

# REVIEWS

## » Dainese **PRIMA 72** **PERFORATED LEATHER JACKET**

The Dainese Prima 72 perforated jacket fills a few holes (cheesy pun) in my riding wardrobe. I ride as many as 100 preproduction motorcycles per year, so my gear needs are quite demanding. More importantly, I'm in L.A., where style points count. It's also hot here most days, so the other kind of cool is important, too. Indeed, fit, function and style are all essential.

This is a more casual jacket that is a bit looser in fit, not snug like a racing suit. I questioned whether the armor might slide or twist in the event of a fall, but elbow and shoulder pads feel properly positioned and are not intrusive.

The only recommended change would be to take it in slightly at the lower back. The bottom cuff was a bit loose and could have been a bit more tapered. Although the overall fit of Prima is good, the target age may be those with a blossoming dad body.

The Prima 72 is an extremely versatile lifestyle jacket for up to 100-degree riding. I wouldn't wear this jacket below 60 F without additional layers. The full, but tiny perforations pass a lot of air, and in hot weather it felt like I was wearing only a T-shirt. The 1.2mm cowhide is not too thin. Shoulder and elbow armor are minimal, to keep the fashion on point, yet still provided a feeling of stout protection. It felt tougher than a one-time use jacket. There was no back protector, but a pouch in the liner makes it an easy addition.

I expect top-grade leather, attention to fit, well-made



stitching and appropriate armor from Dainese. The leather is supple and malleable, soft to the touch, with a grain finish that gives it substance. Posing in the Prima 72 recalls stars like Tom Cruise, unzipped with aviators and a deep V-neck. The fashion forward Italian cut hides nearly invisible armor. The jacket looks professional and would be safe to wear to meetings or the golf course.

Tapered cuffs with zippers complete the dapper look, and function nicely with gauntlet gloves. Chest pockets are cut deep, to fit your big-baller 8-inch-screen smartphone, or other chest armor. The stitched-in mesh liner is a soft touch that helps the jacket slide nicely over the body, instead of hot, sticky leather. The Prima 72 does exactly what it's designed to do. Available in nine sizes, 44-60. MSRP \$299.99.

—Brant Wiwi

**Dainese, *dainese.com***



## » Shoei **GT-AIR II HELMET**

Shoei's new GT-Air II updates the original 2012 GT-Air with evolutionary changes, designed to ensure its standing as a top contender in the premium full-face street helmet class. Chief among the improvements is the option to integrate a Sena SRL2 communication system directly into the helmet. The helmet's EPS liner contains cutouts specifically tailored to accommodate the comm's speakers, wiring, battery and controls.

Features are Sena's standard for its 20S Evo model, including voice command, up to 1-mile range, Bluetooth connection to phone and GPS, and enough battery capacity for up to 10 hours of talk. There's no bulky

comm unit hanging off the side of the helmet, because the Sena SRL2 is all internal. Very slick!

The GT-Air II's "Multi-Ply Matrix AIM" shell is constructed of a proprietary blend of fiberglass, organic fibers and resin layers, wrapped around a redesigned multidensity foam EPS liner. The shell's styling has evolved into a more aggressive shape than its predecessor, with sharper angles and more pronounced streamlining from front to back, for better aerodynamics at speed.

A two-position chin vent and three-position ram-air style crown vent handle ventilation duty, while five fixed-position exhaust vents on the rear

suck hot air out. Shoei's UV-blocking "CNS-1" face shield includes a Pinlock EVO fog-resistant insert. Seven solid detents hold it firmly in place at any legal street speed. A large slider switch on the helmet's left side actuates an integrated UV-blocking "QSV-2" 3D injection-molded sun shield, which is 5mm longer than the original GT-Air's, and exceeds the ANSI Z80.3-2010 standard for nonprescription eyewear.

The interior benefits from Shoei's focus on further sealing the openings to reduce wind noise. The plush "Max Dry" liner bits are all removable, washable and replaceable, as needed. Fitment will please riders with "intermediate oval" head shapes.

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Out on the road, the first things noticed are the superb ventilation system and the relative lack of wind noise at speed. The GT-Air II's built-in cooling channels direct copious amounts of fresh air from the forward vents directly over the crown of the head, which is a boon in the summer months. The shell's more aerodynamic design pays off in reduced highway buffeting and quieter noise levels.

All the vents are easy to actuate on the fly, even with bulky winter gloves on. Weight for our size large model was a reasonable 3.9 pounds, and there was no fatigue on longer rides. In case of an accident, the Shoei's Emergency Quick Release System allows EMTs to quickly

remove the cheek pads and gently remove the helmet with reduced load on the rider's neck.

The only niggle was a personal preference for the original GT-Air's traditional D-ring chin strap versus the GT-Air II's stainless-steel ratcheting quick-release mechanism. Shoei's GT-Air II continues in the original GT-Air's tradition of first-class performance in the premium full-face street helmet class. It comes with a 5-year warranty and is available in sizes XS-XXL. MSRP \$599.

—Moshe Levy



**Shoei, [shoei.com](http://shoei.com)**

