

FLATWATER

“Flatwater sailing is what gets everybody hooked on windsurfing. Most people will remember their first planing experience, and the exhilaration of effortlessly skimming across the water with the sail in your hands and the board locked under your feet. Before long you're lining up your friends to see if you can pass them on the reach... For its simplicity, the excitement of Flatwater blasting cannot be matched.”

Pieter Bijl / NED0





V8

“When using a large freeride or freerace board you need some power. This is where the V8 really comes into its own - getting onto the plane and low-end acceleration is what I like about this sail. The sail is purpose built for flatwater cruising as well as racing your friends. Flatwater sailing is all about blasting and having fun, and from getting you onto the plane to being the fastest at your home spot, the V8 can do it all.”

Micah Buzianis / USA34





100% FREERACE

As a direct beneficiary of the NeilPryde Racing program, the V8 has many of the features found in the RS Series. With 2 cambers, a mid-size luff pocket and softer rotation than a race sail, the V8 represents

a perfect balance between high end performance, solid low end power and easy handling.



C1



C3

DESIGN OBJECTIVE

- To take the technology and experience gained in developing the NeilPryde Racing program and package it into a freerace sail that is fast, powerful and easy to use.
- The V8 must have a very wide wind range; it must have outstanding low end performance without compromising top end speed and high end control.

2007 Design Objective:

- Enhance the features of the V8 that will make it more user friendly and easy to rig without compromising performance.
- Give the rig a softer, more forgiving feeling and improve the rotation.

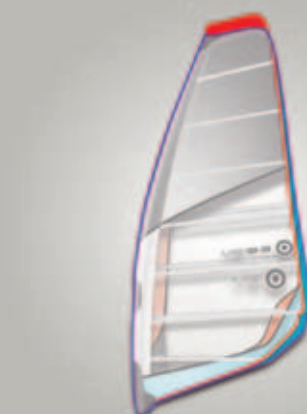
ACHIEVED BY:

- The outline and shaping are closely related to the RS race sail and this in combination with the 7 battens and 2 camber construction makes the V8 the fastest freeride sail in the NeilPryde collection.
- With an aspect ratio close to that of the V6, but with a bigger foot, the V8 gets the rider effortlessly onto the plane.
- Having the deepest profile of all the flatwater sails confirms the V8's exceptional early planing.

For 2007:

- The V8's aspect ratio has been reduced in order to create more low-end power (useful for getting on the plane).
- Profile Relative Luff Sleeve Width ie: Wider sleeve section in the lower part of the sail where the profile is deepest for good power, improved stability and easy rigging. Narrower top section for light weight, easy water starting and good twist.
- A subtle reduction in luff-curve and introduction of a shorter mast will help make the sail feel softer and rotate more easily whilst also making it easier to rig.

- V8 07 - Foreground (Blue)
- V8 06 - Background (Red)



With a shorter luff and longer boom, the V8 07 is relatively lower aspect than the V8 06.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.85	453	189	24	7	2	NeilPryde Matrix 430	BNP7V8060
6.5	5.00	463	196	4	7	2	NeilPryde Matrix 460	BNP7V8065
7.0	5.20	477	203	16	7	2	NeilPryde Matrix 460	BNP7V8070
7.5	5.40	490	211	30	7	2	NeilPryde Matrix 460	BNP7V8075
8.0	5.60	501	219	12	7	2	NeilPryde Matrix 490	BNP7V8080
8.5	5.80	515	227	26	7	2	NeilPryde Matrix 490	BNP7V8085
9.0	6.00	526	234	36	7	2	NeilPryde Matrix 490	BNP7V8090
9.8	6.25	545	247	26	7	2	NeilPryde Matrix 520	BNP7V8098
10.6	6.50	562	260	42	7	2	NeilPryde Matrix 520	BNP7V8106



V6

“If you are looking for cambered performance on a sail that does not feel like it has cambers, then the V6 would be your sail of choice. With soft, smooth rotation, the V6 feels like a no-cam sail; however the intercam gives you good low-end power and the stability of a cambered sail. The V6 is the perfect cruiser; relax hang on and see where it takes you.”

Gonzalo Costa-Hoevel / ARG3



100% PURE FREERIDE

A combination of design features including 2 intercams, a classic flatwater outline and powerful shaping makes the V6 a sail that represents the essence of windsurfing; simple to rig, quick onto the plane, easy to handle and fun to use.



C1



C3

DESIGN OBJECTIVE

- The sail is for use on flatwater.
- It must have good early planing abilities, a respectable top end speed and good up-wind performance.
- The V6 should be faster than the Solo, and more manoeuvrable than the V8. It is a sail that allows the rider to focus on blasting – and having fun.
- The sail must be efficient to rig, easy to gybe and simple to waterstart.

2007 Design Objective:

- Increase the available low end power to allow smaller sizes to be used in lighter winds - while maintaining the existing level of control and light weight feel.
- Improve the upwind performance.
- Of all 2007 sails, the V6 should have the best “passive” planing characteristics. This refers to the sails’ ability to put the board onto the plane without the need to actively pump.

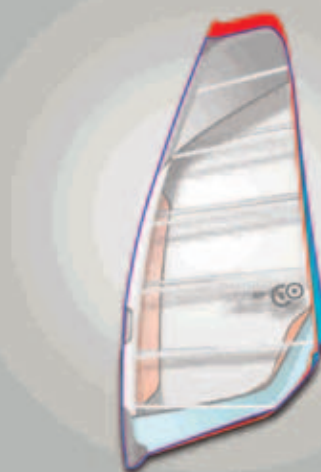
ACHIEVED BY:

- The V6 has a purely flatwater outline. This includes a medium/low foot curve and compact boom length. This gives the best balance between manoeuvrability and performance.
- A combination of 6 battens and 2 intercams gives the sail a relatively soft, cambered profile. A fuller profile in the bottom of the sail gives good drive in light wind, and stability in strong wind. During transitions, the two intercams give the sail a RAF ‘feel’, while also creating profile, support and stability for early planing.
- Using a slightly wider luff sleeve than the Solo and Saber, but narrower than the V8, improves stability and makes the V6 easy to rig.

For 2007:

- The V6 now features a more compact outline resulting in a slightly longer boom and shorter luff. This combination enhances upwind performance, generates lift and delivers more constant power. By lowering the “power triangle” (an imaginary triangle that joins the tip of the mast, the clew and the foot) and bringing it closer to the rider, it is possible to control this power.
- By reducing the area of the head, it has been possible to introduce a tighter leech. This will improve low-end power and enhance upwind performance.

- V6 07 - Foreground (Blue)
- V6 06 - Background (Red)



With a shorter luff and longer boom, the V6 07 is relatively lower aspect than the V6 06.

SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.0	4.20	441	183	12	6	2 Intercams	NeilPryde Matrix 430	BNP7V6060
6.5	4.40	455	193	26	6	2 Intercams	NeilPryde Matrix 430	BNP7V6065
7.0	4.60	471	202	12	6	2 Intercams	NeilPryde Matrix 460	BNP7V6070
7.5	4.80	483	208	24	6	2 Intercams	NeilPryde Matrix 460	BNP7V6075
8.0	5.00	498	215	8	6	2 Intercams	NeilPryde Matrix 490	BNP7V6080
8.5	5.20	509	224	20	6	2 Intercams	NeilPryde Matrix 490	BNP7V6085



LIGHT WEIGHT. EASY TO USE

A wide wind range with favoured performance in the low end, the SOLO is a no cam sail that handles smoothly in the gybes and has a softer feel than the V6 and V8.

It is the ideal recreational sail and is great for intermediates just getting onto a plane, in the footstraps, and learning to gybe.



C1



C2

DESIGN OBJECTIVE

- The SOLO is to be a soft and easy handling sail ideal for recreational use or intermediates learning the basics of windsurfing.
- Must be simple to rig and easy to plane on larger freeride boards.
- The foot of the sail should be durable against the non-skid of the board during uphaul.
- The sail should also have good mast compatibility for those just getting into the sport.

ACHIEVED BY:

- Closely basing the SOLO on the design of the Excess and incorporating a lower cut freeride foot for enhanced low end, speed and a comfortable trim. It also has a more forward oriented profile for control.
- Each size has a unique condition specific batten layout and sail outline. In the smaller sizes this means fewer battens, a higher foot and more manoeuvre orientated design. In the larger sizes there are more battens for stability and a lower, more performance orientated foot design.
- Progressive use of monofilm thickness is used to combine a lightweight upper section with a strong bottom and foot area.
- The foot of the sail is constructed out of a combination of X-Ply. Any seams in the foot of the sail are protected against the non-skid of the board.
- Adjustable vario top for greater mast compatibility.



SIZE	WEIGHT/KG	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	VARIO TOP	IDEAL MAST	CODE
4.5	3.15	395	165	0	4	none	✓	NeilPryde Matrix 400	BNP7SL045
5.0	3.40	414	173	12	4	none	✓	NeilPryde Matrix 400	BNP7SL050
5.5	3.60	434	180	2	5	none	✓	NeilPryde Matrix 430	BNP7SL055
6.0	3.80	453	187	22	5	none	✓	NeilPryde Matrix 430	BNP7SL060
6.5	4.25	469	197	8	6	none	✓	NeilPryde Matrix 460	BNP7SL065
7.0	4.45	486	205	24	6	none	✓	NeilPryde Matrix 460	BNP7SL070
7.5	4.65	502	211	40	6	none	✓	NeilPryde Matrix 460	BNP7SL075



“When you spend a lot of time travelling on windsurfing trips, you want a versatile sail that can be used in all conditions and on all boards, the SOLO provides this versatility. Throughout the different sizes it has a batten specific layout to suit different wind conditions. One range of sails covers it all, and with it’s easy rigging, gybing, and great stability, it’s a perfect sail for those getting into the sport.”

Carine Camboulives

