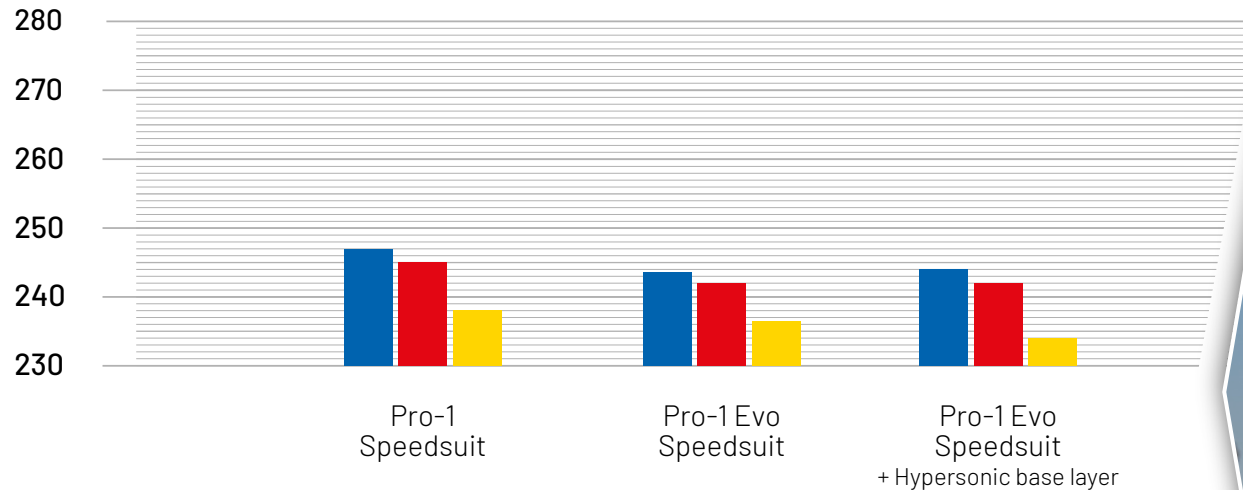


# PRO-1 EVO SPEEDSUIT AERODATA ANALYSIS



# PRO-1 SPEEDSUIT PRO-1 EVO SPEEDSUIT PRO-1 EVO SPEEDSUIT + HYPERSONIC BASE LAYER

POWER REQUIRED TO RIDE 45kph



0 Degrees yaw

247

243.5

244

4 Degrees yaw

245

242

242

7 Degrees yaw

238

236.5

234

## SUMMARY

At **45kph** NopinZ Pro-1 Evo Speedsuit was on average **-2.3w** faster and up to **-2.5w** faster than the old Pro-1 Speedsuit.

The maximum aero saving came at **0 degrees** yaw (wind angle).

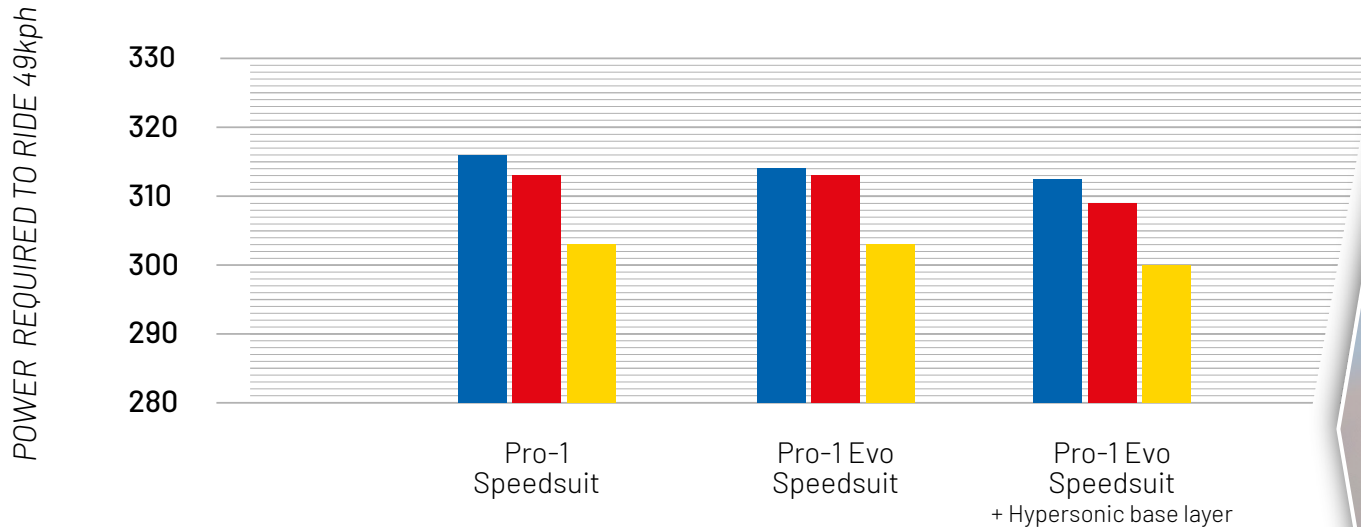
When paired with a Hypersonic base layer we saw an additional average saving of **1.9w**.

Test speed **45kph**, yaw 0/4/7.

Subject Alex Dowsett. Location Silverstone Wind Tunnel UK.



# PRO-1 SPEEDSUIT PRO-1 EVO SPEEDSUIT PRO-1 EVO SPEEDSUIT + HYPERSONIC BASE LAYER



	<b>0 Degrees yaw</b>	316	314	312.5
	<b>4 Degrees yaw</b>	313	313	309
	<b>7 Degrees yaw</b>	303	303	300

## SUMMARY

At **49kph** NopinZ Pro-1 Evo Speedsuit was on average **-2w** faster and up to **-3w** faster than the old Pro-1 Speedsuit.

The maximum aero saving came at **7 degrees** yaw (wind angle).

When paired with a Hypersonic base layer we saw an additional average saving of **3.25w**.

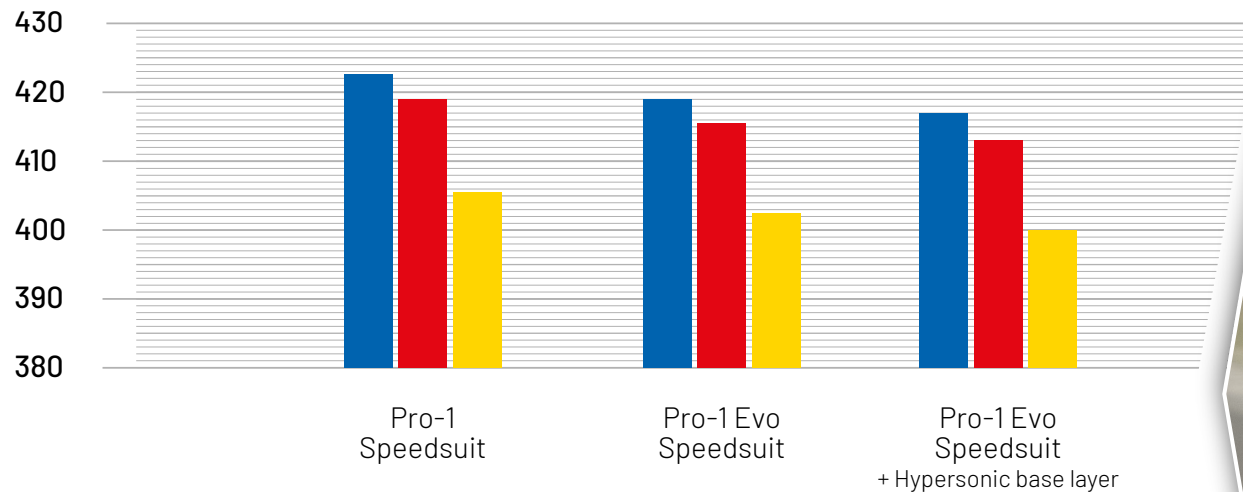
Test speed **49kph**, yaw 0/4/7.

Subject Alex Dowsett. Location Silverstone Wind Tunnel UK.



# PRO-1 SPEEDSUIT PRO-1 EVO SPEEDSUIT PRO-1 EVO SPEEDSUIT + HYPERSONIC BASE LAYER

POWER REQUIRED TO RIDE 49kph



<b>0 Degrees yaw</b>	<b>422.5</b>	<b>419</b>	<b>417</b>
<b>4 Degrees yaw</b>	<b>419</b>	<b>415.5</b>	<b>413</b>
<b>7 Degrees yaw</b>	<b>405.5</b>	<b>402.5</b>	<b>400</b>

## SUMMARY

At **54kph** NopinZ Pro-1 Evo Speedsuit was on average **-3.8w** faster and up to **-4w** faster than the old Pro-1 Speedsuit.

The maximum aero saving came at **0 degrees** yaw (wind angle).

When paired with a Hypersonic base layer we saw an additional average saving of **2.5w**.

Test speed **54kph**, yaw 0/4/7.

Subject Alex Dowsett. Location Silverstone Wind Tunnel UK.



## SUMMARY

Across the range of test speeds and yaw angles NopinZ Pro-1 Evo Speedsuit improved aerodynamic efficiency by an average of **-2.7w**. The biggest improvement was seen at **54kph** with **0 degrees** yaw where aerodynamic efficiency improved by **-4w**.

When additionally paired with the Hypersonic Baselayer we saw an average improvement of **-2.5w** with a maximum improvement of **-4.13w** at **49kph** at **7 degrees** yaw.

**To put the aerodynamic difference into perspective, over the course of a 25 mile TT Alex would expect to save 6-7 seconds wearing a NopinZ Pro-1 Evo Speedsuit in comparison to the old Pro-1 Speedsuit. If he were also to wear a Hypersonic Baselayer he would save a further 7.5 seconds.**

These tests were conducted at Silverstone wind tunnel in June 2024 using test speeds of 40/49/54 kph and a yaw angle of 0/4/7 degrees.

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