

LEGENDS





LEGENDS

IN THE LATE 1960S, LINO DAINESE MADE AN EPIC TRIP FROM ITALY TO LONDON ON A VESPA MOTORCYCLE.

IN LONDON, HE CAME ACROSS SOME OF THE FIRST 500CC MOTORCYCLES AND FELL IN LOVE WITH THEM.

FROM THAT MOMENT, HE WAS INSPIRED TO CREATE HIS OWN COMPANY IN THE WORLD OF MOTORCYCLES. AND BY 1972, HE HAD REALISED THIS DREAM, FOUNDING DAINESE IN MOLVENA, ITALY.

DAINESE'S AIM WAS TO HELP MOTORCYCLE RIDERS EMBRACE SPEED, MOVEMENT AND FREEDOM, BUT WITH ADDED SAFETY AND PROTECTION. SINCE THIS TIME, DAINESE HAS HELPED THOSE INVOLVED IN WIDER ACTION SPORTS SUCH AS SKIING, SNOWBOARDING, MOUNTAIN BIKING AND EQUESTRIANISM ACHIEVE THE VERY SAME.

TO MARK THIS FORTIETH ANNIVERSARY OF INNOVATION, DAINESE HAS CREATED A SERIES OF FOUR DIGITAL MAGAZINES TO CELEBRATE THE FOUR DECADES OF LEGENDARY PEOPLE, PLACES AND PRODUCTS THAT HAVE HELPED CHANGE THEIR WORLD.

IN THIS FOURTH ISSUE, WE EXPLORE THE 2000S. THIS DECADE WITNESSED THE RISE AND INEVITABLE CLASH OF TWO PRESTIGIOUS MOTORCYCLE RACING TALENTS, VALENTINO ROSSI AND MAX BIAGGI, AS WELL AS THE INSPIRING STORY OF OSCAR PISTORIUS AND SOME SERIOUSLY ADVANCED TECHNOLOGY.

AS YOU WILL DISCOVER, LEGENDS ARE CREATED EVERYWHERE.

EDITOR
ED ANDREWS

SUB EDITOR
SHELLEY JONES

CREATIVE DIRECTOR
ROB LONGWORTH

DESIGNER
FABRIZIO FESTA

WORDS
ED ANDREWS, ZACHARY DRAKE,
OLIVER PELLING

IMAGES
ROBERT M BALL, DOM DAHER,
ARIEL ZAMBELICH, CHRIS SILAS NEAL,
DOUGLAS SONDEERS

COVER ILLUSTRATION
MAGNUS VOLL MATHIASSEN

PUBLISHED BY
THE CHURCH OF LONDON
71A LEONARD STREET
LONDON, EC2A 4QS, UK

WWW.THECHURCHOFLONDON.COM

THE ARTICLES APPEARING WITHIN THIS PUBLICATION REFLECT THE OPINIONS OF THEIR AUTHORS AND NOT NECESSARILY THOSE OF THE PUBLISHERS OR EDITORIAL TEAM





A TRIBUTE TO THE LATE MARCO SIMONCELLI,
A MOTORCYCLE RACER WHOSE CHARISMATIC
FLAME BURNED BRIGHTER THAN MOST.

WORDS ZACHARY DRAKE PHOTOGRAPHY C/O DAINESE ARCHIVE

The first time the world noticed Marco Simoncelli he was riding a comically diminutive minimoto. The nine-year-old racing prodigy was all elbows and knees, all hunkered-down stance and quick, diving lunges. Every kid has to ride these bikes in a caricature of race style but young Marco's act was somehow more dynamic, more extreme than the rest. You could sense the spirit in the boy. You could understand from the very way he sat on that screaming little motorcycle that this was a kid who could go far. He carried the splay-legged, wide-armed posture of his earliest racing career all the way to MotoGP.

The Simoncelli family photos tell a story of a childhood dominated by the steel of a motorbike underneath him. The olive-skinned boy with an innocent gaze survived in the stretched-out teenager and then, as the twenty-something top-flight factory rider in MotoGP. At the heart of Marco's appeal was that expansive, open-hearted honesty that you could see in his gaze. The world would take notice of Marco right up to the end.

Born in 1987 and raised just up the coast from Rimini on Italy's Adriatic shore, he raced minimoto from the age of seven, winning the Italian Championship at the age of nine. Five years later he would enter the World Road Racing Championships, moving up rapidly through the 125cc and the 250cc classes. In 2008, he won the World 250cc Championship riding for Gilera and continued success saw him step up to the premier MotoGP class, at the start of the 2010 season, signing for the Gresini Honda team. Showing instant, if inconsistent, promise on the top-end bikes, he was widely tipped for future glory. Until, that is, the tragic day at Sepang where the Simoncelli flame would be cruelly extinguished.

Ok so he had the hair. He was young and pretty, and he could ride like a demon. But how does that account for the charismatic legacy left by Marco Simoncelli?

Sometimes, it's just someone's inherent beauty, something that shines from somewhere invisible that resounds in people's memories. It's a truism that race fans the world over like their racers to be infused with a little bit of something other than pure, clinical ability. And whatever that special something is can we call it spirit? Marco Simoncelli had it in abundance.

How you break that spirit down is a complex nexus of attributes. Sure, he was devilishly quick and apparently fearless, especially on tighter, technical circuits where aggression and tenacious desire to win can be a dominant factor. He was charismatic too. He never minded speaking his mind - and wielded the mic with aplomb, pushing any motorcycling crowd's buttons perfectly. Fans knew he hadn't been moulded by media training and corporate communications strategies. He just loved riding fast on a motorcycle and was obviously very happy to be getting paid for the privilege. He was just like they would have been, in other words, had they been blessed with the raw talent and opportunities that came his way.

When someone as young and full of charisma and talent as Marco loses his life, a legion of fans, racers, bikers, sportsmen, family and friends are, of course, devastated. The web is full of photographic and video tributes to the young man, and the factors that caused his death have been picked overtime and time again by them all.

All these speculations mask what is difficult for rider and race fans alike to contemplate. It's a simple fact. Motorcycle racing - no matter how many traction controls, innovations in protective gear, circuit design and track-side medical facilities come into the sport - is still very, very dangerous. And this, of course, is part of what draws us all to the glory of its drama and to riders like Marco Simoncelli who choose to ride that tight line between glory and destruction ●



FLAT OUT

WORDS [OLIVER PELLING](#) PHOTOGRAPHY [ARIEL ZAMBELICH](#)

COMPETITIVE DOWNHILL
MOUNTAIN BIKER,
PROFESSIONAL SKIER
AND SCIENCE TEACHER:
[ADRIENNE SCHNEIDER](#)
IS SQUEEZING IT ALL
INTO A DAY'S WORK.





There are few people who can honestly say that every single aspect of their life is busy. Yet Adrienne Schneider, a self-funded competitive downhill mountain biker, professional skier (and instructor), skydiver, whitewater kayaker, part-time brand rep and full-time teacher, is, in the most literal sense of the word, very busy.

“I just can’t sit still, the idea of boredom scares me,” says the lively thirty-six-year-old over the phone from her home in Incline Village, Lake Tahoe. This setting, the biggest playground in the area according to Adrienne, is the perfect habitat for an eager, multi-talented action sports enthusiast who sees driving as downtime.

“We have three mountain-bike parks and twelve ski resorts within an hour,” she says excitedly. “I could ski in the morning, whitewater kayak in the afternoon, and still go for a bike ride in the evening. It’s amazing out here.” No need for television then: she hasn’t had one for fifteen years.

Brought up in northern Michigan, Adrienne’s attraction to fast-moving machines started at a young age, her father bought her a motorcycle when she was seven and a snowmobile a year later. “I think he wanted a boy,” she laughs. “But he didn’t get one, so I was definitely raised to keep up with the boys. He was always pushing me and he let me know that I could do anything I wanted.”

Despite taking to two wheels early on in life, it wasn’t until she was sixteen that Adrienne first took a ride on the humble, motor-less mountain bike. And even then, it was another four years until she really began taking it seriously and entering competitions. This path to two-wheeled glory was

diverted by two planks. In her late teens, she made a name for herself as a professional downhill skier (as well as dabbling in ski and boardercross too) and travelled to competitions throughout the States off the back of her winnings. She even found time to work as a race coach along the way.

But at twenty years old, she moved out west and put a big slice of her abundant energy in mountain biking. After a couple of races she was spotted by Jan Karpel of Karpel Bikes, who, shocked by the state of the bike she was riding, took her under his wing as her first official sponsor. “The first time I tried one of Jan’s bikes, I just fell in love. It was like a whole different sport!” says Adrienne. “Because of Jan, that’s where it really flourished and I realised that this could be something amazing. It’s a different feeling to a lot of other sports.”

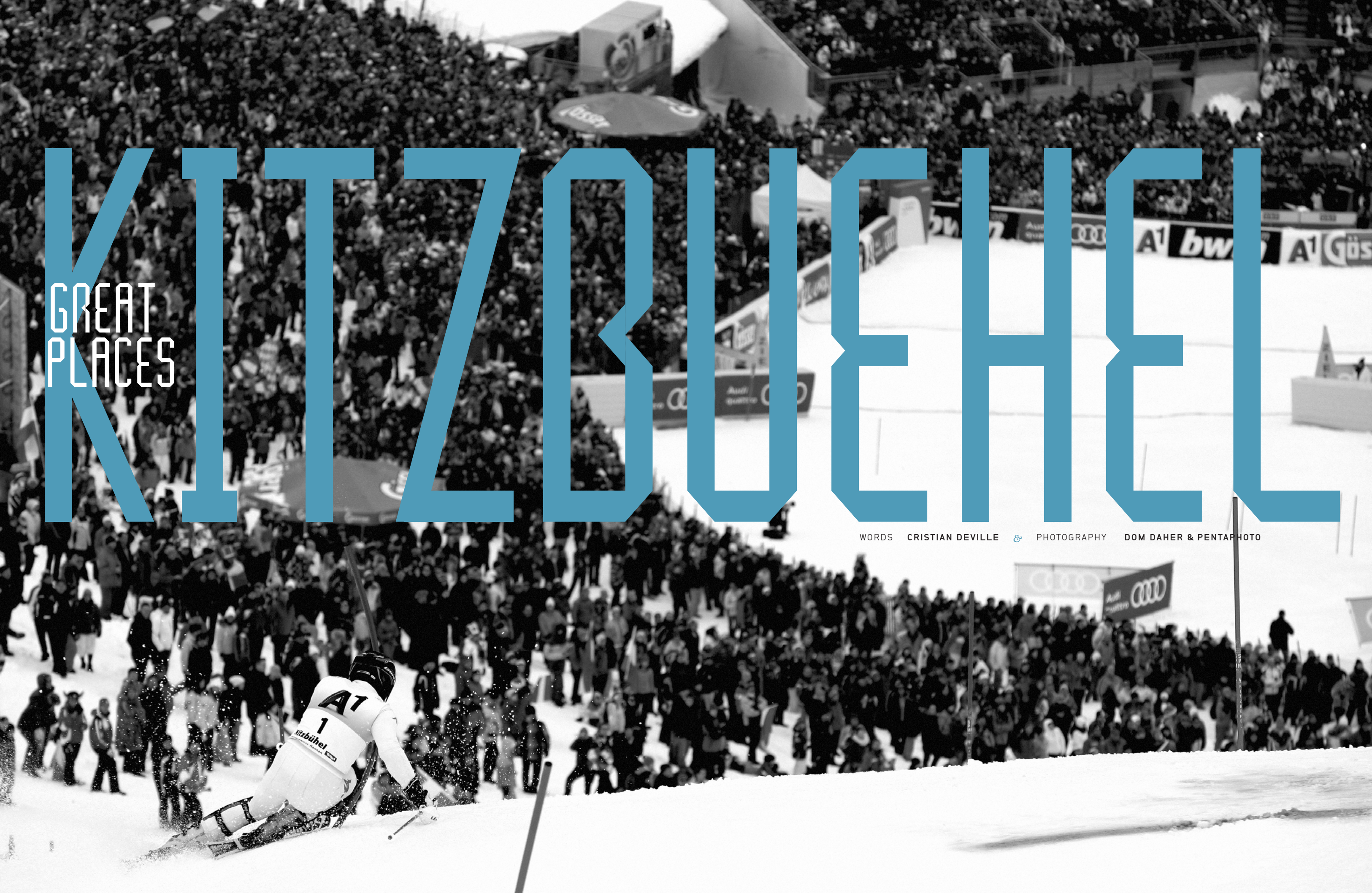
In 2012 alone, Adrienne won five local competitions of varying disciplines and placed second in two. This year was also her first season competing in the UCI Downhill World Cup circuit, taking her to races in Windham in New York, Monte Sainte Anne in Canada, and Fort William, Scotland. Not bad for someone who teaches oceanography at a local high school full-time.

“This year there’s been a lot of, ‘Pinch me please because I can’t believe I’m here and I can’t believe this is happening,’” she says enthusiastically. “I’ve been having the time of my life and, you know, dreams can come true. It’s cheesy, but it’s true. I don’t have a lot of the resources that Red Bull and those other brands do and I work a bunch of other jobs to make this happen, so I realise I’m not going to be on the podium every time. But I’d still do this forever if my body holds up!” ●

KITZBUHTEL

GREAT
PLACES

WORDS CRISTIAN DEVILLE & PHOTOGRAPHY DOM DAHER & PENTAPHOTO



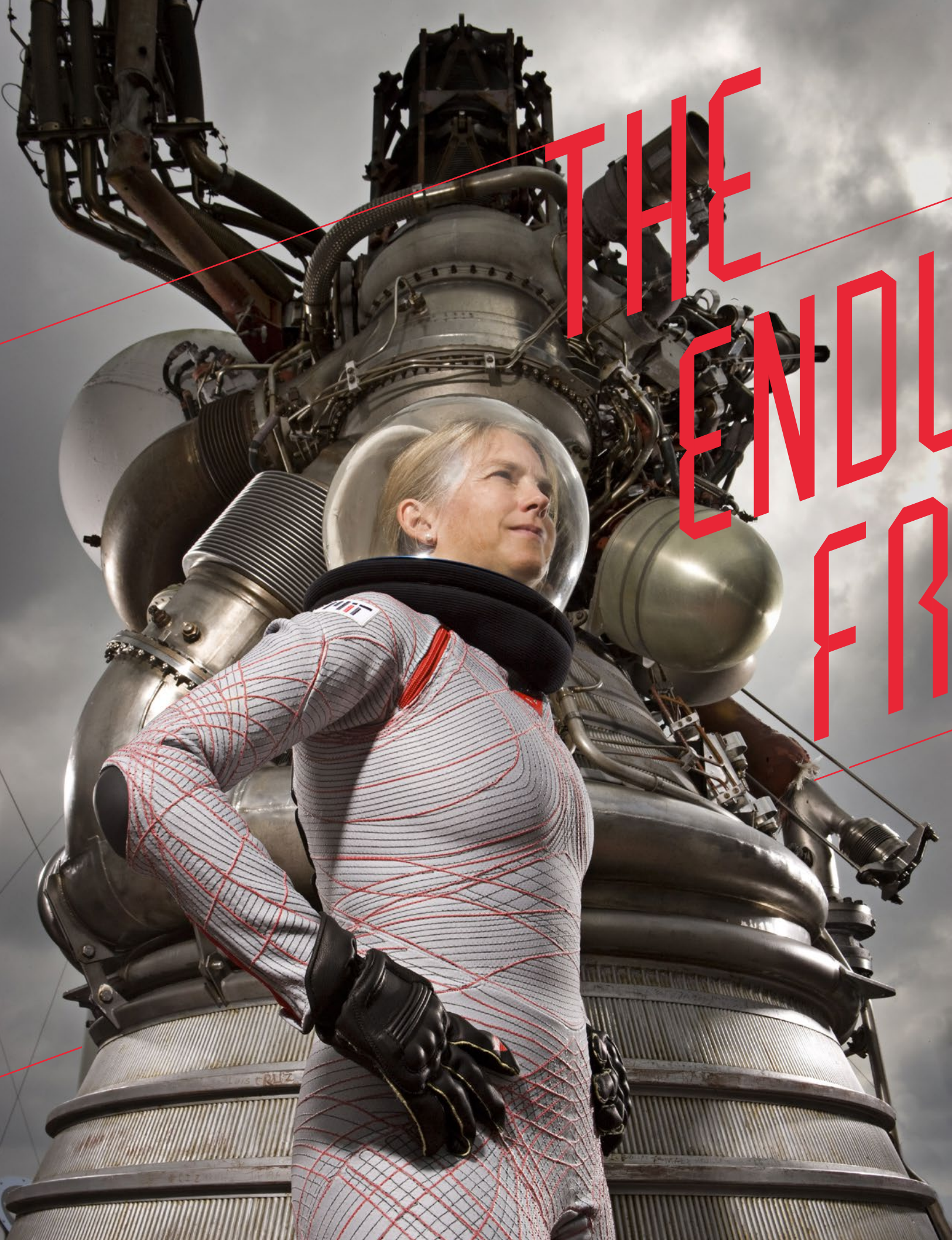
AT THE SITE OF HIS FIRST FIS WORLD CUP
SLALOM VICTORY IN JANUARY 2012, CRISTIAN
DEVILLE TELLS US WHY THE AUSTRIAN TOWN
WILL ALWAYS BE SPECIAL TO HIM.

I have always liked Kitzbuehel but since I won there last season, it feels like it's become my second home. It's a beautiful place and the atmosphere at the Hahnenkammrennen ski races are fantastic. Skiing is the national sport in Austria and so it's really rewarding to compete in a place where there's so much enthusiasm.

It's obvious to say but the day of that race I will remember for a lifetime. The previous evening, I had drawn the number-one bib and I said to myself, "This is my time!" After my first round though, I was in fourth place with a time gap that seemed impossible to recover and I thought that my first victory here would have been postponed. But the second race was incredible! And few could have imagined what happened, especially me. Not only did I recover the time gap but I cleared the slalom course in a second and a half less than my rivals. It was almost impossible. You need dedication and commitment to win - I train five hours a day and five times a week - but there's always a small element of luck too.

Ultimately, the most beautiful thing that binds me to Kitzbuehel is that they've put my name on one of the gondolas on the Hahnenkamm ski lift. It's part of a tribute to all the winners of this great classic skiing race. ●





THE ENDLESS FRONTIER

MIT PROFESSOR
DAVA NEWMAN
HAS TEAMED UP WITH
DAINESE TO BOLDLY
GO WHERE NO MAN
HAS GONE BEFORE

WORDS ED ANDREWS
PHOTO DOUGLAS SONDRERS

The inspiration for me was seeing the Apollo missions as a child. The ideas of space exploration and the endless frontier and seeing those guys go to the moon in the 1960s, I remember thinking that was what humans were supposed to do,” says Professor Dava Newman, an aerospace engineer at the space exploration-focused Man Vehicle Laboratory of Massachusetts Institute of Technology (MIT) in Boston.

The astro-fascinated Newman works as part of a team commissioned by NASA to develop a new spacesuit, called the BioSuit, for astronauts on extra-vehicular activity (EVA) on a manned mission to Mars, predicted to take place in 2030. Mars has one third the atmospheric pressure of Earth, one third of the gravity and it’s composed of CO₂, so a specialist suit will be needed to keep humans alive on the Red Planet. “Even though I’m an aerospace engineer, my speciality is biomedical so it’s a real passion of mine to be able to study how the human body performs in that environment,” says Dava.

Since their development in the 1950s, traditional spacesuits have worked by exerting the pressure needed to keep humans alive in the vacuum of space through a gas-pressure system. The concept of these new BioSuits is to create a second skin around the astronaut that applies the same pressures a gas suit would, but mechanically and directly on the skin. This sleeker, mechanical counter pressure system is much lighter (10-20kg compared to a gas suit’s 140kg) and would allow for greater movement and mobility, also reducing the physical workload on the astronauts taking spacewalks and other activities out of the space vehicles. Another benefit of the BioSuit is that minor scrapes can be fixed with a ‘smart bandage’, whereas any tear in a conventional gas suit causes depressurisation and is a major emergency that requires the astronaut to abandon their work and return to their space station or pressurised vehicle.

“We could probably still go to Mars with the conventional spacesuit technologies we have and struggle along,” says Dava. “But the BioSuit empowers this exploration and we’ve got the time to work on it.”

In 2006, the team at MIT recruited Dainese to help with the manufacture of four advanced prototypes of the BioSuit. Dainese were able to lend their specialist sewing techniques to the project as well as helping to manufacture a unique passive elastic white material, a breathable sealer layer and the black and gold threads for the patterning that exerts the critical pressure on the body. But Mars’ atmospheric pressure is not the only thing the suit must protect against. The team are currently investigating systems for the suit to protect against radiation from solar flares, as well as integrating a life-support system that provides oxygen to breathe, disposes of CO₂ and other waste gases, and works with outer garments to provide thermal control.

And the test phases are well under way. In preparation for future missions in the BioSuit, the team have been testing out the suit in vacuum chambers, in the reduced gravity found underwater at the MIT swimming pool and in NASA’s parabolic aircraft, which recreates zero gravity through short nosedive flights. One specific goal for 2013 is to implement the use of shape memory alloys to increase the pressure exerted on the body.

So why’s Mars the next hurdle for humanity? “The scientific goals of missions to Mars are very explicit: the search for life,” says Newman. “I don’t think of it in terms of intelligent life, more four billion-year-old bacteria. It’s like searching for fossils. People may ask why humans should go when NASA’s Curiosity Rover is there already, but humans are simply the best explorers we have!” ●



THE
2000S

ILLUSTRATION CHRIS SILAS NEAL

NUMBER

NINE-TIMES MOTOGP WORLD CHAMPION
VALENTINO ROSSI CARVED HIS NAME
ON THE 2000S LIKE NO ONE ELSE.

UN

WORDS ED ANDREWS
PHOTO C/O MILAGRO



There's a lot of adrenaline before the race but it's a good feeling. But after the race starts, you are in another dimension. You get this high level of concentration and do what you have to do. Everything becomes clear," says Valentino Rossi, describing the unique focus that has led him to dominate motorcycle racing in the 21st Century.

Born in the town of Urbino in 1979, Valentino Rossi embraced speed from a very young age. With a taste for going fast inherited from his Grand Prix-racing father Graziano Rossi, he was racing karts when he was just five years old. After winning many regional championships in karting, Rossi moved over to get his baptism in motorcycle racing in the 50cc world of minimoto in 1991. With an eviable talent on two wheels clearly emerging, he was soon rising up the classes: 100cc then 125cc with his first 125cc Grand Prix in 1996. Just one year later, he was standing on the top of the podium in Sentul, Indonesia having been crowned the 125cc World Champion.

But this wasn't beginners luck. Throughout the decade, he would go onto dominate the newly established MotoGP World Championship. Up until the 2010 season, he's finished in the top three with a total of nine World Championship titles - claiming victories with three different bike teams; Aprilia, Honda and Yamaha. He currently holds the all-time record for most 500cc Moto GP race victories - a total of seventy-nine. His record of 105 race wins is second only to Giacomo Agostini's of 122.

During the decade, the man nicknamed 'The Doctor' brought much drama and excitement to the sport in his pursuit of victory, backing up his talent with colourful character, passion for unconventional helmets and race suits - look up the meaning of his risqué 'WLF' moto emblazoned on his chest in kangaroo leather. On the track, his epic battles and fierce rivalries also etched themselves into motorcycle racing folklore, like the season-long fight for supremacy with Max Biaggi in 2001 and, of course, the battle with Casey Stoner at Laguna Seca in 2008 that saw Rossi audaciously cut the final corner of the Corkscrew to take the race and cause Stoner to crash out. "Stoner started to hate me just because he lost," he says, mischievously. "After that, he always seemed to talk about the past, this race, because he wasn't man enough to understand that at that time, he lost!"

And when Rossi won, he made a show of it with his flamboyant celebrations put on at request of his fans: think wheelies, riding sidesaddle and even rabbit ears. "In the last few years, the sport has become too serious and so have the riders," he says with a smile. "In the past, it was more just about bravery but now everybody is more serious and very athletic. They diet and train a lot and don't have a normal life. I think it's important to be able to have fun too!"

Rossi remains one of the most famous faces of motorcycle racing and is still competing today. He may fondly cling to the number 46 as his racing number - in tribute to his father - but Rossi is very much number one.

"For me it's the taste of the victory," says Rossi of what keeps him glued to his bike. "It's something different from all other things. It's like a drug. This is the main reason for racing. Unfortunately, it's very short-lived - only three or four hours - the next day, you need more. It never stops." ●

WORDS ED ANDREWS & OLIVER PELLING ILLUSTRATIONS ROBERT M BALL

GOALS

inspirational

THE 2000S BORE WITNESS TO AMAZING
FEATS FROM TRUE LEGENDS. THOSE FIGURES
WHO TRANSCENDED THEIR SPORT AND
CAPTURED IMAGINATIONS THE WORLD OVER.

MAX BIAGGI

b. 1971



In a world where superstars are bred since childhood, it's refreshing that motorcycle legend Max Biaggi got his first motorcycle on his seventeenth birthday. He had always wanted to be a footballer, but it's testament to his immense talent on two wheels that he was racing 125cc the following year and in 1990 he won his first title at the Italian Sport Production Championship.

The 1990s saw his inevitable rise in the 250cc World Championships. He would win the world title four times before graduating to the 500cc and MotoGP World Championships. In the 2002 season, the man nicknamed 'il Corsaro' did epic battle with Valentino Rossi for the MotoGP crown, beating 'The Doctor' in Brno, Czech Republic and Sepang, Malaysia. Although he would eventually succumb to Rossi, such a fight would cement himself into motorcycle history nonetheless.

From MotoGP, he switched to the World Superbike Championship in 2007 and won his debut race at the Losail International Circuit in Qatar, one of only five racers ever to do so. He finished third overall in his rookie year. Yet glory wasn't left waiting long, at the end of the decade in 2010, he would claim his first Superbike World Championship.

But content to make his mark and then move on, in November 2012, Biaggi would retire from motorcycle racing with his head held high, boasting twenty-one wins and seventy podiums in the Superbike series.

At the time, he would tell a press conference at the Vallelunga circuit near Rome, "Time goes by and you can't stop it. I'm not like some politicians attached to their position. It's right to make way for the young."



KELLY SLATER

b. 1972



A true champions' champion, pro surfer Kelly Slater is the closest thing to a god among men in the surfing world. And no, that's not just hyperbole. A record-breaking eleven-time ASP World Tour Champion, Kelly first won the title at twenty years old and his latest world title when he was thirty-nine made him both the youngest and oldest surfer ever to have done so. He surpassed the achievements of his childhood hero, Tom Curren, in 2007 by becoming the leader in all-time event wins. In brief, Kelly Slater rules the waves.

Born in 1972 in Cocoa Beach, Florida, Kelly was never far from the ocean. His local spots broke farther out to sea and provided the perfect conditions for a young surfer to hone his craft. Having first whet his appetite for surfing in kindergarten, he was already turning heads and shredding swells by the time he was in his preteens.

An amateur champion, Kelly proceeded to dominate competitions all over the world and ushered in an entirely unseen style of surfing, where the wave was submissive to whatever lines the surfer wished to pursue. The sheer amount of victories on Kelly's belt is second only to the style with which they were obtained a style so progressive that it left other competitors scratching their heads. To this day, Kelly Slater regularly out-surfs four different generations of surfing royalty.

And that's what really sets Kelly apart, the fact that at the age of forty, in a sport full of limber, young athletes, where twenty-five-year-olds are considered over the hill, he's still on the top of the pile.

Still competing today, he's still the man to beat and he will certainly go down in history as one of the most influential surfers that has ever lived.



OSCAR PISTORIUS

b. 1986



"You are not disabled by the abilities you have, you are able by the abilities you have," Oscar Pistorius, Paralympic gold medal winner, once told a journalist. Born with the condition of *fibular hemimelia* in 1986 in Johannesburg, South Africa, Oscar had both of his legs amputated from beneath the knee when he was just eleven months old. Yet his achievements to date, which include an incredible six Paralympic gold medals (as well as one silver and bronze), serve as a testament to Oscar's triumph over adversity.

Utilising prosthetic blades attached below the knee, Oscar first began to take running seriously in 2004, after a knee injury sustained during rugby left him on a rehabilitation program. Now, Oscar competes in T44 events, which are usually reserved for single below-knee amputees (T43 is for double below-knee amputees). He's even competed in able-bodied races, a feat which proved to upset a few people who protested that Oscar's blades gave him an unfair advantage.

As a result of such complaints, Oscar was banned from participating in able-bodied races in 2008, after the International Association of Athletics Federations ruled that he enjoyed considerable advantages over other competitors. This controversial decision was reversed later in the year, and Oscar was free to participate in any competition he wished.

And so at the 2012 Olympic games, Oscar became the first ever amputee to take to the track, competing in the 400m. A few months later, in September, Oscar entered the Paralympics and won two gold medals as well as one silver breaking the world record for the T44 100 metres in the process.

Over the course of the past eight years, the fastest man on no legs has won twenty-three gold medals in disability sports events and cemented his position as one of the most gifted and remarkable athletes in living memory.



SERENA WILLIAMS

b. 1981



Serena Williams is one of the greatest tennis players of all time, regardless of gender, and throughout the noughties, became one of the sports most-talked about stars.

In a career spanning seventeen years, she's been ranked the world number one on five separate occasions by the Women's Tennis Association, claimed thirty Grand Slam titles, she's won four Olympic gold medals and at the London 2012 Olympics, she became the first player in the history of the sport to win the Career Golden Grand Slam in both singles and doubles. If you look up Serena on Wikipedia, it's so full of awards and accolades that Wikipedia states: 'This page may be too long to read and navigate comfortably.' Wikipedia can't handle Serena Williams.

Born in 1981 in Saginaw, Michigan, Serena and her mother, father and four sisters moved to Compton, Los Angeles when she was a child. The young prodigy had picked up a tennis racket by the time she was five, and undertook strict two-hour training regimes run by her father, Richard Williams, who had studied the game and was determined for his daughters to succeed. Moving to Compton was no accident Richard wanted to show his family how tough life can be in an attempt to spur them on to work harder towards reaching their potential and attaining their dreams, and hopefully inspire others to do so too!

Eventually, the family moved from Compton to West Palm Beach, Florida where Serena and her older sister, Venus, would attend Rick Macci's prestigious tennis academy. Serena's professional debut was in 1995, when she was just thirteen. She battled her way up the world rankings throughout the late 1990s, often against her own sister Venus, and by the early 2000s, she was winning Grand Slam singles titles. In 2002 alone, she would win the US and French Opens and Wimbledon.

Today in 2012, Serena Williams still remains the third-ranked women's tennis player in the world. A true, enduring talent ●



THE AGE OF AIR



THE DAWNING OF THE 21ST CENTURY BROUGHT
ABOUT A WHOLE NEW WAY OF PROTECTING MOTORCYCLE RACERS.

Words **ED ANDREWS**



The electronic technology inside the D-air system

Since 1972, Dainese has made great improvements to motorcycle protection. By the early 2000s, their glove, race suit and boot technology had greatly increased protection without restricting riders' movement and function. But motorcycle racers still lacked critical protection in the neck and shoulders. Neck injuries are, of course, very severe and broken collarbones remain one of the most common injuries for professional motorcycle racers.

A system was needed that would provide vital cushioning for these areas in the event of an accident but would not restrict any movement – essential for some of the best motorcycle racers in the world. The solution came in the form of the D-air racing system.

“The D-air racing is an airbag that’s inflated on impact that protect the shoulders and limit the movement of the head during a fall so reduce the force reduction to the neck,” says Alessandro Bellati, Project Manager of D-air racing at Dainese. “In addition, the D-air racing keeps the helmet edge away from the collarbone during crashes. This also prevents fractures caused by this accidental contact.”

The development of D-air racing first began in 2000. In 2005, Dainese teamed up with University of Padua. “This collaboration started with a preliminary theoretical study that tried to identify the algorithm for triggering the airbag,” says Alessandro who started working on the project at the

time as a Ph.D student at the university. “From here, finding a proper activation method for the airbag was definitely a big challenge that involved identifying the proper sensors and creating an electronic system around this.”

This algorithm is key to D-air racing as it needs to determine when exactly the rider is having an accident from many electronic gyroscopic sensors on the rider and the bike. Obviously, the timing and accuracy of this system is critical for its success. After this, there are further challenges with the need to make the complex system lightweight and able to fit in a very small space inside the aerodynamic suit of a rider. “You also have to convince the riders that the system could be beneficial too,” Alessandro adds.

By 2006, the collaboration culminated in a prototype being successfully tested in a stunt test crash at the Adria International Raceway in northern Italy. From here, Dainese began developing the system in-house. The first D-Air racing system was tested by Dainese riders at the end of the MotoGP season in 2007. Valentino Rossi then tested a lighter, sleeker system in 2008, and by 2009, Dainese released their first suit with the D-air racing system fully integrated into the design.

Since then, Dainese has applied the technology to their D-air street body armour system and jackets that were released in 2011, providing the same protection for everyday motorcycle riders as the world’s top racers. Innovation may start on the track, but it certainly doesn’t end there ●

D|air
Street

Total deployment
time starting from
45 milliseconds

Chest impact forces
reduced by more
than 70%*

No physical
connection to the
motorcycle



Dainese D-air® Street. The airbag that protects on the track now protects on the road.

3 sets of sensors and a sophisticated triggering algorithm mean that D-air® Street can deploy to protect a rider's chest and back in just 45 milliseconds. After which its high-pressure airbag reduces chest* and back** impact forces by more than 70%, while also limiting neck movement during rolling. D-air® Street has already proven its reliability in over 150,000 km of testing and is the first airbag system for rider and pillion to operate without any physical connection to the bike. D-air® Street has passed more than 800 tests and achieved prestigious TÜV SÜD certification. D-air® Street is available in two models, the D-air® vest and D-air® GORE-TEX® jacket.

Discover D-air® at: www.dainese.com/d-air

Protection that's comfortably streets ahead!

*Measured in accordance with European draft standard prEN1621.3/10, with airbag deployed.

**Measured in accordance with European standard EN1621.2, with airbag deployed.

Follow us on:
facebook.com/daineseofficial

