Reasons to Choose a Sparco Helmet

Sparco helmets lead the World in Motorsport.

They are specifically developed and manufactured for motorsport (they are not an evolution of a motorcycle helmet) and are at the forefront in safety technology combined with weight reduction to ease the pressure on the neck of the wearer at high speeds.

Manufacturing Pedigree

Sparco's helmet manufacturing facilities are second to none. During their 30 years of operation they have collected a wealth of knowledge and experience designing, testing and building helmets to the highest possible standards. Like mobile phone technology that races along at a furious pace, Sparco are continuously developing new ideas and models while fully utilising all available resources.

Safety Compliance Approval Standards

Helmets produced by Sparco conform to the major motorsport standards all of which are accepted by CAMS, AKA etc. The European based FIA standards (introduced around the same time as the Hans Device) of "FIA8860" and "FIA8858" are the most recent. They are the highest standard a manufacturer can be awarded and is the only approval allowed in Formula One. Next comes the US based Snell approvals which have a slightly reduced impact test making it easier for lesser financed helmet manufacturers to offer an Internationally approved helmet. The Snell Foundation is still recognised as the leading test procedure around the world. Then come the National standards like the British Standard (BS) for example. This standard has a further reduced "speed of impact test" allowing for a reduction in the weight or volume of the shell and therefore a reduction in cost to the consumer whilst maintaining a highly respectable level of safety. Still much more highly rated than that of Australia's AS1698 standard.

Outer Shell Composition

The outer construction of FIA and Snell (WTT's, SPY-05), and British Standard (Formula, Rally, Pro-Jet) approved models is a Carbon Aramidic mix which is essentially a contemporary composite material that's lighter and stronger than fibreglass and is used in the majority of the Sparco helmets sold in Australia.
During a crash, these materials are designed to deform or fracture within the local area of the impact thus absorbing the energy into the helmet rather than into the driver. This is the central argument for steering clear of plastic reinforced helmets.
In addition the light weight is important in reducing the stresses on the drivers neck and is the principle reason for not choosing a 'fibreglass' helmet
The new FIA approved Sparco ADV helmet range has a Titanium/Carbon outer shell mix which is unique to Sparco. It is light and strong and has better deformation and reaction characteristics than every other material Sparco tested. These will be available in Australia in late 2007.

Inner Linings

Underneath the shell is a 2nd generation Styrofoam lining that better absorbs impact and directs air through veins cast into it's core. The WTT models offer removable internals to allow for post fitment of Hans posts, (most models are available to purchase with Hans posts pre-fitted) while all models accept fitment of intercoms or customized painting etc. Even with current technology the Styrofoam has a "once only use" so if the wearer experiences any significant impact it's time to replace the helmet, with Sparco one of course! The entire helmet range share a fire retardant lining usually held in place by a friction fit, assisted by low-tack glue and more recently a Kevlar chinstrap with Nomex cover.

Add-ons

The fixtures are made from machined aluminium or anti-rust treated steel. All full-face models have a complete range of visor and spoiler kit options while the open face models have different style peaks available. Other spares include pivot repair kits, tear-offs and replacement vents all can be found in the latest Sparco pricelist from IKD.