

RS:RACING

LT1



RS:RACING LT1

RS:Racing LT1 is designed on the concept of real world racing. With a resurgence in slalom racing and continuing trends in long distance and GPS sailing, the LT1 brings World Cup-winning

RS:Racing EVO technology to a wide range of performance minded sailors.

RS:Racing LT1 takes the racing pedigree of the RS:Racing EVO sail and builds it into a high performance yet user-friendly slalom package. It features a combination of excellent top-end speed, enhanced bottom-end power, stability and exceptional rotation at every gybe.

RS:Racing LT1 is an evolution of the RS:Slalom MK6 sail.



Key Differences with EVO8

Three cams on bottom battens for all sizes – one cam less than the EVO. Less cams make for a softer and lighter rig with smooth rotation, excellent handling during gybes and more user-friendly rigging and derigging.

30% narrower sleeve for soft forgiving feeling and a lighter sailing weight while retaining low-end performance. Water starts are made easier and a little bit less downhaul will be required, as the leech will open with less tension.

100% composite batten construction. Fully tubular batten construction with three-piece battens used in bottom four positions for best balance between profile stability, light weight and durability.

FLX100 and FLX70 compatible for flexibility and performance adjustment.

Size	Luff	Boom	Base	Battens	Cams	Ideal Mast
5.6	423	176-181	24	8	3	400RDM
6.4	446	185-190	16	8	3	430
7.0	469	195-200	10	8	3	460
7.8	492	205-210	32	8	3	460
8.6	517	215-220	28	8	3	490
9.4	543	227-232	14	8	3	520

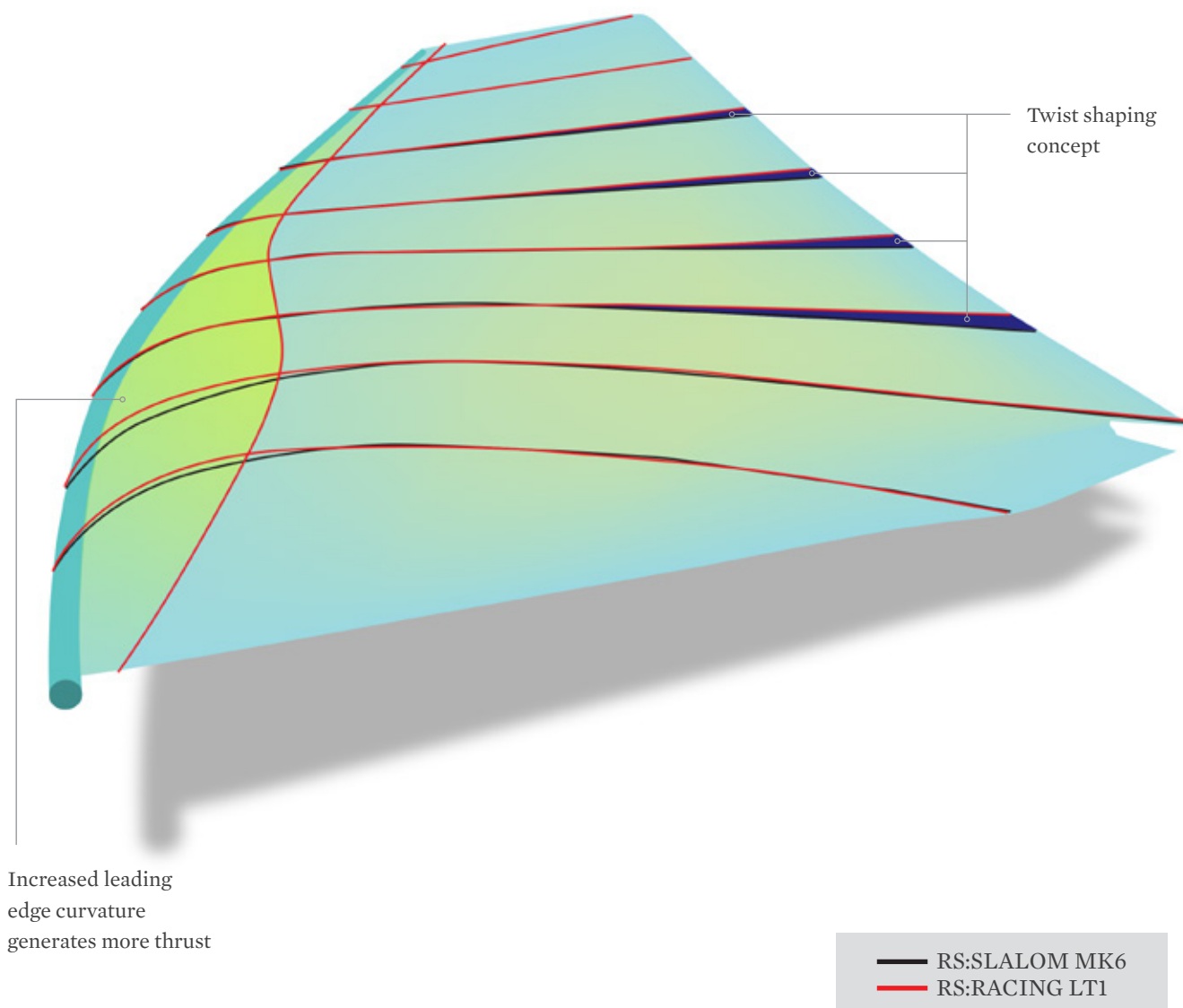
Highlights

Twist Shaping Concept

The 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 follows the design evolution seen on the EVO8, retaining power and acceleration while increasing the release in the lower leech area. As a result, the LT1 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.

Pronounced Leading Edge Curvature

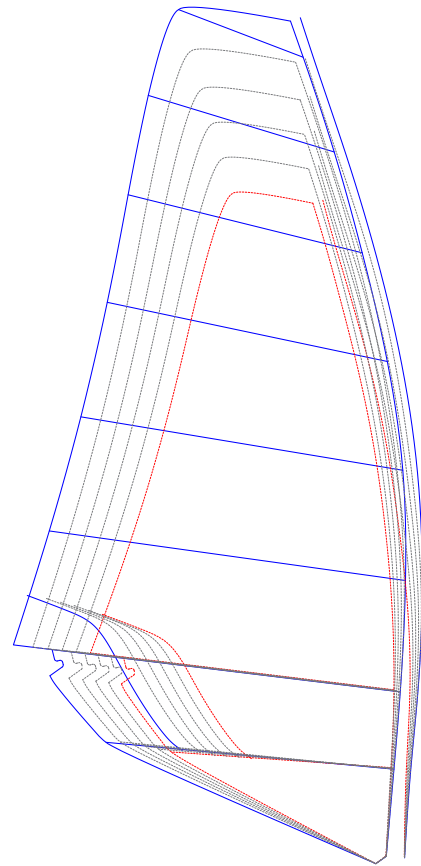
Wide entry radius in the lower section of the sail increases the difference between pressure on windward and leeward side of the profile. This increases lift and provides solid drive with additional thrust.



Highlights

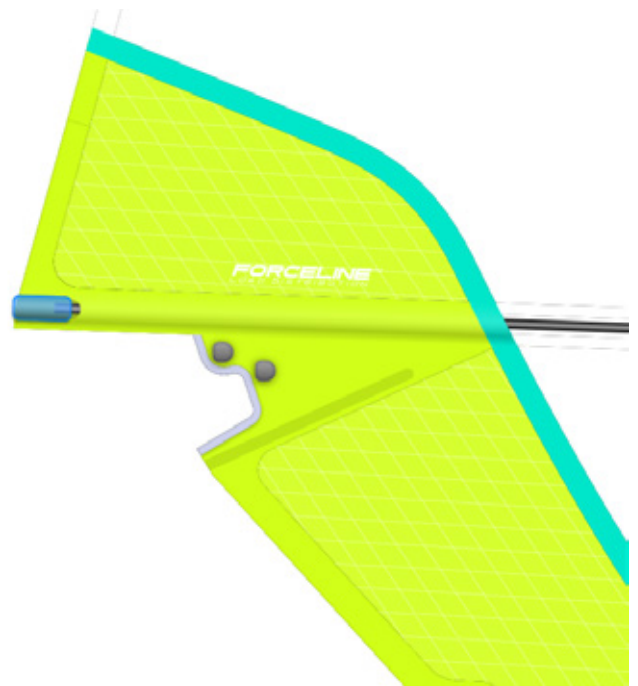
Progressive Aspect Ratio

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

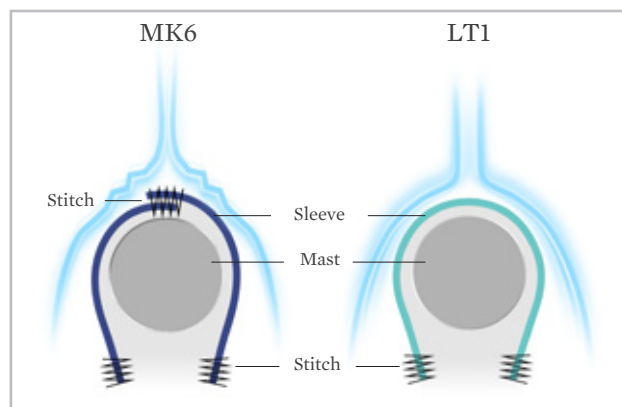
The new dual boom length options, allows for the rider to adapt the sail's performance to various conditions. Outer clew position can be used when you are looking for extra power and upwind lift while the inside clew setting provides better power release and control. Those performance adjustments are 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

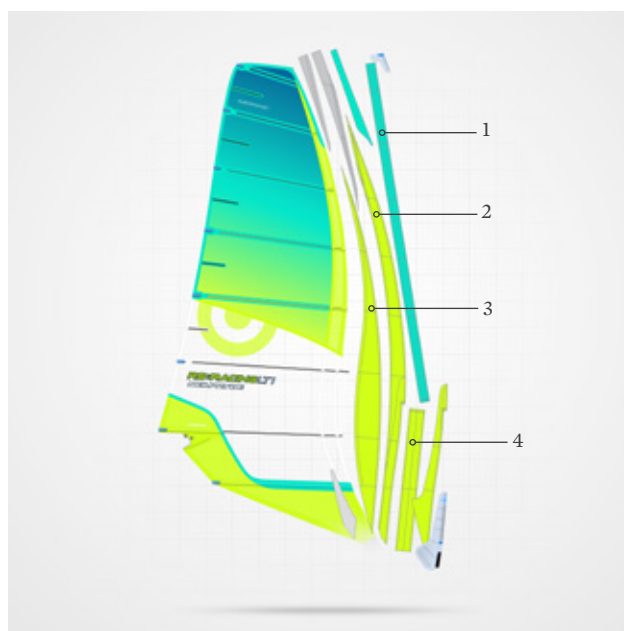
Seamless Leading Edge

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.



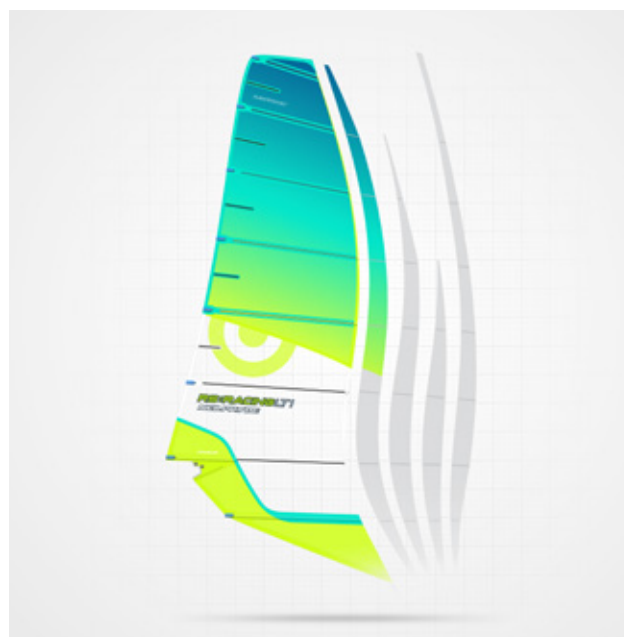
Component Sleeve Construction

Combining materials with specific properties in the LT1 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

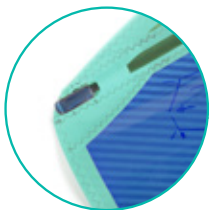
LT1 features four continuous luff panels that carry most of the sail body shaping. This configuration stabilises the critical section draft position while also providing lightweight yet stretch-resistant way of increasing the film thickness proportional with downhaul load distribution. Continuous panels 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

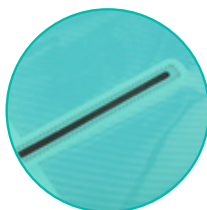
Mini Batcams

Streamline and reduce weight in critical upper leech.



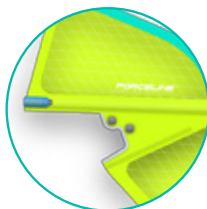
Carbon Leech Mini Battens

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.



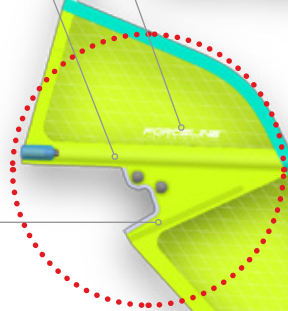
Loopsters

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



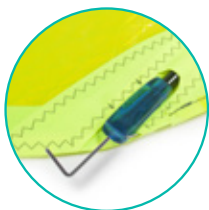
Clew Batten

Providing clew support and load distribution.



Batcam Screw Adjuster

For easy and precise tension application.



Single Tube RDM Batten

Single Tube RDM Batten

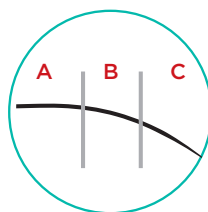
Single tube RDM batten

Mini Carbon Battens

Dual Tube Batten

Three-Piece Tube Batten

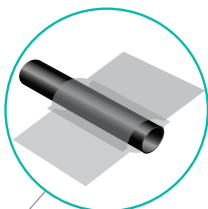
Three-Piece Tube Cam Batten



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



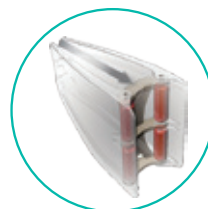
Clear Pocket Batten Sleeve

Overlapping body panels create a sleeve for battens, eliminating the need for traditional, separate batten pockets. This saves on unnecessary weight, simplifies construction and creates a fully symmetrical batten cavity, eliminating the tendency of traditional batten pockets to load differently from one tack to another.



Kevlar Batten Bridges

To distribute the high downhaul load crossing the battens



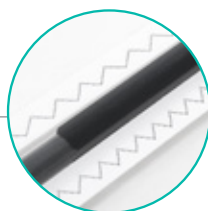
Ultracams

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.



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.