LE PAVÉ DANS LA MARE
MOTO magazine
★★★★★
BEST QUALITY / PRICE RATIO

X.D1

«*NEXX FAIT DE L'OMBRE À SHOEI & BMW*»
«NEXX OVERSHADOWS SHOEI & BMW»

Moto Magazine

Nine of the best Dual Sport helmets in the market, were submitted to technical tests and test drives by the well-known French magazine MOTO MAGAZINE.

AIROH S5
ARAI TOUR-X 4
BMW GS
CABERG TOURMAX
AIROH S5
GIVI HPS X.01 TOURER
NEXX X.D1
SHARK EXPLORE-R
SHOEI HORNET ADV
X-LITE X-551 GT

«X.D1 strength lies in its versatility, price and modest weight.

Road Experience

Welcoming, with a plush inner lining, balanced weight and extensive features, the X.D1 shows an aptitude for travel.
The 2000 km covered confirm this. The miles pass with ease. The wide eye port allows you to savor the scenery. Weather changes are well managed (proper ventilation, anti-fog supplied, visor with water tight seal, good sun visor). We just noted some sensitivity to cross wind, especially around the peak, which despite not being adjustable, is extendable. With the peak removed, X.D1 turns into an aggressively styled full-face. Soundproofing is acceptable, but earplugs might be welcomed on long distances.

Functional form

Stylish and functional this helmet comes complete with a versatile kit of accessories, Ergo Padding system - a kit of foam pieces to adjust the fit, a drilled 'off road cover' to increase chin Ventilation, a spare peak extender, and even includes camera supports to preserve the helmet paint . In case of an accident, Emergency strap cheek pads allow the easy removal of the helmet. A system also offered by Shoei, Arai, BMW, etc»

SUMMARY OF TESTS

LE PAVÉ DANS LA MARE MOTO magazine — BEST QUALITY PRICE

SUMMARY OF TESTS

★★★★★ EXCELLENT ★★★★ GOOD ★★★ AVERAGE ★★ POOR ★ VERY POOR

BRANDS	Shoei	NEXX	BMW	Shark	X-Lite	Arai	Airoh	Caberg	Givi
Model	Hornet ADV	X.D1	GS	Explore-R	X-551 GT	Tour-X4	S5	Tourmax	HPS X.01 Tourer
Shell Material	Fibers	Fibers	Fibers	Fibers	Fibers	Fibers	Thermoplastic	Thermoplastic	Thermoplastic
Nrº Shell Sizes	4	2	2	2	3	3	1	1	1
Weight (in XL)	1620 g	1600 g	1740 g	1640 g	1770 g	1715 g	1500 g	1785 g	1615 g
Bouckle	Double D	Double D	Double D	Micro Metric	Double D	Double D	Micro Metric	Micro Metric	Micro Metric
Intercom ready	Yes	X-COM	Yes	Yes	Yes	no	no	Yes	no
Comfort	★★★★★	★★★	★★★	★★★★	★★★★★	★★★★	★★★	★★★	★★★
Sun Visor	No	★★★★	No	★★★★	★★★★	No	★★★★★	★★	★★★
Practicalities	★★★★★	★★★★★	★★★★	★★★★★	★★★★	★★★	★★★	★★★★	★★★★
Eye Port	★★★★★	★★★★★	★★★★★	★★★★	★★★	★★★★★	★★★★★	★★	★★★★
Ventilation	★★★★	★★★	★★★★★	★★★	★★★★	★★★★★	★★	★★	★★
Anti Fog	Pinlock Evo	Pinlock	Pinlock	Treatment	Pinlock	Pinlock	Optional	Pinlock	No
Soundproofing	★★★	★★★	★★★★	★★★★	★★★	★★	★★	★★	★★
Seal	★★★★★	★★★★	★★★★★	★★★★★	★★★★★	★★	★★	★★	★★
Road Skills	★★★★★	★★★★	★★★★★	★★★★★	★★★★★	★★★★	★★★	★★★	★★
Off-Road Skills	★★★★	★★★★	★★★★	★★★	★★★	★★★★	★★★★	★	★★★
Price Peak	n.c	24,95 ou 34,95 €	n.c	51 €	47 €	87 à 155 €	n.c	49 €	26 €
Price Visor	n.c	35,95 €	70 €	73,50 €	45 €	93 €	n.c	30,77 €	27,40 €
Technical score	8/10	**7/10**	7/10	7/10	6/10	6/10	5/10	4/10	4/10
Price	519 € to 619 €	350 to 390 €	499 to 559 €	369 to 399 €	450 to 540 €	579 to 689 €	250 €	255 to 285 €	199 €
Quality/Price Ratio	7/10	**8/10**	6/10	7/10	6/10	4/10	6/10	4/10	5/10

AWD DIESEL KLR650 / CHASING KLIM'S HISTORY / ADVMOTO RALLY 2015

ADVMOTO

DUAL SPORT NEWS

ADVENTUREMOTORCYCLE.COM

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NO MAPS NO GPS

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Jan/Feb 2016 | No. 90

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Voyager X.D1 Helmet by NEXX

by Stewart Townsend

It's been never-ending, my quest for a helmet that fits so well it's not begging to be removed by the end of a long ride. But now, after several weeks with the *NEXX Voyager X.D1*, I may have found it... the ultimate adventure helmet.

I was surprised by the light weight of the latest dual-sport/adventure helmet offering from *NEXX*. It's barely 53 oz., beating every other helmet I own. And its vibrant color scheme makes it stand out, extremely visible. A new safety feature we're seeing more often these days makes removal of the helmet from a downed rider easier: Just pull on two red tabs and the inner cheek pads disengage, allowing medical technicians to safely remove the helmet without stress to the head or neck. As a bonus, this feature also makes it easier to clean the interior.

I originally took the *Voyager X.D1* for six days of nonstop riding, 2,000 miles, two rain storms, three days off road, plenty of interstate traffic, and summer heat. I was astounded by how well it felt and breathed. It's been a big issue for me to find a dual-sport helmet that doesn't squeeze my cheeks and is prescription glasses-friendly. This one features an internal drop-down sun visor with an 80% tint, which can be used with or without the outer visor, still leaving enough room for prescription glasses. The outer visor can also be removed for off-roading with goggles and the beak is detachable, too.

I spent another week off-roading at a motorcycle training facility wearing the helmet all day during classes, and then on a tour of the northeast—pretty much nonstop for 5,000+ miles. The *Voyager X.D1* performed flawlessly, never feeling heavy or unbearable. Through the rain storms it kept me dry. And, there was plenty of ventilation, keeping my head cool on hot days.

The only real issues were slight vibration and wind noise from the beak when cruising at highway speeds. And, when using the *Bluetooth* system the wind noise was too loud for phone calls above 30 mph.

The *NEXX Voyager* has become my preferred helmet. I give it five stars as one of the best helmets I've owned. Barring a crash test I'm extremely happy with the way it's held up and performed. I don't think you can get a better helmet for the price.

MSRP: $499 **NEXXNORTHAMERICA.COM**

PROS

- Drop-down inner sun visor
- Prescription glasses-friendly
- Very lightweight
- Emergency pull tabs for inner linings

CONS

- Heavy wind noise at highway speeds
- Not *Bluetooth* phone-friendly above 30 mph

THE *RIDE* PRODUCT TEST

ADVENTURE HELMETS

The only helmet you need or just a pain in the neck? We put them through their paces on the road and on the rough

By Matt Hull **Photographs by** Gareth Harford

AN ADVENTURE HELMET is an off-road helmet that works equally well as a road helmet. The idea originally came from Arai in 2002 with the first Tour-X, responding to a demand from adventure bike riders for a road helmet that could also be practical off-road – they didn't want to have to carry a second helmet with them.

Off-road helmets have long snouts to give room around your mouth to breathe, large apertures for riders to wear goggles and let in as much air as possible, and they also need to have good vents. A peak is essential for helping to fend off branches or mud from the bike in front, as well as keeping sun out of your eyes, and they have to be lightweight.

Many purely on-road riders – especially those who ride a lot in town, as well as those who wear glasses – like adventure helmets for their roominess and airiness.

But for faster riding on the road, goggles are often an uncomfortable compromise; too much ventilation is bad in the cold and at speed a peak can wrench your head backwards.

We've been living with these helmets for months, giving us an overall impression of quality and durability. Especially for the test, we did 500 miles of road riding to check for visor seal and aerodynamics at speed, especially the effect of the peak.

They were tested with and without the peaks fitted and worn on a naked bike, off-roader and an adventure bike to see what effect the wind would have on buffeting, comfort and noise.

We also tested them off-road to try them with goggles, where appropriate. We were looking for how the lining felt after a hard day's riding, and whether a visor aperture that felt big enough on the road still felt adequate in the sweatier conditions created by off-road riding.

Comfort, quality, weight, anti-mist prevention, ease of use of the strap, washability of the interior, draft exclusion options and – where fitted – the effectiveness of a drop-down sun visor were all assessed too.

VISOR
They're the weak link on many helmets, and here they need to do even more jobs. Drop-down sun visors shouldn't be necessary with a peak, but many adventure lids have both.

INTERIOR
Is the padding removable? Does it wick away your sweat after a hard ride? Some also have quick-release cheek pads for removal in an emergency.

BIG HEAD
Adventure helmets are often wider, and the peak can stop them fitting in panniers or top boxes.

PEAK
They should keep mud, branches and sun out of your eyes. Too large and they act like a sail in the wind at cruising speeds.

VENTING
You need good vents in the front and on top, but they also need to be able to close for riding in the winter.

BUYING CHECKLIST

Six things to look for

1 REMOVABLE PEAK

This makes road riding much more comfortable. Naked bikes in particular can turn a peak into an instrument of torture for your neck.

2 WEIGHT

They are bigger than normal helmets and with the peak and attachments can get heavy – especially bad for off-roading.

3 DROP-DOWN VISOR

If you are a road-orientated rider, a drop-down tinted visor can be really useful. But how far does it lower and is it easy to operate on the move?

4 GOOD VENTILATION

Any form of off-roading will make you much hotter than road riding. The jutting jaw can help, but that should be as well as good vents, not instead of.

5 VISOR SEAL

Large, curved visors are more tricky to get a good seal so can let in annoying whisps of air at speed. And is there any anti-mist provision?

6 EASE OF USE WITH GOGGLES

How big is the aperture for use with off-road googles? When they're in place, does that still leave a good amount of room for cooling air to circulate?

Crash testing

All the helmets have been tested to the European standard for motorcycle crash helmets, ECE-2205 – look for a sticker to check this applies to any helmet. However, the UK government's SHARP helmet-testing programme has not yet tested adventure helmets.

Best all-round adventure helmet

Nexx X.D1 £269.99, patterns £299.99

www.factoryagencies.co.uk
Shell material Carbon/aramid/fibreglass
Weight as tested 1500g
Anti-mist Pinlock insert included
Drop-down visor Yes
Strap type Double D-ring
Use with goggles Yes with and without visor
Interior removable Yes
Compatibility with glasses Excellent
Chin draft deflector Yes, soft fabric

Not heard of Nexx before? Join the club. But it's a name we need to get used to, because they plainly know what they're doing. The X.D1 has everything an adventure helmet needs, making it our favourite all-round lid in this test: a great road helmet that can also keep you comfortable and safe off-road.

It works on road with the peak and even better without it, reducing drag and making it a great helmet for naked or sportsbikes. There is a drop-down visor (unlike the very similar Aventuro), a sumptuous interior with quick-release cheek pads, good visor mechanism with Pinlock included and good venting.

You can wear it all day on the road, the chin windstopper keeping out uncomfortable drafts.

When you get off-road, taking the visor off is fiddly but needs no tools and you can wear goggles easily with the visor raised rather than removed (although taking it off should keep it safe from scratching). Then change the chin vent for the freer-flowing one you get in the box, pop your goggles on and go get dirty.

It comes with side and top pods that have a flat surface on which to mount an action camera, more side pods to support quick-strap googles, and the rubber chin spoiler is designed to prevent hyper extension. There is provision for a built-in communications unit.

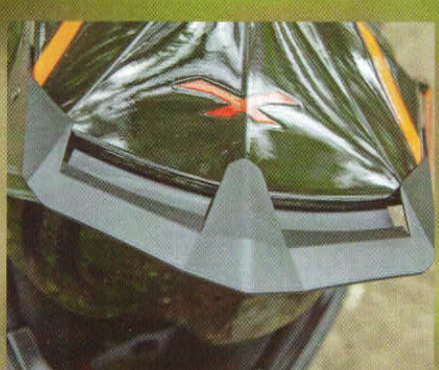
The X.D1 weighs more than the Touratech Adventuro as it is made from a heavier construction – but it is also £100 cheaper.

The Nexx wins because of its all-round ability, as well as its features and price.

Scores

Quality and finish	9/10
Visor	8/10
Interior	9/10
Venting	9/10
Comfort on-road	9/10
Suitability for off-road	8/10
TOTAL	52/60

No compromises when it's in road mode



Peak is adjustable and can be removed

Red tags signify quick-release cheekpads

Best for off-road

BMW GS Helmet
Plain £400, patterns £450

www.bmw-motorrad.com

Shell material Carbonfibre-reinforced plastic
Weight as tested 1450g
Anti-mist Pinlock insert included
Drop-down visor No
Strap type Double D-ring
Use with goggles Yes, with and without visor
Interior removable Yes
Compatibility with glasses Excellent
Chin draft deflector Two: mesh or soft fabric

The GS is the most off-road-orientated helmet here. It is superlight, with a long chin to give maximum air around the mouth, and the chin vent flap is removable for even more flow. Goggles are easy to use with or without the visor, and the peak is flexible for the bashing it gets off-road. On-road that peak is minimal enough to resist pulling your head about, in fact the best on test.

The visor seals perfectly and has a full-size Pinlock insert, the interior is perfect and it even works without the peak. It can also be fitted with BMW's communication system. Only the lack of internal sun visor, and the cost, drop the GS below the Nexx.

The GS is closest to a conventional off-road helmet

Scores

Quality and finish	9/10
Visor	9/10
Interior	7/10
Venting	9/10
Comfort on-road	8/10
Suitability for off-road	9/10
TOTAL	**51/60**

Best for road riders

Shoei Hornet ADV
Plain £369, colours £449

www.shoeiassured.co.uk

Shell material Lightwieght AIM+
Weight as tested 1500g
Anti-mist Pinlock insert included
Drop-down visor No
Strap type Double D-ring
Use with goggles Yes, with and without visor
Interior removable Yes, emergency Q-release
Compatibility with glasses Excellent
Chin draft deflector Removable net

The Hornet ADV replaces the popular Hornet DS. It is instantly comfortable, with a plush interior and Shoei's quick-release cheek pads for safe helmet removal in an accident. The visor and all the vents are easy to use with gloves. An improvement over many helmets is that you can remove the visor and the peak separately, making it great for use with goggles. The peak works well and thanks to the gills it is not caught by the wind – apart from side winds, oddly. It also noticeably quieter than the others. Weight is average but venting leaves room for improvement – you can get quite hot inside, especially if riding off-road. Overall, though, a very good helmet for road-inclined adventurers.

The Hornet ADV is one of the quietest helmets on test

Scores

Quality and finish	9/10
Visor	10/10
Interior	8/10
Venting	7/10
Comfort on-road	8/10
Suitability for off-road	8/10
TOTAL	**51/60**

Lightweight, the Adventuro is great for off-roading

Touratech Adventuro Carbon
Plain £369, patterns £399

www.touratech.co.uk
Shell material Carbonfibre
Weight as tested 1400g
Anti-mist Pinlock insert included
Drop-down visor No
Strap type Double D-ring
Use with goggles Yes, with and without visor
Interior removable Yes
Compatibility with glasses Excellent
Chin draft deflector Yes

> The Adventuro is 100 grams lighter than the similar Nexx thanks to its use of carbonfibre. Although generally well made, the clip at the back for holding the goggle strap is a little bit flimsy. There are many neat details, such as Bluetooth and camera mounts, but there is no sun visor. Mostly for those who ride mainly off-road.

Scores
Quality and finish 9/10
Visor 8/10
Interior 8/10
Venting 7/10
Comfort on-road 8/10
Suitability for off-road 8/10
TOTAL 48/60

AGV AX8 Plain £249.99, colours £259.99, carbon £399.99

www.agv.co.uk
Shell material Carbon/aramid/fibreglass
Weight as tested 1380g
Anti-mist No
Drop-down visor No
Strap type Double D-ring
Use with goggles Yes, without visor
Interior removable Yes
Compatibility with glasses Excellent
Chin draft deflector Yes

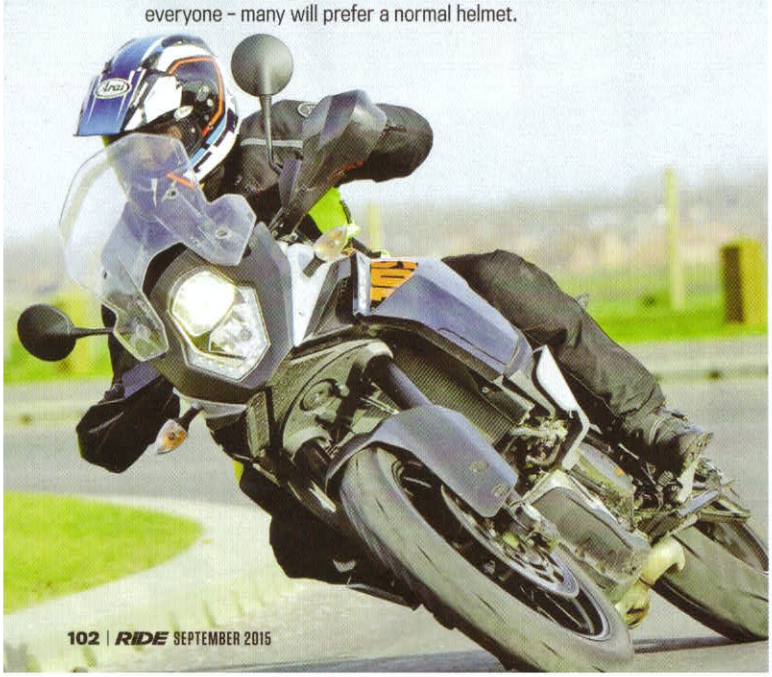
> The AGV is the lightest lid on test and looks the most aggressive. It is very comfortable and the peak doesn't get caught by the wind too badly at speed. Vents are OK, the interior is comfy if a little hot, and the visor is easy to use. The visor is separate to the peak but doesn't open high, and using goggles is tricky.

Scores
Quality and finish 9/10
Visor 7/10
Interior 8/10
Venting 7/10
Comfort on-road 9/10
Suitability for off-road 7/10
TOTAL 47/60

Featherlight AGV: comfy but better for road riding

On the road...

Most riders who wear a dual-purpose adventure helmet will spend more time on-road than off-road. All of them are loud compared to a traditional helmet, because of the peak and fittings, so pack earplugs. Many find that the peak and the large visor aperture make road riding a lot more pleasant than conventional full-face lids. The venting on the better helmets is great when behind large screens, but they're not for everyone – many will prefer a normal helmet.



Spada Intrepid Adventure £99.99

www.spadaclothing.co.uk
Shell material ABS **Weight as tested** 1600g **Anti-mist** No **Drop-down visor** Yes **Strap type** Ratchet **Use with goggles** Yes, with visor removed **Interior removable** Yes **Compatibility with glasses** Reasonable **Chin draft deflector** No

> This is very good for the price. We found it to be a good fit, with an interior that's nice to touch. There's an internal sunvisor, adjustable peak and a good view. Goggles can be used when the visor is removed, though the vents are a little weak. The peak is adjustable.

Scores
Quality and finish 7/10
Visor 7/10
Interior 7/10
Venting 5/10
Comfort on-road 8/10
Suitability for off-road 7/10
TOTAL 41/60

Spada is great value and does a good job at one penny under a ton

Arai Tour-X4 Plain £439.99, colours £499.99

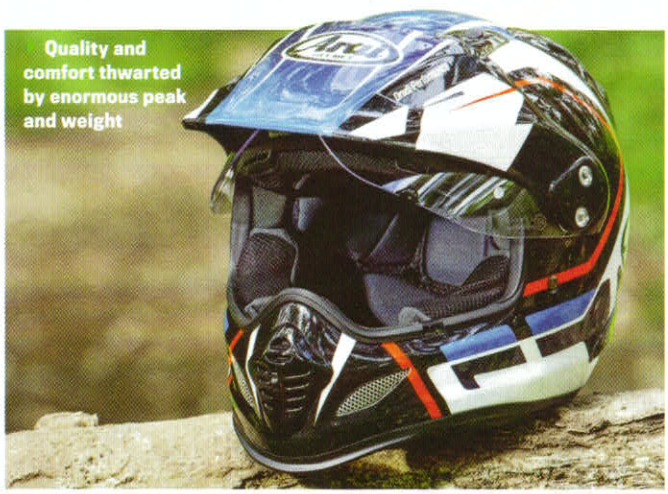
www.whyarai.co.uk

Shell material Laminate
Weight as tested 1620g
Anti-mist Pinlock insert included
Drop-down visor No
Strap type Double D-ring
Use with goggles Yes, with or without visor
Interior removable Yes, emergency quick-release
Compatibility with glasses Excellent
Chin draft deflector Retractable spoiler
Extras Pods for using without peak

› The Tour-X4 has the most sumptuous interior on test, and it seems to fit most head shapes perfectly. The visor aperture is large, with excellent fit for goggles, and the visor is brilliant. But it suffers from heaviness and the peak is too large at cruising speeds, forcing your head down and causing neck ache.

Scores

Quality and finish	9/10
Visor	9/10
Interior	9/10
Venting	7/10
Comfort on-road	5/10
Suitability for off-road	8/10
TOTAL	**47/60**



Quality and comfort thwarted by enormous peak and weight

Odd shape and the visor can let in rain

Held Makan £205

www.held.de

Shell material Fibreglass **Weight as tested** 1450g **Anti-mist** Pinlock ready but not included **Drop-down visor** Yes **Strap type** Ratchet **Use with goggles** Yes, without visor **Interior removable** Cheek pads only **Compatibility with glasses** OK **Chin draft deflector** No

› We found the shape peculiar – the interior seems to give more room around the crown than the cheeks, making it hard to get on. The cheek pads have a pump for better fit but few got on with it. Visor let in water when riding in the rain, though sun visor comes down nice and low.

Scores

Quality and finish	8/10
Visor	5/10
Interior	5/10
Venting	8/10
Comfort on-road	6/10
Suitability for off-road	7/10
TOTAL	**39/60**

Explore-R makes a great road helmet, with nifty features

Shark Explore-R Plain £299.99, patterns £329.99

www.shark-helmets.com

Shell material Carbon/aramid/fibreglass
Weight as tested 1450g
Anti-mist Yes, internal coating
Drop-down visor Yes
Strap type Ratchet
Use with goggles Yes, included
Interior removable Yes
Compatibility with glasses Excellent
Chin draft deflector Yes, with neck scarf

› This is the closest to a road helmet in shape and feel. Clever features include a quick release peak and visor, bamboo interior to wick moisture and goggles that fit to the sides. A waterproof neck scarf is integrated into the collar. Take the peak off and with the goggles fitted you have a funky retro lid, or change to the visor and have a good road helmet.

Scores

Quality and finish	8/10
Visor	7/10
Interior	9/10
Venting	5/10
Comfort on-road	8/10
Suitability for off-road	8/10
TOTAL	**45/60**

Held Alcatar £129.99

www.held.de

Shell material ABS **Weight as tested** 1380g **Anti-mist** Pinock ready but not included **Drop-down visor** Yes **Strap type** Ratchet **Use with goggles** Yes, with or without visor **Interior removable** Cheek pads only **Compatibility with glasses** Yes **Chin draft deflector** No

› Despite the price the Alcatar is more comfortable than its more expensive sibling, with a better shape too. Visor aperture is a good size and the sun visor effective, but the main visor doesn't seal properly. Good for the price if you don't fit the Spada Intrepid.

Scores

Quality and finish	7/10
Visor	5/10
Interior	7/10
Venting	6/10
Comfort on-road	7/10
Suitability for off-road	7/10
TOTAL	**39/60**

Alcatar is comfy and feels more expensive than it is

→

D311 is good value at £99 but check the shape fits you

Duchinni D311 dual Adventure £99

www.thekeycollection.co.uk

Shell material ABS **Weight as tested** 1600g **Anti-mist** No **Drop-down visor** Yes **Strap type** Double D ring **Use with goggles** Yes, but fiddly **Interior removable** Yes **Compatibility with glasses** Poor **Chin draft deflector** No

The D311 is only £99, which in this company is good value. The interior is comfortable but the helmet shape feels squat and both testers felt that their chins stuck out beneath the chin guard. The visor has no anti-mist and although goggles do fit, the aperture is small.

Scores

Quality and finish	7/10
Visor	5/10
Interior	8/10
Venting	5/10
Comfort on-road	7/10
Suitability for off-road	6/10
TOTAL	**38/60**

Caberg Tourmax Plain £189.99, patterns £214.99

www.cabergcares.co.uk

Shell material ABS **Weight as tested** 1600g **Anti-mist** Yes, Pinlock included **Drop-down visor** Yes **Strap type** Ratchet **Use with goggles** No **Interior removable** Yes **Compatibility with glasses** Reasonable **Chin draft deflector** Yes

This is the only flip-front helmet with a peak. So although the vents are not brilliant, you can pop the front up for maximum air. You can ride like this, but the flip and peak act as an air brake. It's no heavier than some on test and the peak comes off if you want. No good with goggles.

Scores

Quality and finish	6/10
Visor	7/10
Interior	7/10
Venting	5/10
Comfort on-road	7/10
Suitability for off-road	4/10
TOTAL	**36/60**

Only flip-up adventure helmet, but pricey for what it is

THE RIDE VERDICT

Best overall
Nexx X.D1
£269.99-£299.99

Best off-road
BMW GS Helmet
£400-£450

Best on the road
Shoei Hornet ADV
£369-£449

THE NEXX X.D1 was the surprise of the test, from an unfamiliar Portuguese brand. The X.D1 has the best mix of the features that most riders want, making it a superb road helmet with or without the peak, capable of being quickly altered for off-road use. Huge thought has gone into it and for a feature-packed helmet, £269 is a good price.

The BMW GS Helmet is a superb off-road helmet that is super-light, super comfortable and equally good as a touring helmet. The Nexx pips it to top honours on price and spec, though.

The Shoei Hornet DS is also Recommended, with its emphasis more on road riding, though it can deal with the dirt as well. Like this test's other winners, it does everything an adventure helmet should.

The Shark Explore-R will suit those who want a quality, aggressive looking helmet with some genuine off-road ability that actually works on-road with goggles. For those looking to spend under £100 it's hard to beat the Spada Intrepid, with its internal visor.

As with any helmet, our endorsement counts for nothing if you can't get one that fits you perfectly. Try several until you get the best fit for you. *R*

NEXT MONTH, TWO TESTS...
Short boots and hydration systems

THANKS to Dave Barkshire for the use of his superb Hit the Dirt enduro track for testing www.hitthedirt.net

NEW LOOK! MORE BIKES MORE ROUTES MORE KIT

RiDE

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New Yamaha XJR1300 Racer vs **BMW R nineT** vs **Triumph Thruxton**

PEAKED PERFORMERS
12 adventure helmets tested

BMW S1000XR
Full-throttle UK road test

9 771360 350142 09>
September 2015 £4.10