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Question from **dlcarbon** on **10/11/2004 01:45:07**

1. At what the speed does the hump design really start to show significant aerodynamic advantage? How big is it?
2. Does the "hump" provide suffecient and complete protection for the back/spine? or it's more like a little bit extra cushion. I assume the best way is to wear Dainese back protector?
3. Some people suggest the hump can provide the neck support (hence the protection). Is this a proven effect to prevent neck injury?
4. I read about the fantastic news that Dainese provided th

Dear Mr. Carbon,

we don't quantify exactly at what speed the hump produces advantages. Simply, we experimented it directly on pilots, and it proved to be an excellent support at a aerodynamic level.

In any case, and we do underline it, the hump is not a means of protecting. If we testify, that the hump is designed to prevent from injury, we have to approve it. Actually, it was designed just to be aerodynamic, and not protective, even if, intuitively, it functions as a "cushion".

Obviously at this point, the devices and sensors put in the hollow hump of the suits can't affect the protection of the hump. They are simply detectors of external temperature and dampness.

Just a curiosity, do you go racing?

Thank you

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