supremely comfortable ride and a miserably turbulent one. These days, my riding is a mixed bag of long-distance highway touring and taking scenic loops on the backroads of Hill Country, Texas. As such, my expectations (in order of importance) are: protection from headwind buffeting, lateral stability during crosswinds, adequate airflow to the torso area for comfort on hot days, and a quiet pocket of air to ride in. The Werks Quiet Ride windshield delivers on all of these requirements, and then some!

As you can see from Figures 1-4, the aircraft-grade cast acrylic Werks has a far flatter, less voluptuous shape than the stock polycarbonate National Cycle / BMW shield. We tested Werks' "standard" 24" high version, which is recommended for riders under 6 feet tall on standard or low seats. (Taller 26" and 27" versions are also available, as are shorter 22" versions.)

Measuring these organic shapes is not an easy task, but the stock shield measures ~23.75" high (center of bottom to center of top edge, and it flares approximately 3 inches outward and upward to the sides from there) by ~22.5" wide (at its widest point, rider's side.) By contrast, the Werks measures a more quadrangular ~24" high (center of bottom to center of top edge, and it slopes slightly downward from there) by ~24.5" wide (at its widest point, rider's side.) The Werks also has a very subtle "spoiler" shape at its top lip, as seen in Figure 4. Both shields are approximately 3/16" thick.

Installation was straightforward and quick. All you need is a T20 torx bit to remove the six torx bolts to release the stock shield, using the same to reinstall the Werks. The two "middle" torx bolts (hidden underneath the covers visible on the windshields in Figures 1 and 3) have shoulders on them, to center the shields in place during installation. It's a five-minute affair, and the only point worth mentioning is: DO NOT overtight-

en! A gentle 35 inch-pounds is all that's required here.

Werks on the Road

With the Werks fitted, I set out for a few weeks of my daily commuting routine to determine its performance. Immediately, I was struck by how sensitive the Werks shield is to height adjustment compared to stock. On my RT, the stock shield sits with its upper center lip approximately even with the bridge of my nose as its optimal position, and its outer edges taper upwards from there, mildly interfering with my line of free sight. By contrast, the Werks was just barely above lowest position at the point where it offered equivalent buffeting protection compared to stock.

Raising the Werks just a bit further—still under my Shoei's chinbar level—magically transformed the riding experience. Suddenly, despite the extra-legal highway speeds and hulking trucks whizzing all around me, I was sitting in a very tranquil pocket of calm air. Headwind buffeting was eliminated almost entirely, crosswind stability was moderately improved, and there was a bit more air flowing into my mesh-sheathed torso area (especially the arms).

Raising the shield further resulted in more crosswind stability at the expense of torso airflow, so it took some fine tuning to find the "sweet spot" I prefer at



Gryphon Blue Ridge Jacket and Copper Canyon Pants Long Term Review

Ed Desimone · RA 44542

(Editor's note: This is a follow-up to Ed's initial positive review of these items in the July-August 2023 On The Level).

the speeds I travel. Ultimately, because the Werks proved very sensitive to even minor changes in positioning, the range of effective adjustment it offered was substantially more than the stock shield.

Acoustically, too, there was a considerable improvement riding behind the Werks. The absence of turbulence and reduced crosswind buffeting resulted in a halcyon pocket of air around the upper torso and head, allowing me to cut my Sena Comm's volume by half versus the stock windshield. Likewise, the RT's onboard speakers were of acceptable clarity to approximately 65 mph before being drowned out, versus roughly 50 mph with the stock shield. Indeed, compared to stock, it was positively serene, which made for a more relaxed commute.

Finally, there is the issue of line of free sight, and here it's also a slam dunk for the Werks. As shown in Figures 3 and 4, the "Quiet Ride" shield tapers down and away from the rider instead of upward and toward the rider like stock, which is obviously less intrusive to line of sight. The fact that the Werks "sweet spot" is already in a much lower position versus stock only increased its advantage in this category.

RT pilots, treat yourselves - you're worth it!

Editor's note: Werks provided the product for evaluation.



Figure 4
Werks

Let me be blunt: wearing the correct gear while riding a motorcycle is the difference between enjoying a safe, comfortable ride, or being miserable and grumpy—maybe worse—by the end of the day. Case in point, this past Veterans Day, I rode with about 100 (mostly Harley) bikes in a local Harley Dealership's Veterans Appreciation ride. The day's temperature barely broke the mid-40s along with cloudy skies. While I was not only comfortable, but a bit warm in my Gryphon gear, most of the leather jacket and chaps crowd were noticeably cold, rubbing their hands, stomping their feet and grumbling at all the stops. I couldn't help but feel like I was cheating, but the reality is, again, choosing the correct gear for the circumstances is crucial.

I remember in the early 1970s when I started riding. Motorcycle gear pretty much did not exist. Like my Harley buddies above, we made do with military surplus, leather jackets, (or worse, windbreakers), and repurposed horse riding gear. Luckily for us, in the last decade or so, good, quality motorcycle gear exploded on the scene from notable companies like Aerostich, Klim, and others. Most of the better brands unfortunately also come with a premium price tag.

Last March, I became aware of a new kid on the motorcycle garment block, Gryphon Moto, which offers a full line of men's and ladies' riding kit for various climates and styles at affordable prices. I contacted them to see if they would send me a set for evaluation. After ex-

