RS:RACING EVO 8

NEILPRYDE

RS:RACING EVO8

The all-new RS:Racing EVO8 delivers on speed as expected — it is brutally, abundantly, shockingly fast. The evolution comes in form of shaping and component tweaks that allow for an unprecedented level of power control and release, as well as ride customisation and adaptability to suit all sailors in all conditions.

RS:Racing EVO8 — speed, power and control, carefully crafted by experience.

Size	Luff	Boom	Base	Battens	Cams	Ideal Mast	Size	Luff	Boom	Base	Battens	Cams	Ideal Mast
5.2	404	170-175	34	8	4	370RDM	**9.2**	534	225-230	14	8	4	520
5.6	424	177-182	24	8	4	400RDM	**9.6**	544	229-234	24	8	4	520
6.4	447	186-191	18	8	4	430	**10.0**	555	251-256	36	9	5	520
7.0	471	196-201	12	8	4	460	**11.0**	577	268-273	28	9	5	550
7.8	493	206-211	34	8	4	460	**12.2**	602	285-290	52	9	5	550
8.6	518	217-222	28	8	4	490							

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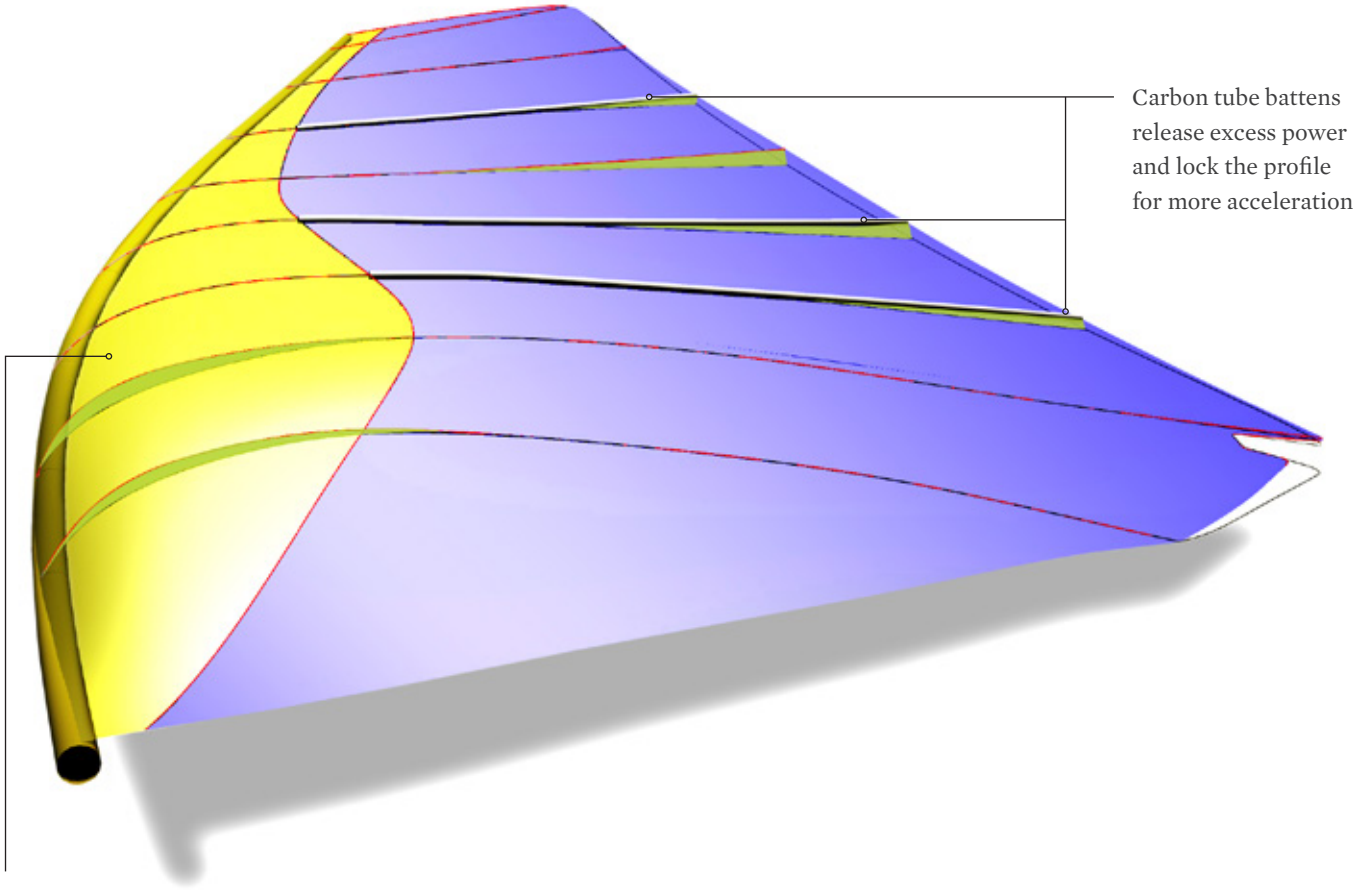
Highlights

Twist Shaping Concept

The new increased twist shaping concept incorporates powerful, forward-oriented lower body profile together with increased twist and profile reduction in the mid-body area of the sail. This concept retains the power and acceleration EVO7 is known for while at the same time increasing the release in the lower leech area. As a result, the new EVO8 rig can be sailed with more rake angle, increasing lift on the fin and improving top-end acceleration and speed. At the same time head twist is controlled in order to keep consistent pressure on the mast foot and prevent the nose of the board from lifting in gusts.

Carbon Battens

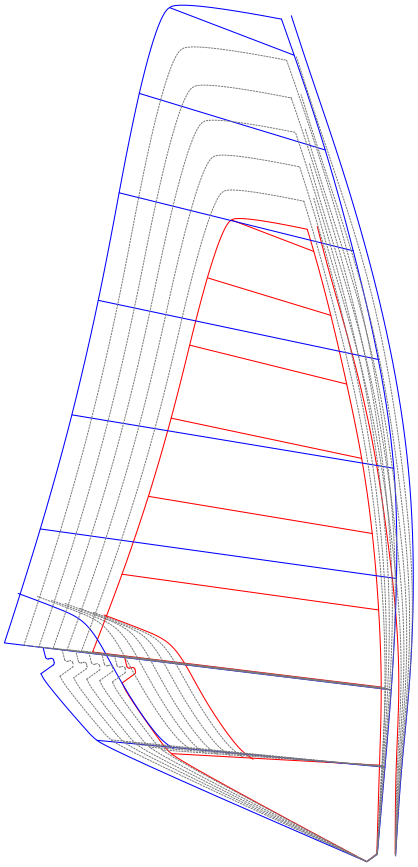
Complementing the twist shaping concept, the use of three carbon battens above the boom allows for smoother power release in the mid-leech section. This reactive mid-leech prevents the draft from migrating back and releases excessive thrust generated. Using carbon battens means that we could achieve the best stiffness to weight ratio, allowing for faster leech response. This power release system enables the rider to control the extra thrust created by the new sail profile, holding the shape and resulting in better acceleration.



Highlights

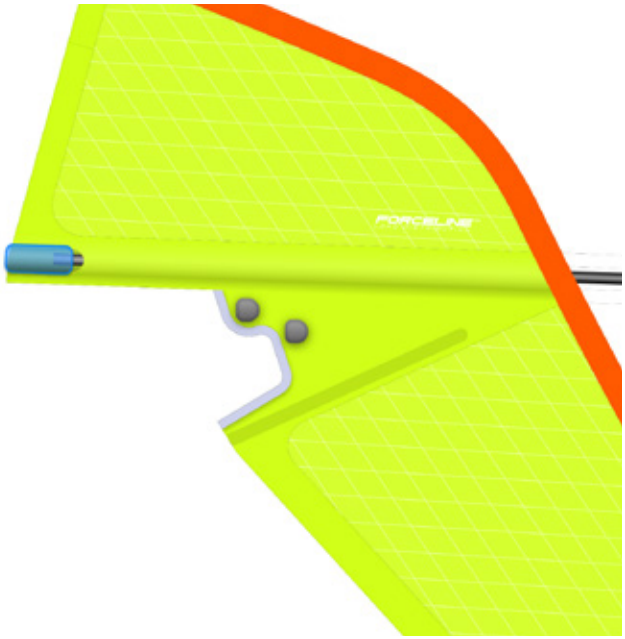
Progressive Aspect Ratio

With the EVO8 we are introducing progressive aspect ratios across different sail sizes in order to address the specific functionality of each size. Higher aspect ratio in larger sizes *(7.8 and up)* increases light wind efficiency and performance of the rig as well as improving maneuverability at the marks by reducing the boom length. Lower aspect ratio in smaller sizes *(7.0 and down)* helps maintain top-end control and stability by keeping a longer boom and focusing the sail center of effort around the rider area where it is easier to control.



Dual Boom Length Dynamic Compact Clew

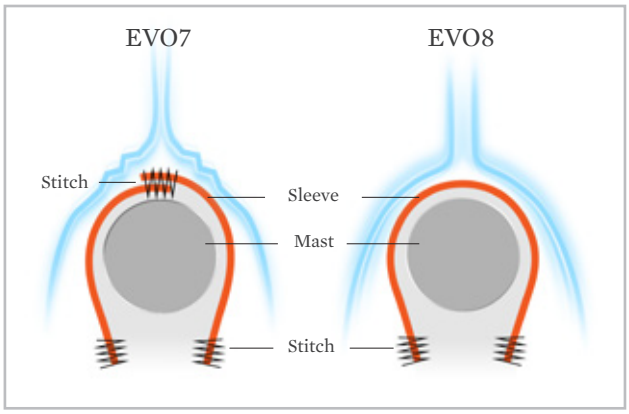
The new dual boom length options, allows for the rider to adapt the sail's performance to various conditions. Outer clew position can be used when you are looking for extra power and upwind lift while the inside clew setting provides better power release and control. Those performance adjustments are made possible by the outer position supporting *(locking)* the lower leech twist for increased power, while the inner position allows the lower leech to twist freely making it release excessive power while locking the draft forward.



Highlights

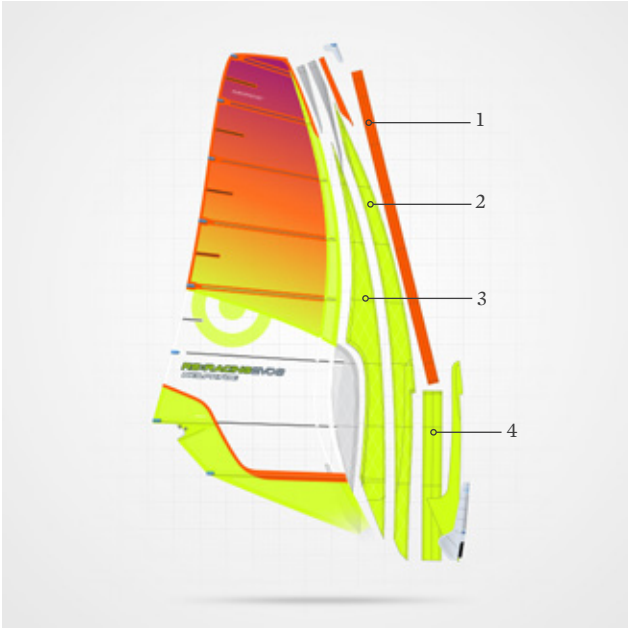
Seamless Lading Edge

New evolution of component sleeve construction now completely eliminates the front seam along the sail leading edge. This increases precision during the assembly process, reduces weight at the leading edge, creates a perfectly clean profile entry and eliminates a weak spot in construction at the exposed leading edge by removing any stitching that could come in contact with the mast.



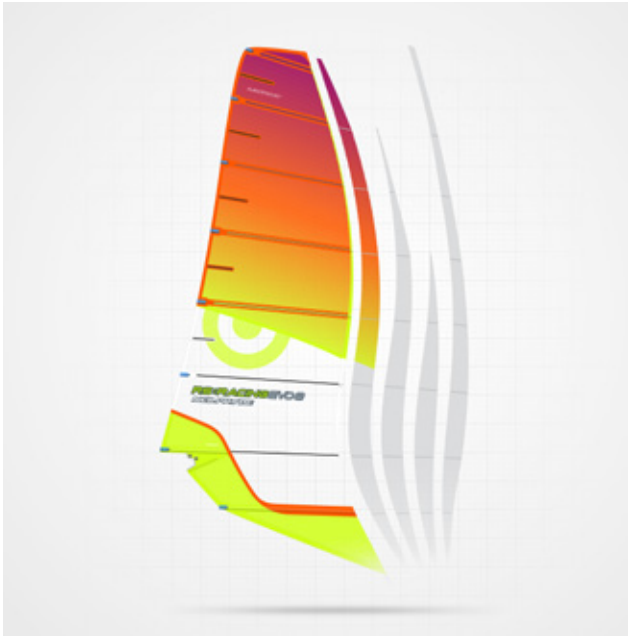
Component Sleeve Construction

Combining materials with specific properties in the EVO8 sleeve allowed us to achieve optimum profile entry stability and elasticity, critical for rotation and light weight.
The upper-front section (1) is made from a lightweight woven material that has the necessary elasticity and durability to resist wear from direct mast contact. A low stretch Dyneema™ ArmourWeb section (2) can take high downhaul tension and is critical in stabilising the profile entry, providing smooth bridging between Ultra Cams. Lightweight, rip-resistant laminated film/taffeta with Dyneema™ yarns (3) controls the stretch while providing ultimate rip resistance. Bottom part of the sleeve is finished using our Luff Glide material (4) that combines very low friction against the mast (*important for smooth rotation*) with excellent durability and necessary elasticity in the bottom part.



Quadruple Luff Panel Layout

EVO8 features four continuous luff panels that carry most of the sail body shaping. This configuration stabilises the critical section draft position while also providing lightweight yet stretch-resistant way of increasing the film thickness proportional with downhaul load distribution. Continuous panels eliminated horizontal seams crossing the highly loaded leading edge, which increases response of the sail as well as durability. Introduction of this extremely stable leading edge platform that is able to take very high downhaul loads allowed us to integrate Clear Pocket construction in the remaining sail body.



Sail Features

Mini Batcams

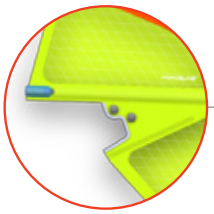
Streamline and reduce weight in critical upper leech.

Carbon Leech Mini Battens

Provide max support with minimum weight.

Open Integrated Compact Clew

Has all the advantages of the Dynamic Compact Clew and optimized foot outline as well as extra surface under the boom. The gap between the sail and the board is now closed when the sail is sheeting in.



Loopsters

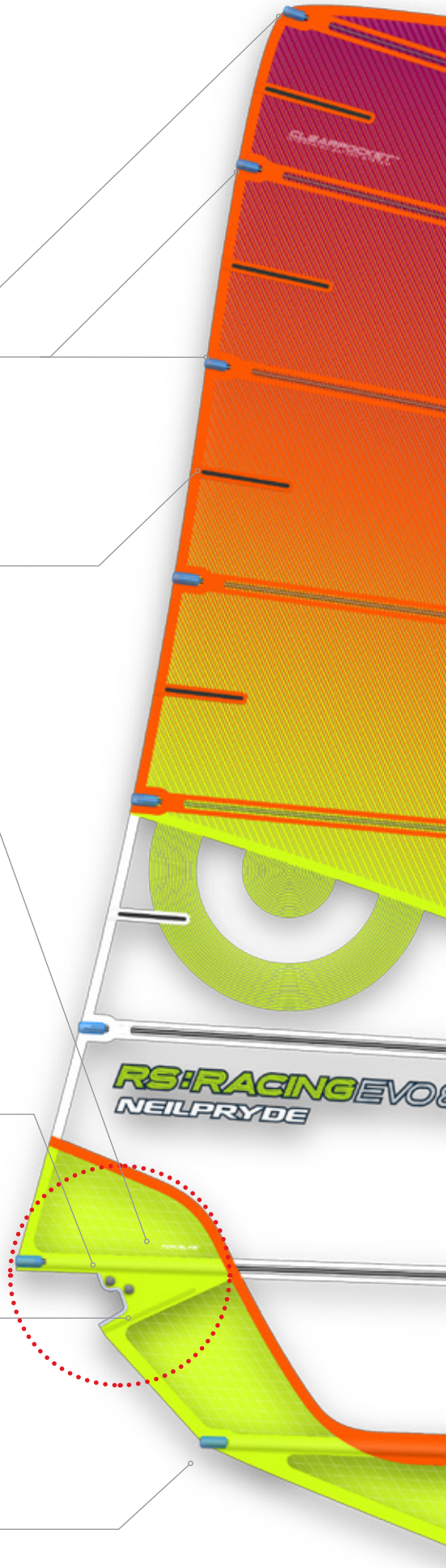
Allowing easy rigging through loop to loop system that reduces the friction and eliminates any crossing lines (*crucial when using adjustable outhaul system*).

Clew Batten

Providing clew support and load distribution.

Batcam Screw Adjuster

For easy and precise tension application.



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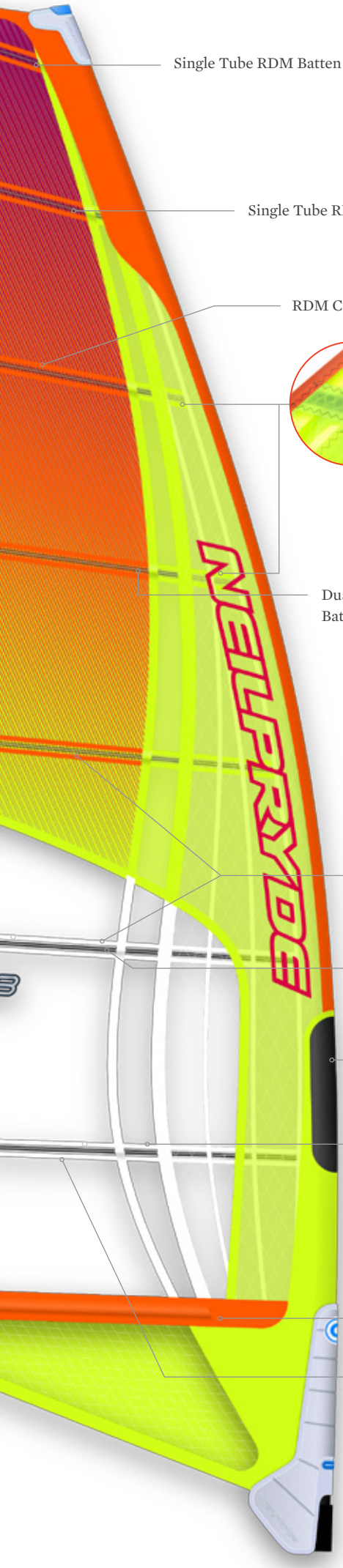
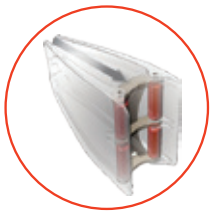
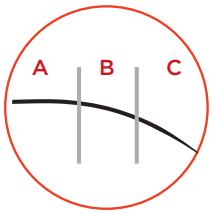




Ultracams

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.



Three-Piece Cam Battens

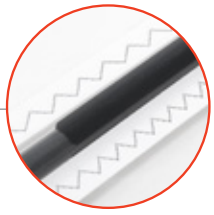
A 3-piece batten provides the framework for the design of a smooth, lightweight and stable sail profile.
A. Carbon/fiberglass tube: stiffest section
B. Hollow mid-section: medium stiffness
C. Precision Tapered CNC Batten: variable stiffness

Kevlar Batten Bridges

To distribute the high downhaul load crossing the battens

Aerodynamic Boom cutout closure

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



Batten Chafe Protection

Abrasion resistant PU print to help protect the battens from damage caused by rigging or boom contact.

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