



Micah Buzianis, Pieter Bijl & Arnon Dagan



Micah Buzianis & Antoine Albeau



Flatwater
sails

Robby Swift & Antoine Albeau



FLATWATER

"Planing on flat water is what gets you hooked on windsurfing. I remember the first time I skimmed effortlessly across the water like it was yesterday. There was nothing else I wanted to do from that moment on. If the trees were moving I couldn't wait to get to the beach and experience the feeling time and time again."

Pieter Bijl / NED 0.

Antoine Albeau & Robby Swift



Levi Siver & Antoine Albeau



HELLCAT

"The new HELLCAT is similar to the Saber in that it doesn't have any cambers, but for sure it's a lot faster. This is because the sail has more of a flatwater, race-like outline and a deeper profile at the bottom of the sail. This means the HELLCAT is powerful but thanks to the sails' other features like the compact clew, its controllable. But the best thing is that its really easy to rig which means you can get on the water quickly; and once you're on the water the sails gybes easily and accelerates well."

Antoine Albeau / FRA192

HELLCAT

Antoine Albeau



IT'S ONE HOT RIDE.

New for 2008, the HELLCAT is a no-cam freerace sail designed for speed and acceleration. With race sail inspired shaping and outline, the HELLCAT is lightweight, planes easily and is quick to accelerate to top speed. The camberless design ensures the HELLCAT is easy to rig, handles smoothly

with a soft easy rotation and is the most manoeuvrable sail in the 2008 NeilPryde flatwater collection. So, whether you're blasting with your friends or fine tuning your slalom gybes, the HELLCAT is *one hot ride*.



C1



C3

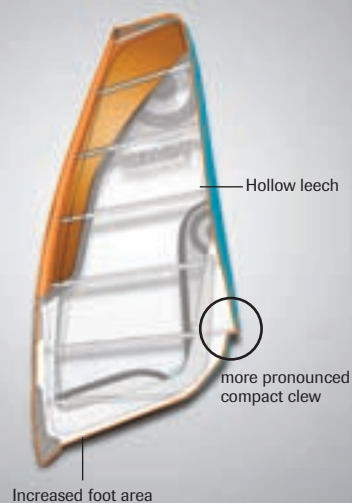
DESIGN OBJECTIVE

- To design a fast, powerful flatwater sail without cambers.
- The sail must be responsive, have good acceleration and a light sailing weight.
- Compared to the 2007 Saber, the HELLCAT needs to be relatively more powerful. However the extra power can not come at the expense of stability or control in the top end – especially when sailing in overpowered conditions.
- The HELLCAT needs to be easy to rig, particularly on X3 and X6 masts.

ACHIEVED BY:

- Using a classic flatwater outline with a longer boom and increased foot area, - relative to a wave or crossover sail - to promote speed. This, in conjunction with the Compact Boom Concept, delivers more controllable power. *Refer to page 72 for more details on the Compact Boom Concept.*
- Reducing the luff-curve to allow the sail to 'inflate' rapidly when exiting gybes or sailing into a gust therefore ensuring responsiveness and acceleration.
- The introduction of a 'hollow' leech to promote draft stability, and help prevent the mid-leech from 'blowing out' and distorting the profile of the sail.
- Increased shaping (*relative to the Saber*) in the bottom of the sail to ensure good low-end power, acceleration and draft stability.
- Reducing the surface area in the head of the sail to assist in achieving power with control. This redistribution of surface area 'down' the sail effectively reduces the aspect ratio, making the size of the "power triangle" (*an imaginary triangle that joins the tip of the mast, the clew and the foot*) smaller and bringing it closer to the rider delivering a significant increase in control.
- The HELLCAT's luff pocket has been designed to easily accommodate wider diameter masts (X3 & X6) and the no-cam design ensures the sail is quick and easy to rig.

- HELLCAT 08 - Foreground (Copper)
- SABER 07 - Background (Blue)



Classic flatwater outline with a hollow leech for draft stability.

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.7	422	184	22	6	none	NeilPryde Matrix 400	BNP8HC57
6.2	441	192	12	6	none	NeilPryde Matrix 430	BNP8HC62
6.7	459	198	30	6	none	NeilPryde Matrix 430	BNP8HC67
7.2	475	205	16	6	none	NeilPryde Matrix 460	BNP8HC72
7.7	489	210	30	6	none	NeilPryde Matrix 460	BNP8HC77
8.2	510	217	20	6	none	NeilPryde Matrix 490	BNP8HC82



Arnon Dagan



V6

"The V6 is light in the hands but has a lot of drive so it gets onto the plane really quickly to give you that great flatwater sailing feeling. The intercams allow for a narrower sleeve making it easy to waterstart and help the sail to retain a nice shape and be really stable. The V6 feels like a non cam sail but delivers all the advantages of a cambered sail."

Arnon Dagan / ISR 1

VE

Pieter Bijl



Pieter Bijl & Arnon Dagan



100% PURE FREERIDE.

Incorporating design features that include two Intercams, a classic flatwater outline and powerful shaping, the V6 is a sail whose design emphasises smooth rotation and ease of use.

By offering the advantages of a cambered sail in a simple, user-friendly package, the V6 represents the very essence of windsurfing; simplicity to rig, quick onto the plane, easy to handle and fun to use.



C1



C3

DESIGN OBJECTIVE

- The V6 is for use on flatwater.
- It must have good early planing abilities, respectable top end speed and up-wind ability.
- The V6 should have excellent "passive" planing characteristics. This is the sails' ability to put the board onto the plane without the need to actively pump.
- The V6 should be more manoeuvrable than the V8, and plane more readily than the HellCat. It is a sail that allows the rider to focus on blasting – and having fun.
- The sail must be quick and efficient to rig, easy to gybe and simple to waterstart.

For 2008:

- Extend the V6's wind range; stability and tuning range to suit different wind & water conditions.

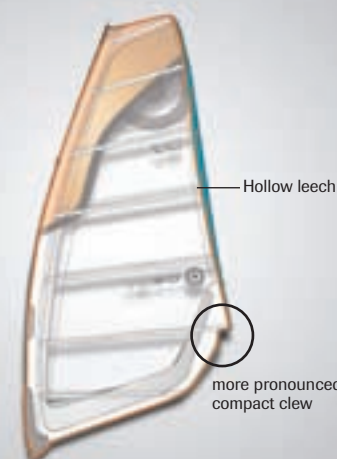
ACHIEVED BY:

- The V6 has a pure flatwater outline including a medium/low foot curve and compact boom length. This balances 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 offering profile support and stability of a cambered sail for early planing.
- Using a slightly wider luff sleeve than the HellCat, but narrower than the V8, improves stability and makes the V6 easy to rig and waterstart.

For 2008:

- By further reducing the area in the head, it has been possible to introduce a slightly tighter leech. This improves low-end power and upwind performance.
- With a more pronounced compact clew, and smaller head, the "release" of the V6 has improved. This improves stability and low-end power.
- Introduction of a 'hollow' leech improves twist in the upper part of the sail and prevents the mid-leech from loading up and "blowing out", improving the stability and control.

- V6 08 - Foreground (Copper)
- V6 07 - Background (Blue)



A pure flatwater outline including a medium/low foot curve and compact boom length.

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.5	425	178	26	6	2 Intercams	NeilPryde Matrix 400	BNP8V655
6.0	440	188	10	6	2 Intercams	NeilPryde Matrix 430	BNP8V660
6.5	454	195	24	6	2 Intercams	NeilPryde Matrix 430	BNP8V665
7.0	468	206	8	6	2 Intercams	NeilPryde Matrix 460	BNP8V670
7.5	479	212	20	6	2 Intercams	NeilPryde Matrix 460	BNP8V675
8.0	492	220	32/2	6	2 Intercams	NeilPryde Matrix 460/490	BNP8V680
8.5	504	229	14	6	2 Intercams	NeilPryde Matrix 490	BNP8V685



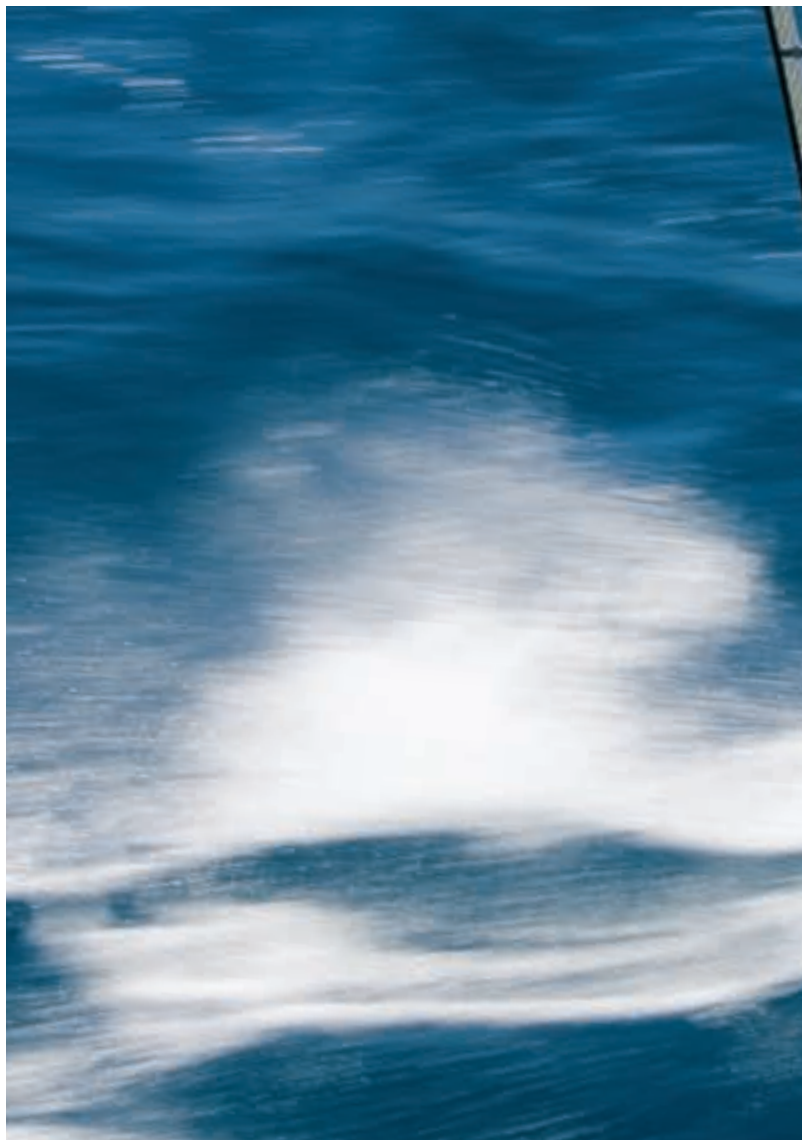
Micah Buzianis



V8

"The V8 has all of the power and light wind performance you need to get the most out of the current generation of freeride and freerace boards. Now that we've added the UltraCam, rotation has been dramatically improved, while top end stability has been maintained. Without a doubt the V8 is perfect for flat water blasting, drag racing your friends and out-accelerating them when exiting from a gybe."

Jonathan Squires / KZ115



VB



100% PURE FREERACE.

As a direct beneficiary of the NeilPryde Racing program, the V8 has many of the features found in the RS:Racing and RS:Slalom sails including the all-new UltraCam.

With 2 cambers, a midsize luff pocket, and softer rotation than a race sail, the V8 represents the 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 outstanding low end performance without compromising top end speed and control.
- Make the V8 user friendly and easy to rig without compromising performance.
- Give the rig a softer, more forgiving feeling with good rotation.

For 2008:

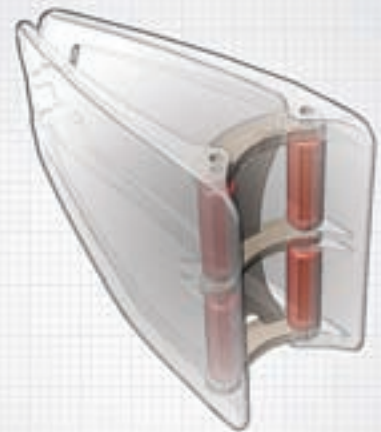
- Improve rotation and ease of tuning by introducing the UltraCam.
- The V8 needs to feel softer and lighter.
- Extend the V8's wind range – while maintaining stability and enhancing the tuning range of the sail to suit different wind & water conditions.

ACHIEVED BY:

- The outline and shaping are closely related to the RS:Racing sail. This makes the V8 the fastest freeride sail in the collection.
- With the deepest profile of all the flatwater sails, and an aspect ratio close to that of the V6 – but with a bigger foot – the V8 planes effortlessly.
- Profile Relative Luff Sleeve Width. This involves using a wider sleeve section in the lower part of the sail (where the profile is deepest) giving good power, improved stability and easy rigging. In the upper section of the luff pocket, a narrow sleeve is used giving light weight, easy water starting and good twist.

For 2008:

- UltraCam Performance Technology delivers excellent rotation and profile stability.
- A reduction in the number of battens from 7 to 6 gives the V8 a lighter and softer feeling while improving low-end power.



ULTRACAM
PERFORMANCE TECHNOLOGY

Please refer to page 70 for more details.

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
6.5	460	194	0/30	6	2 UltraCams	NeilPryde Matrix 430/460	BNP8V865
7.0	471	205	12	6	2 UltraCams	NeilPryde Matrix 460	BNP8V870
7.5	483	215	24	6	2 UltraCams	NeilPryde Matrix 460	BNP8V875
8.0	495	221	6	6	2 UltraCams	NeilPryde Matrix 490	BNP8V880
8.5	506	229	16	6	2 UltraCams	NeilPryde Matrix 490	BNP8V885
9.0	520	236	30	6	2 UltraCams	NeilPryde Matrix 490	BNP8V890
10.0	546	252	26/16	6	2 UltraCams	NeilPryde Matrix 520/530	BNP8V810

