A NEW GENERATION PRO RACING SAIL.

RS:RACING EVOIV COMES FROM THE RELENTLESS PROGRAM OF RESEARCH, DEVELOPMENT AND INNOVATION BY THE NEILPRYDE DESIGN CENTER. WE TAKE A NO COMPROMISE APPROACH TO DEVELOPING SAILS THAT OFFER THE BEST POSSIBLE PERFORMANCE. DESIGNED WITH OUR TOP PRO RIDERS THE EVOIV HAS EVOLVED TO PROVIDE MORE SPEED AND CONTROL COMBINED WITH DURABLE CONSTRUCTION.

BALANCED LUFF CURVE creating perfect harmony between profile stability and twist for ultimate performance.

INTEGRATED COMPACT CLEW creates a continues sail outline, resulting in a more stable and more supported leech while keeping the clew inset for optimum stability and range of use.

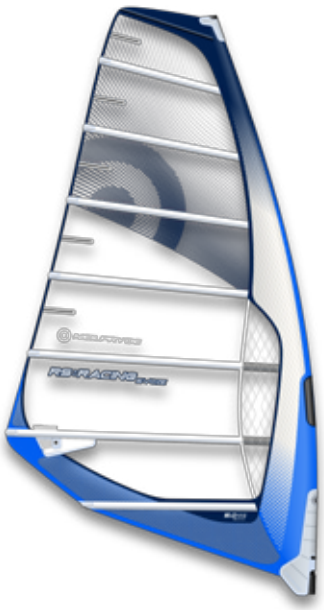
COMPONENT LUFF POCKET CONSTRUCTION AND INTEGRATED LUFF POCKET WINDOW: The luff pocket construction features a low friction material in the cam area, facilitating easier rotation. Kevlar reinforced material used in the upper luff pocket reduces sail weight while stabilising sail entry and twist.

NEW MODERATE ASPECT RATIO in sizes 5.8 to 9.5 – shorter boom length and longer luff for improved balance when manoeuvering around marks.

PROGRESSIVE LEECH TWIST with more release in the lower/mid leech for better control and top speed.

FORMULA SIZES 10.0-12.0 designed around the EVOIII with improved construction details.

NEW SMALLER SIZES – 5.8 AND 6.4: Smallest two sizes adjusted to achieve better covering of wind range.



SIZES:

5.8
6.4
7.0
7.8
8.6
9.5
10.0
10.7
12.0

INTEGRATED COMPACT CLEW

ULTRACAM

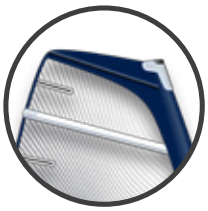
PRO TIP

I worked very closely on the design of the EVOIV with the NeilPryde Design Centre. With this sail we managed to come up with the fastest, most stable racing sail out there. I am confident going into the next season, that I have the best sail to win.

Antoine Albeau

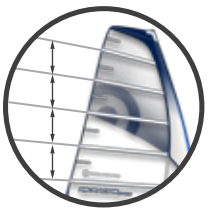

NEILPRYDE
RS:RACING EVO IV

RACING FEATURES



FLEXHEAD CONFIGURATION

A lightweight flexible tube enables the head of the sail to adjust dynamically by allowing twist along the horizontal and vertical axes. This reduces drag increasing top end speed, performance and stability.



PROGRESSIVE BATTEN AND CAM LAYOUT

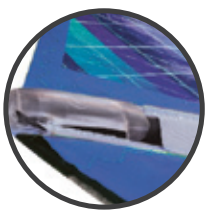
Batten and cam numbers are adjusted to the need of specific sizes. Large sails will need more battens and cams to insure stability while small sails will gain softness and maneuverability with less battens and cams.

FULLY TUBULAR BATTEN CONSTRUCTION

Reduces the weight of the sail while increasing leech reflex.

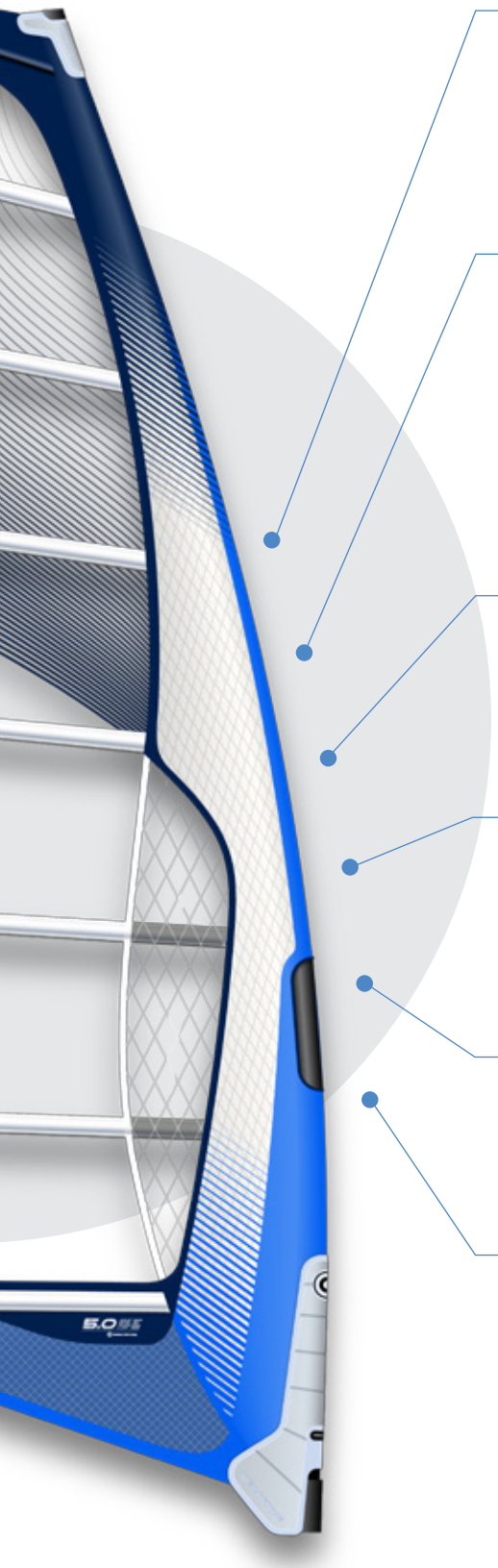
INTEGRATED COMPACT CLEW

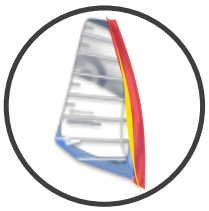
Best of both worlds - The best in handling and wind range through a shorter boom, while more stable in the mid leech and foot area through the continuous outline of the sail allowing the tension to run through the parameter of the sail.



BAT CAM BATTEN ADJUSTER

For the EVO III and MKIV we are introducing a new batten adjuster that will allow you to add the sufficient amount of batten tension without having to worry about damaging you bat-cam or struggling to get the right pressure on the cams.

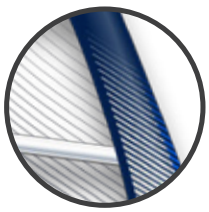




DYNAMIC LUFF-SLEEVE SHAPING

A. Increasing the width of the double surface leading edge in the area where the profile is the deepest, ie in front of the rider, helps to keep the draft stable in this critical area.

B. Decreasing the width of the double luff in the head allows the sail to twist off more smoothly and under less load. This reduces tension on the leech.

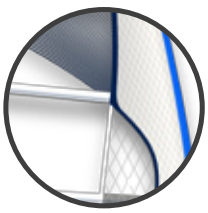


COMPONENT LUFF-POCKET

The luff pocket construction features a low friction material in the cam area, facilitating easier rotation.

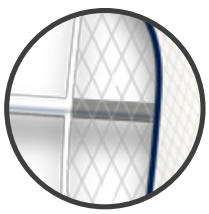
Stiffer material used in the upper luff-pocket reduces sail weight while stabilizing sail entry and twist.

Large window size for good visibility to leeward and ahead.



EASY TO FIND MAST JOINT

To help with pre-downhaul checks, all RS:Racing sails feature a clear mark on the luff pocket to show where the mast joint is when using the recommended mast.

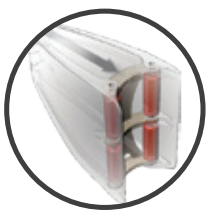


BATTEN POCKET PROTECTION

Heavy-duty, abrasion resistant print to help protect the cross-batten area from damage caused by the adjustable outhaul fittings and the boom.

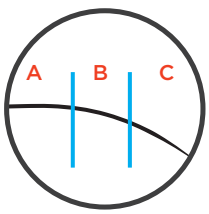
AERODYNAMIC BOOM CUTOUT CLOSURE

Prevents the apparent wind from blowing into the mast sleeve and generating drag.



ULTRACAM

Innovative suspended camber system dramatically improves sail rotation and acceleration out of gybes. Simultaneous tuning of battens and cambers makes the sail easy to tune.



3-PIECE BATTEN CONSTRUCTION – MID/LOWER BODY

A 3-piece batten provides the framework for the design of a smooth, lightweight and stable sail profile.

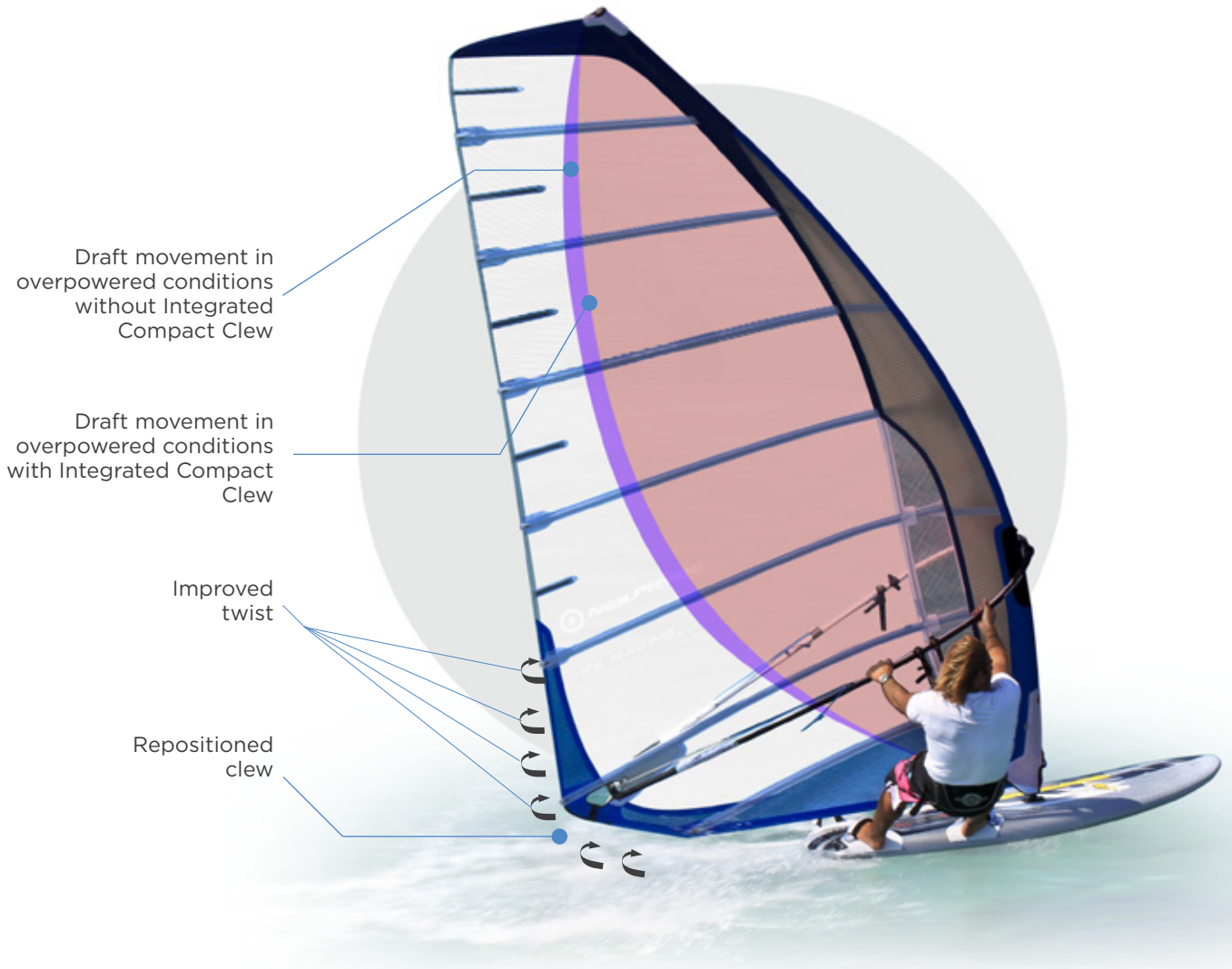
A. Carbon/fiberglass tube: stiffest section.

B. Hollow mid-section: medium stiffness.

C. Precision Tapered CNC Batten: variable stiffness.

INTEGRATED COMPACT CLEW

NeilPryde's Intergrated Compact Clew design eliminates the cutout at the clew and connects the foot area with the leech by closing the sail behind the boom end. This results in improved handling, stability and wind range.



CLOSURE SYSTEM

As with all new things the compact clew comes with design challenges.
One of the main objectives was to ensure the opening in the sail aligns at the same designated place each time. After experimenting we chose a simple and strong metal clasp, which is specifically designed to provide precise alignment when in a closed position.
We chose this system for its strength, simplicity, low profile and quick releasing ability but most importantly it will give the proper alignment each time the clasp is put together.

Mini Batten

MINI BATTEN

The mini batten just below the Integrated Compact Clew (ICC) is there to keep the back of the sail supported and to keep the surface clean and smooth. The tension will go through the perimeter of the sail keeping the foot and mid-leech stable for increased wind range and performance.