



Pieter Bijl, Micah Buzianis and Antoine Albeau



RACING

"With the new UltraCam the RS:Racing delivers 100% perfect rotation with every gybe and tack, the feeling is amazing, what more can I say - IT'S JUST BETTER!"

*Antoine Albeau / FRA192
Slalom World Champion.*

Antoine Albeau, Pieter Bijl and Micah Buzianis



NeilPryde Racing is a relentless program of research, development and innovation by the NeilPryde Design Center under the direction of Robert Stroj. It is a program with a 'no compromise' approach to developing sails that offer the best possible performance, because ultimately the difference is winning.

NeilPryde's race sails have remained the dominant force in windsurf racing for the past 16 years. With numerous World, Speed, PWA, Euro Cup and Continental Championship wins to their credit, the RS: Racing sails have been the difference on the racecourse since their introduction in 2001.

The NeilPryde development program has been further extended and made more accessible with the introduction of the RS:X Olympic Program in 2005, the RS:Slalom "Real World Racer" in 2007 as well as the ongoing refinement of the ultimate speed machine – the "Speedseeker".

However, the benefits of the racing program are not limited to those on the racecourse. The technology and concepts refined during the development process are ultimately applied to all of the sails in the NeilPryde range. Recent innovations include the introduction of the compact boom length in 2006 and, for 2008, the introduction of the ULTRACAM.

RS:RACING PROGRAMME

With the launch of the RS:Racing sail in 2007 came the introduction of the RS:Racing Programme; a programme that reflects a change in the way NeilPryde approaches the development and production of Racing sails.

The cornerstones of the programme are:

1. LIMITED PRODUCTION

- RS:Racing sails are built in their own production area within the NeilPryde factory by a dedicated crew of skilled workers who specialise in RS production.
- Production is limited to 250 RS:Racing sails per month due to the complexity and high degree of precision required to build RS:Racing sails.
- RS:Racing sails are made to order throughout the year.

2. CONTINUOUS DEVELOPMENT PROGRAMME

- Future RS:Racing sails will be released size-by-size and will be identified by an 'evolution-number' as and when a significant performance breakthrough is made in a particular size. Complete Racing sail quivers will not be released on an annual basis unless the breakthrough benefits all sizes of sail.

3. STANDARDISED PRICING – WORLDWIDE

- Pricing for the RS:Racing has been standardised, and a suggested retail price set for Europe, to reflect the global nature of windsurf racing.



The NeilPryde Speedseeker is essentially a highly specialised 'research project' - a custom rig based around RS Racing Sail plan-forms, that has been developed with one purpose in mind - to help Finian Maynard and Antoine Albeau break the elusive 50 knot speed record.

Breaking World Speed Sailing Records involves months of meticulous preparation and then usually no more than a 30-minute window in which wind and water conditions become ideal for sailing at up to 90 km/h, just inches from the water

and at the very limits of control. Optimal conditions for breaking the current World Record of 48.7 knots, are 45 knots of wind at an angle of 120-125 degrees. That is a challenge in itself as these types of conditions are rare during the allotted time periods of record attempts.

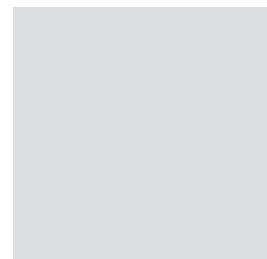
The entire length of the purpose-built speed canal in Saintes Maries de la Mer, France - the location of this year's record attempts - runs 1,100 meters by a width of 25 meters. There are five different 500M courses accommodating the four wind directions of N, WNW, SE and SW with the most common being N (Mistral) and SE (Le Marin).

Until recently, the typical speed sailing rigs used by Finian and Antoine measured between 5.0 and 5.3. But after experiencing gut-wrenching winds of 60-65 knots for two hour periods in previous attempts, without being able to capitalize on the moment, the riders will be bringing two additional smaller 4.6 and 4.8 Speedseeker sails to future record attempts.

Finian and Antoine's speed boards range in size from 35 to 40 cm wide and are in the range of 225-230 cm long and are made from a styrofoam core with a Carbon/PVC sheet foam full-sandwich and weigh-in at close to 4kg.

During a record attempt, riders accelerate from 0-44 knots in about 6 seconds (that's almost the same acceleration as a Porsche 911 RS) and the boomerang sensation once the bow of the board is forced downwind onto the run is similar to being shot out of a cannon. At these speeds experience is essential, as is total confidence in the equipment. The forces at work on the rig and the rider are intense. At peak speed, it's all the rider can do just to see where he's going.

While we have no plans to sell Speedseeker sails to the general public, the research and development work that has gone into the Speedseeker Programme has yielded a great deal of performance data that's enabled Robert Stroj and the Design Team in Maui to greatly improve the performance and handling of the RS:Racing, RS:Slalom and other NeilPryde high performance flatwater sails.



Finian Maynard Photo: John Carter

THE DIFFERENCE.

The RS/Racing program is dedicated to designing and manufacturing the best windsurfing race sails in the world. Building on an unquestioned race pedigree, 2007 sees the introduction of UltraCam Performance Technology which has completely redefined the concept and function of

the camber inducer. In doing so the rotation, acceleration and straight line performance have been dramatically enhanced, thus ensuring that this tradition of excellence continues.



C1

SLALOM 4.6 | 5.0 | 5.4 | 5.8 | 6.2 6.7 | 7.2 | 7.8 | 8.4 | 9.0

- 7 Battens / 4 Cambers
- Smaller high-wind sizes for Speed and Slalom Racing.
- Forward orientated shaping for control off the wind and in chop.
- More pronounced leech twist for high speed, rough water and control.

FORMULA 9.8 | 10.7 | 11.8

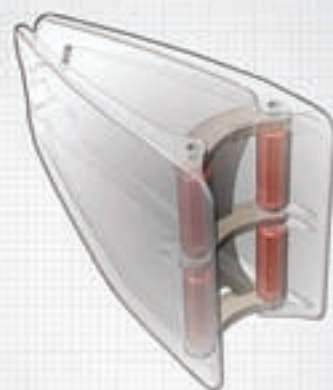
- 8 Battens / 5 Cambers
- Larger light-wind sizes for Formula & light air windsurfing.
- Fine entry and tighter leech for extreme upwind angles.
- Two carbon battens for optimal stability.

DESIGN OBJECTIVE

- To improve sail rotation and speed around the marks.
- To enhance control and acceleration in the upper end while giving the sail a lighter feel.
- To improve drive in light winds and upwind courses.
- To introduce a specific light wind slalom sail in response to the increased popularity of light wind slalom 42.

ACHIEVED BY:

- Development and introduction of fully suspended, self-adjusting UltraCam Performance Technology (*patent pending*).
- Incorporating a more open mid-leech in combination with a fuller profile around the lowest four battens, especially in larger slalom sizes (6.7 to 9.0). This gives the sail a lighter feeling without losing power and acceleration.
- A slightly tighter, more supported head design including a revised Flexhead Configuration.
- The 9.0m is now a dedicated light wind slalom, rather than Formula, sail. It features one less batten which, in combination with a shorter boom, improves its early planing and gybing characteristics making it an outstanding light wind performer.



ULTRACAM
PERFORMANCE TECHNOLOGY

Please refer to page 70 for more details.

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST*	CODE
4.6	391	166	22	7	4 UltraCams	NeilPryde X9UW 370	BNPRS46
5.0	408	171	8	7	4 UltraCams	NeilPryde X9UW 400	BNPRS50
5.4	424	179	24	7	4 UltraCams	NeilPryde X9UW 400	BNPRS54
5.8	438	186	8	7	4 UltraCams	NeilPryde X9U 430	BNPRS58
6.2	456	194	26	7	4 UltraCams	NeilPryde X9U 430	BNPRS62
6.7	470	202	10	7	4 UltraCams	NeilPryde X9U 460	BNPRS67
7.2	487	209	28	7	4 UltraCams	NeilPryde X9U 460	BNPRS72
7.8	503	216	14	7	4 UltraCams	NeilPryde X9U 490	BNPRS78
8.4	521	225	32	7	4 UltraCams	NeilPryde X9U 490	BNPRS84
9.0	534	235	44	7	4 UltraCams	NeilPryde X9U 490	BNPRS90
9.8	553	256	24	8	5 UltraCams	NeilPryde X9U 530	BNPRS98
10.7	574	268	44	8	5 UltraCams	NeilPryde X9U 530	BNPRS10
11.8	594	288	30+**	8	5 UltraCams	NeilPryde X9U 530	BNPRS11

* Compatible with NeilPryde Matrix.

** Must be used with a mast extender or alternatively use X9U580, base 14.

rsracing.neilpryde.com

“It’s just better!”

*Antoine Albeau / FRA192
World Slalom Champion*



REAL WORLD RACING.

Now into it's second year, the RS:SLALOM^{MKII} takes the design pedigree of NeilPryde's RS:Racing sail and builds it into a high performance yet easy to rig, sail and gybe slalom sail. With a design based around the X6

Mast, an RS:SLALOM^{MKII} features a combination of enhanced bottom end power, excellent top end speed, stability and now, with the introduction of UltraCam Performance Technology, exceptional rotation at every gybe.



C1



X6 Performance Optimised

The RS:SLALOM has been designed and developed around the X6 mast to deliver optimal performance to a wide range of sailors.

The luff curve is specifically developed to be less sensitive to the slightly slower reflex found in the X6 mast relative to the X9.

The X9 mast is compatible as a performance upgrade.



GPS

With a combination of good top-end speed, plenty of low-end power and easy rigging, the RS:SLALOM is ideally suited to the rapidly growing group of riders with an interest in GPS Speed-Sailing.

DESIGN OBJECTIVE

- To design and build a sail that will fit between the RS:Racing and V8.
- Deliver performance as close as possible to purebred race sails but with easier on the water handling, rigging and de-rigging.
- The sail must rotate smoothly, accelerate well, have a soft, forgiving feel and a light 'sailing weight'.
- The sail must combine good windward ability with control and speed on a broad reach.

For 2008:

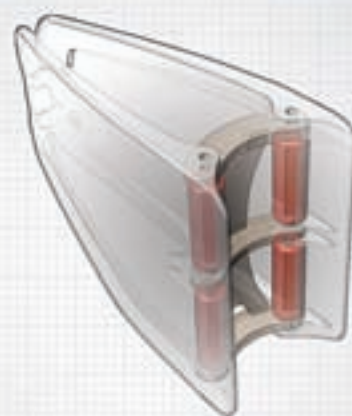
- Improve the rotation and ease of tuning by introducing the UltraCam.
- Extend the wind range and improve the sails' suitability for Slalom 42.
- Make the sail easier to rig - in particular in the rigging of the bottom camber.
- Use experience gained when developing the 9.0m RS:Racing to improve light air performance in the larger sizes.

ACHIEVED BY:

- Fewer cambers (*compared to the RS:Racing*) produces a softer feeling rig with smooth rotation, excellent handling during gybes and good acceleration.
- Dynamic Luff Sleeve Shaping. The width of the luff sleeve is widest where the profile is the deepest (*below the boom*). This enhances aerodynamic efficiency and helps maintain draft stability.

For 2008:

- Introduction of UltraCam Performance Technology dramatically improves rotation, stability and tuning range.
- By slightly increasing the width of the lower luff sleeve and lengthening the access zipper, attachment of the lower camber when rigging is simplified.
- With an aspect ratio tuned to each size, the sail is perfectly balanced to give good low-end power and top-end control.



ULTRACAM
PERFORMANCE TECHNOLOGY

Please refer to page 70 for more details.

SIZE	IDEAL BOOM*	BATTENS	CAMS	IDEAL MAST*	CODE
5.0	NeilPryde X6 160-210	7	3 UltraCams	NeilPryde X6 400	BNP8RSS50
5.4	NeilPryde X6 160-210/180-230	7	3 UltraCams	NeilPryde X6 400	BNP8RSS54
5.8	NeilPryde X6 180-230	7	3 UltraCams	NeilPryde X6 430	BNP8RSS58
6.2	NeilPryde X6 180-230	7	3 UltraCams	NeilPryde X6 430	BNP8RSS62
6.7	NeilPryde X6 180-230/200-250	7	3 UltraCams	NeilPryde X6 460	BNP8RSS67
7.2	NeilPryde X6 180-230/200-250	7	3 UltraCams	NeilPryde X6 460	BNP8RSS72
7.8	NeilPryde X6 180-230/200-250	7	3 UltraCams	NeilPryde X6 490	BNP8RSS78
8.4	NeilPryde X6 200-250	7	3 UltraCams	NeilPryde X6 490	BNP8RSS84
9.2	NeilPryde X6 200-250/225-275	7	3 UltraCams	NeilPryde X6 490	BNP8RSS92
10.0	NeilPryde X6 225-275/260-310	7	3 UltraCams	NeilPryde X6 520	BNP8RSS10

Base, Luff and Boom measurements to be confirmed.

* Compatible with NeilPryde Matrix.

www.neilpryde.com



"Last year I really enjoyed designing the original RS:Slalom as it was the first sail to really bring World Cup winning RS technology to a wide range of performance minded sailors. Now with the added benefits of UltraCam Performance Technology, originally developed for the RS:Racing, the RS:SLALOM_{MKII} has gained considerably in both upper end stability and comfort due to the improved rotation. This makes the RS:SLALOM_{MKII} an ideal high performance sail for anyone looking for race sail performance in a user-friendly package."

Robert Stroj / NeilPryde Sail Designer

ONE DESIGN RACING.

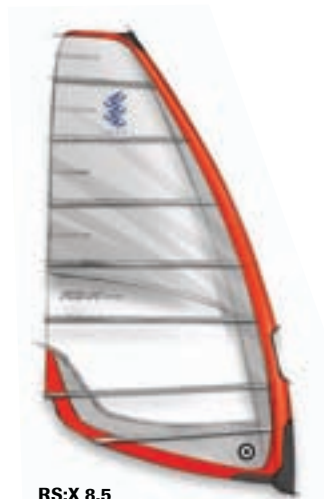
Leveraging the knowledge and experience gained through the development of the RS sails NeilPryde launched a successful bid to design, and supply, the One Design equipment for the 2008 Olympic games in Beijing.

Closely based on the proven RS Formula sails, the **RS:X** is a light weight sail that been modified to suit the demands of Olympic Windsurfing. Specifically designed for use with a longer boom and large board, the **RS:X** is able to deliver a high level of performance across a wind range from 3-30knots.

SAIL



RS:X 9.5



RS:X 8.5

SIZE	LUFF	BOOM	BASE	BATTENS	CAMS	IDEAL MAST	CODE
8.5	519	233cm	30	7	2	RS:X 490	BNPRSX085
9.5	552	262cm	32	7	2	RS:X 520	BNPRSX095

BOARD



The **RS:X** is a true cross-over board in that it makes the best compromise between traditional raceboard sailing in sub-planing conditions, and exciting "Formula" racing in planing conditions starting from 8-10 knots.

PERFORMANCE CHARACTERISTICS:

Sub-Planing Conditions, Dagger-Board down (up to 8-10 knots)

- **In light-wind** sailing the **RS:X** board behaves in a similar fashion to a traditional raceboard. However, due to the shorter length in comparison to a traditional raceboard, the ease of manoeuvrability in tacking and gybing is significantly improved.
- **Startline tactics** : Many Olympic racers often sail the board backwards in order to keep a good position on the start line. The rounded tail on the back of the board, in addition to improving the flow of water, makes it easier to sail the board backwards!
- **Upwind** : In a little breeze with the Dagger-Board down, the rider can pump the board onto the rail for good tracking upwind. On the rail, the "Convex Tail" allows the board to be rolled with the gusts and swells. Side footstraps help to give the rider more stability and control.
- **Downwind** : With the Dagger-Board up for going downwind, the board provides good stability for pumping (if necessary).

Planing Conditions, Dagger-Board up (8-10 knots and above)

- **In planing conditions**, the board behaves largely like a Formula Windsurfing board, thus giving much faster performance and a more exciting ride.
- **In downwind conditions**, with the adjustable mast track set to the back, the board sails both with good speed and a very steep angle.

*Fin, Dagger-Board and Footstraps are included.

PRODUCT	LENGTH	MAX.WIDTH	WEIGHT/KG	VOLUME	CONSTRUCTION	FIN ATTACHMENT	CODE
BOARD	286 cm	93 cm	15.5	220 litres	Carbon Sandwich	Deep Tuttle	DNPRSXB
DAGGER-BOARD	77 cm	None	None	None	Pre-preg Glass Sandwich	None	DRSPDB
FIN-LADIES	60 cm	None	None	None	Pre-preg Carbon	None	DNPRSXF60
FIN-MEN	66 cm	None	None	None	Pre-preg Carbon	None	DNPRSXF66

MAST



The **RS:X** mast is based closely on the masts used in NeilPryde's matrix mast range. The RS:X is a 90-100% carbon mast that has the same bend curves and tapers as the NeilPryde Progressive Flex bend curve. The RS:X is a high performance mast designed to work in all wind conditions, both planing and non-planing.

SIZE	LENGTH/CM	IMCS	WEIGHT/KG	CARBON CONTENT	FINISH	BAG	CODE
490	490	29	2.20	90%	Semi Gloss	silver	RMRSX490
520	520	32	2.4	100%	Semi Gloss	silver	RMRSX520

BOOM

The **RS:X** Carbon Boom has been developed to achieve the best light weight to stiffness ratio available on the market today.



SIZE	ADJUST/CM	WEIGHT/KG	DIAMETER	MATERIAL	FRONT	FRONT ATTACH	BACK END	CODE
225-265	40	3.05	OverS & 30	Uni-Directional Pre-preg Carbon / Glass	Monocoque	Carbon Head	Monocoque Carbon	RBRX225

RS:X ACCESSORIES

PRODUCT	CODE	PRODUCT	CODE
RS:X EXTENSION	RERSX48	POWER U-BASE	RPBRX
MXT EXTENSION (for adjustable downhauls)	REMRSX34	MXT POWER BASE	RPBRX
ADJUSTABLE DOWNHAUL KIT	RADRSX	BALL BEARING ROLLERS (2)	REMRSXBB
BOARD BAG	GNPRXBB	9.5 RIG BAG	GNPRXRB9

FOR FULL PRODUCT DETAILS AND INFORMATION ON WHERE TO BUY AN RS:X VISIT www.neilpryde.com



Photo: David Bell.