
The NeilPryde
Windsurfing Collection 2008
FRA 192
RS:RACING
NEILPRYDE

DEAR WINDSURFERS

Welcome to the 2008 NeilPryde Windsurfing Collection.

When I launched Neil Pryde Windsurfing in 1981, it was with the determination to lead the windsurfing sport with cutting edge products, No.1 on the water was our goal.

I am proud to say that 25 years later, the culture of winning still drives this company and NeilPryde leads the sport with innovative high performance products.

At the pinnacle of sport, the NeilPryde RS:Racing program offers continuous product development to competitive windsurfers while with the new Zen, we seek to make the sport more practical, accessible and enjoyable.

As we move closer to the Olympic debut of the NeilPryde RS:X at the 2008 Beijing Games, preparation continues at all levels. Around the world, wherever windsurfing is practised, dedicated sailors commit themselves to untold training hours to realise their Olympic dream.

I wish you all every success.

Enjoy the sailing!

NEIL PRYDE

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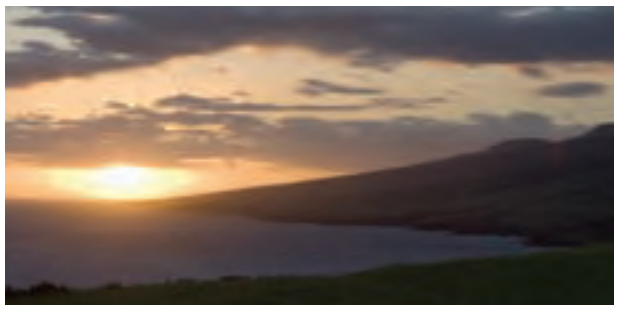

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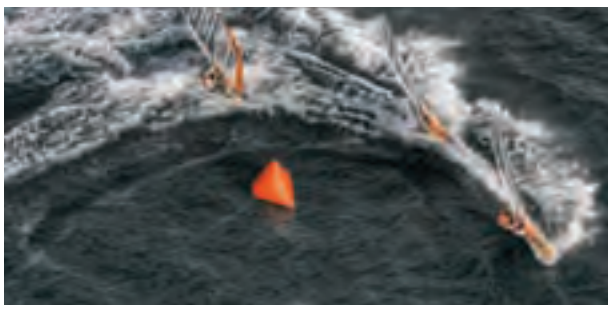

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Photography by Jérome Houyvet

Micah Buzianis

Robby Swift

Jason Polakow

WAVE

"Finding the perfect wave is not always easy and a lot of the time the conditions just don't co-operate but being on the water is what counts. Just one good ride or one big jump can give you your perfect day."

Robby Swift / K89

Jason Polakow

ZONE

"The softness of the ZONE makes it easy to pump onto the plane, to get through the wind holes and to execute aerial and wave manoeuvres. The other big change for 2008 is the draught. We've sucked the draught forward to the leading edge and this results in a sail that has a very neutral feel when you're doing radical manoeuvres on the waves or in the air. It has almost no back hand pressure so you can really execute those manoeuvres quickly and that's a really positive development for the ZONE."

Jason Polakow / KA1111

Klaas Voget

ZONE

Levi Siver

INSTANT HANDLING. INSTANT RESPONSE.

Designed to excel in classic “down the line” conditions, the ZONE is the most neutral feeling sail in the NeilPryde wave collection. Precision handling, smooth power release and a soft feel combine to allow the rider to draw a tight bottom turn and solid cutback off the lip.

In these conditions visibility and wave awareness is key – so the ZONE has a large window allowing the rider to observe the critical section of the wave. This combination of features makes the ZONE the weapon of choice for NeilPrydes' 3Z's - Jason Polakow, Levi Siver and Alex Mussolini.

DESIGN OBJECTIVE

- To design a sail for the "wave-riders of windsurfing".
- The ZONE must disappear in the riders hands when on a wave, but still give enough drive to load the boards' rail through a bottom turn.
- The sail must be as neutral as possible and light on the back hand when coming off the top of a wave.
- The sail must be forgiving, and have a light “sailing weight”.

For 2008:

- Further enhance the ZONE's neutral feeling when cutting back off the critical section of the wave.
- Reduce the time required for the sail to transition from delivering ‘drive’ *(required for bottom turns)* to a ‘neutral’ feeling, ideal for coming off the top of the wave.

ACHIEVED BY:

- The ZONE has the least, and most forward oriented shaping of any NeilPryde wave sail.
- A moderate aspect ratio and a low, forward positioned, centre of effort ensures the sails’ power is located as close as possible to the rider.
- A well rotated sail body that flattens out and de-powers instantly.
- Light, but strong, construction *(fitting between the Alpha & Combat)*.
- Large mono-film window for optimum visibility.

For 2008:

- A reduction in luff curve and downhaul translates into less surface tension. This allows the sail to quickly change it’s ‘mode’ from giving ‘drive’ to being ‘neutral’.
- By moving the shape forward and reducing luff curve the ‘08 ZONE spills excess backhand pressure more easily.


Fabrice Beaux

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.5	369	143	0	5	none	NeilPryde Matrix 370	BNP8ZN35
4.0	382	149	12	5	none	NeilPryde Matrix 370	BNP8ZN40
4.2	389	155	20	5	none	NeilPryde Matrix 370	BNP8ZN42
4.5	399	158	30/0	5	none	NeilPryde Matrix 370/400	BNP8ZN45
4.7	407	163	8	5	none	NeilPryde Matrix 400	BNP8ZN47
5.0	416	167	16	5	none	NeilPryde Matrix 400	BNP8ZN50
5.2	425	171	26	5	none	NeilPryde Matrix 400	BNP8ZN52
5.5	440	178	10	5	none	NeilPryde Matrix 430	BNP8ZN55


Jason Polakow

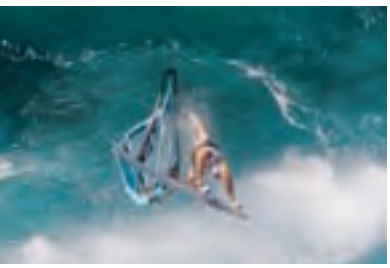
Eyal Shelef

COMBAT

"When you're traveling the globe searching for the best waves in the most unique locations you need a sail that can handle the conditions. This is why I choose the COMBAT. The sail works in any conditions and the best thing is, no matter how much of a mess you get yourself into, the COMBAT will survive so you can keep going."

Baptiste Gossein / F61

COMBAT




Baptiste Gossein




COMBAT

ALL ROUND PERFORMANCE AND DURABILITY.

As NeilPryde's all-round wave sail, the COMBAT is equally at home in all types of wave sailing conditions, from huge onshore white water to perfect side-offshore winds and peeling waves.

This, in combination with the COMBAT's "bomb proof" reinforced X-ply construction results in a sail that, no matter how much trouble you get yourself into, will see you on the other side.

DESIGN OBJECTIVE

- To develop an all-round wave sail that feels equally at home in both side-shore and onshore conditions.
- To be a sail that features strong construction and durability to allow riders to go big.
- The sail must have a lightweight, soft feeling; good bottom end performance and solid upwind ability.

For 2008:

- Refine the COMBAT's design objectives; lightweight, soft in the hands with good bottom-end and up-wind ability.
- Improve the COMBAT's ability to release power during hard turns *(cutbacks)* and manoeuvres.

ACHIEVED BY:

- 100% X-ply construction, without the use of mono-film, to ensure durability.
- Relative to the Zone, the COMBAT has a similar aspect ratio, increased luff curve and more shaping delivering more power to the rider.
- The rotated sail body allows for instant de-powering during wave riding and manoeuvres.
- Moderate sail body shaping minimises the 'sailing weight', provides for softer rotation, and gives a more "neutral" feeling.
- Relatively more leech tension than the Zone. This improves upwind performance & early planing.

For 2008:

- The COMBAT features less surface tension due to a reduction in luff curve.
- Reduced luff curve in the top section provides balance between power release *(for side-shore action)* while maintaining drive and upwind ability *(for onshore conditions)*.
- A 'hollow' leech improves the twist in the upper part of the sail and prevents the mid-leech from loading up and "blowing out", improving the stability and control.

Robby Swift

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
3.3	370	137	0	5	none	NeilPryde Matrix 370	BNP8CT33
3.7	375	142	6	5	none	NeilPryde Matrix 370	BNP8CT37
4.0	386	148	16	5	none	NeilPryde Matrix 370	BNP8CT40
4.2	391	152	22	5	none	NeilPryde Matrix 370	BNP8CT42
4.5	402	157	32/2	5	none	NeilPryde Matrix 370/400	BNP8CT45
4.7	409	161	10	5	none	NeilPryde Matrix 400	BNP8CT47
5.0	419	167	20	5	none	NeilPryde Matrix 400	BNP8CT50
5.3	429	173	30	5	none	NeilPryde Matrix 400	BNP8CT53
5.6	439	180	10	5	none	NeilPryde Matrix 430	BNP8CT56

Baptiste Gossein

Antoine Albeau

ALPHA

"For sure the ALPHA would be my choice for wave sailing. It just doesn't matter if the conditions are not perfect for going down-the-line; the ALPHA will give you great lift in jumps while being forgiving in the landing. You also get great drive for front or back side wave riding which helps me get the most out of the conditions."

Pieter Bijl / NED0.

ALPHA

Pieter Bijl

Pieter Bijl

ALPHA

CONSISTENT POWER. CONSISTENT CONTROL.

With a design emphasis on manageable power and upwind ability, the ALPHA is the sail in the NeilPryde wave collection that is best suited to onshore, or sometimes less than ideal, wave sailing conditions.

Regardless of your size, ALPHA is the sail that delivers the power you need to get out of the disturbed air in the impact zone and into a good position “out the back” – and take best advantage of the conditions.

DESIGN OBJECTIVE

- To develop a powerful wave sail that excels in onshore wave sailing conditions.
- The sail must have good bottom end and strong upwind capabilities.
- ALPHA must feature good lift and drive for back and front-side wave riding and jumping in onshore conditions.
- To focus as much of the sails’ power as possible around the rider.

For 2008:

- Enhance the sails’ upwind ability, and increase the amount of ‘drive’ available when wave riding in onshore conditions.
- Improve the ALPHA's lift for greater jumping ability allowing riders to jump even higher.

ACHIEVED BY:

- The ALPHA has the most shaping and the least rotated profile of all NeilPryde wave sails, this generates the most power of any wave sail in the range delivering power in onshore conditions.
- A mid-size head means the ALPHA can be designed with relatively high surface tension. This enhances upwind ability – without giving the sail a “top heavy” feeling.
- The ALPHA is a low-aspect sail compared to the Combat and Zone which brings the power closer to the rider. This improves upwind performance, generates lift and delivers more constant power.
- A wider luff-sleeve allows the sail to “neutralise” easily and be less "direct" in gusty conditions.
- For 2008, sizes 4.5m to 5.4m all rig on a 400cm mast.

For 2008:

- A reduction in luff curve allows the sail to be designed with a tighter leech than in 2007. This improves upwind and front side wave riding ability.
- A ‘hollow’ leech improves the twist in the upper part of the sail and prevents the mid-leech from loading up and “blowing out”, improving the stability and control.


Antoine Albeau

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.0	381	157	12	5	none	NeilPryde Matrix 370	BNP8AL40
4.2	393	161	24	5	none	NeilPryde Matrix 370	BNP8AL42
4.5	400	164	30/0	5	none	NeilPryde Matrix 370/400	BNP8AL45
4.7	408	168	8	5	none	NeilPryde Matrix 400	BNP8AL47
5.0	416	171	16	5	none	NeilPryde Matrix 400	BNP8AL50
5.4	433	178	34/4	5	none	NeilPryde Matrix 400/430	BNP8AL54
5.8	438	182	8	5	none	NeilPryde Matrix 430	BNP8AL58
6.2	459	185	30	5	none	NeilPryde Matrix 430	BNP8AL62

Micah Buzianis

Kevin Mevissen

Carine Camboulives

Antxon Otaegui

X-OVER

"There's no doubt that it's more the exception than the rule that your local sailing spot is Ho'okipa. That's what appeals so much about crossover sailing – it doesn't matter what sort of conditions your local spot delivers, because you can always adapt to make the most of them. You can go fast; do tricks or ride small waves. It's all about having the versatility to choose what suits you."

Robert Stroj / NeilPryde Sail Designer.

Ricardo Campello

EXPRESSION

"Freestyle sailing is about looking past the limits of windsurfing. What's the next move we can do? Which moves can we combine, and how do we get back up to full speed once we've done it so we can start the next one? The new EXPRESSION allows me to do this; it's light weight, soft & forgiving but with a powerful profile it gives me the feeling that there is a lot out there that is yet to be done. And I know for sure that with this EXPRESSION I can do it."

Ricardo Campello / V111

EXPRESSION

Sarah Quita-Offringa

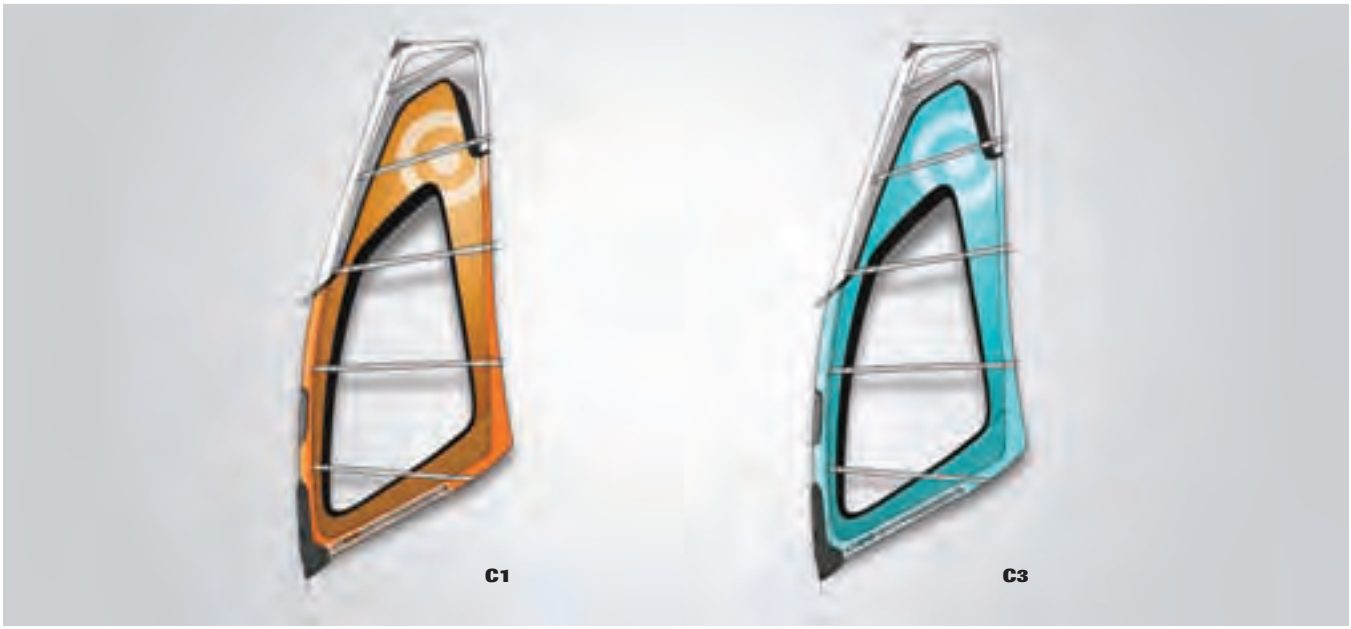
Antxon Otaegui

EXPRESSION

LIGHT. POWERFUL. MANOEUVRABLE.

Light, powerful and extremely manoeuverable, the EXPRESSION is the crossover sail for those who windsurf predominantly flat water freestyle, but still want the versatility to go into waves should the opportunity arise.

With pronounced, forward oriented shaping, a lower-aspect outline and reduction in luff-curve, the EXPRESSION delivers an unbeatable combination of power, manoeuvreability and control.



DESIGN OBJECTIVE

- The EXPRESSION must be suitable for beginners through to expert freestyle riders.
- The sail must be light, with neutral handling and easy rotation.
- Construction must be appropriate for regular wipe-outs and occasional wave use.
- The EXPRESSION must be powerful, and accelerate out of manoeuvres easily.
- The power must be close to the rider so that it is manageable, and can be used effectively but power can not be at the expense of control.

For 2008:

- Improve the EXPRESSION's clew first sailing properties.
- Reduce the rotation and transition times allowing the sail to power and de-power quickly.

ACHIEVED BY:

- Moderate shaping gives the EXPRESSION the most lift of the crossover sails.
- Low surface tension, and a moderately rotated sail body give the EXPRESSION easy rotation and a neutral feeling during manoeuvres.
- Light but strong construction, with a mix of X-Ply and monofilm provides an ideal combination of durability and weight.

For 2008:

- A reduction in luff curve and downhaul translates into less surface tension. This allows the sail to quickly change mode from giving 'drive' to being 'neutral'.
- The EXPRESSION has the least rotated sail body in the crossover range. Rotation is improved due to the batten tips having a shorter distance to travel around the mast.
- 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.


Sarah Quita-Offringa

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.2	398	156	28	5	none	NeilPryde Matrix 370	BNP8SE42
4.7	416	161	15	5	none	NeilPryde Matrix 400	BNP8SE47
5.2	431	170	32/2	5	none	NeilPryde Matrix 400/430	BNP8SE52
5.7	446	177	16	5	none	NeilPryde Matrix 430	BNP8SE57
6.1	457	186	28	5	none	NeilPryde Matrix 430	BNP8SE61
6.5	471	195	12	5	none	NeilPryde Matrix 460	BNP8SE65
6.9	482	202	22	5	none	NeilPryde Matrix 460	BNP8SE69


Normen Günzlein
JP-AUSTRAL

Klaas Voget

EXCESS

"I know from experience that most sailing locations vary a bit – sometimes quite a lot – from one day to the next. A great way of dealing with this is to have a sail that can adapt to the different conditions you get so you can always have fun. If you want to sail fast, or jump, maybe do some freestyle or ride some waves the EXCESS can do it all. And you can be sure that since the sail is made of X-Ply it's really tough."

Kevin Mevissen / H79

Klaas Voget

EXCESS

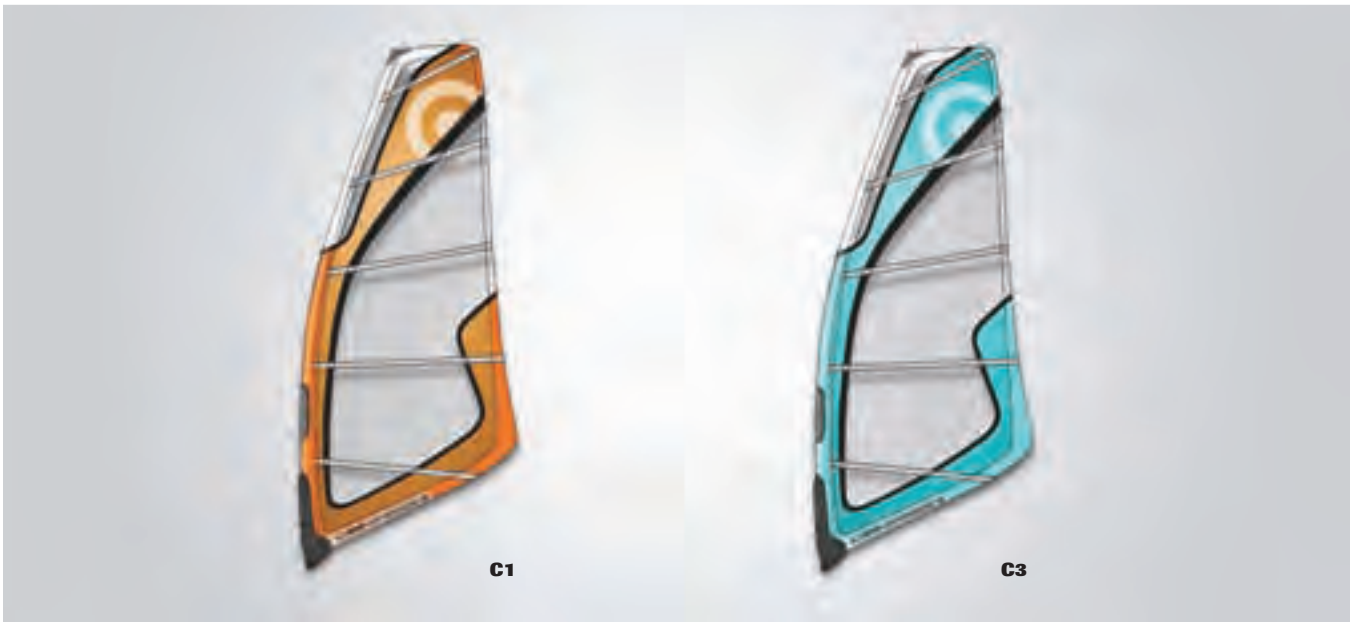
Kevin Mevissen

EXCESS

FAST. MANOEUVRABLE. DURABLE.

There is no doubt that most windsurfing locations do not deliver the same, consistent conditions every time. Instead, your local sailing spot is as likely to be different from one day to the next – as is the riders' desire to attempt different windsurfing disciplines.

So, whether it's flatwater blasting, jumps, basic freestyle or even riding small surf, the EXCESS - with it's wide wind range and strong construction - is perfectly suited to this sort of variety.



C1 C3

DESIGN OBJECTIVE

- Develop a powerful, fast, easy handling and manoeuvrable free-ride sail.
- The sail must be suited to flatwater blasting, jumping and basic freestyle moves.
- The EXCESS should have a wide wind range, good low-end characteristics, speed and acceleration.
- Given the EXCESS's versatility, it must be suitable for use in small surf, and be built strong enough to handle regular jumping – and crashes.
- To optimise time on the water, the sail must be easy to rig and de-rig.

For 2008:

- Improve profile stability and wind range, particularly in the top end.

ACHIEVED BY:

- The outline and shaping reflect the design objective of versatility; a stable, forward oriented profile provides power with control while a relatively open head spills excessive power.
- A slight increase in the foot area *(relative to wave and pure freestyle sails)* enhances low - end power and helps stability. This makes the EXCESS the fastest of the crossover sails – without compromising manoeuvrability.
- A full X-Ply body gives the EXCESS superb durability in addition to a soft, forgiving sailing 'feel' that is unique to 100% X-ply sails.

For 2008:

- A reduction, and re-distribution of luff-curve, allows for better release in the head. This will help improve the EXCESS's top end ability.
- 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.

Baptiste Gossein

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
5.4	429	182	30/0	5	none	NeilPryde Matrix 400/430	BNP8EC54
5.9	446	189	16	5	none	NeilPryde Matrix 430	BNP8EC59
6.4	464	198	34/4	5	none	NeilPryde Matrix 430/460	BNP8EC64
6.9	478	205	18	5	none	NeilPryde Matrix 460	BNP8EC69
7.4	491	212	32/2	5	none	NeilPryde Matrix 460/490	BNP8EC74

Baptiste Gossein

Klaas Voget

ZEN

"When going on a road trip you never know what conditions you are going to get. So instead of packing a full set of wave, freestyle and freemove sails it's now possible to take just the ZEN because you only need one mast, one boom and your sails. With it's size specific aspect ratio and shaping, the ZEN performs at all levels, for all levels of sailor and in all conditions. It's a great sail - fun to ride and really versatile!"

Pieter Bijl / NED0

Klaas Voget

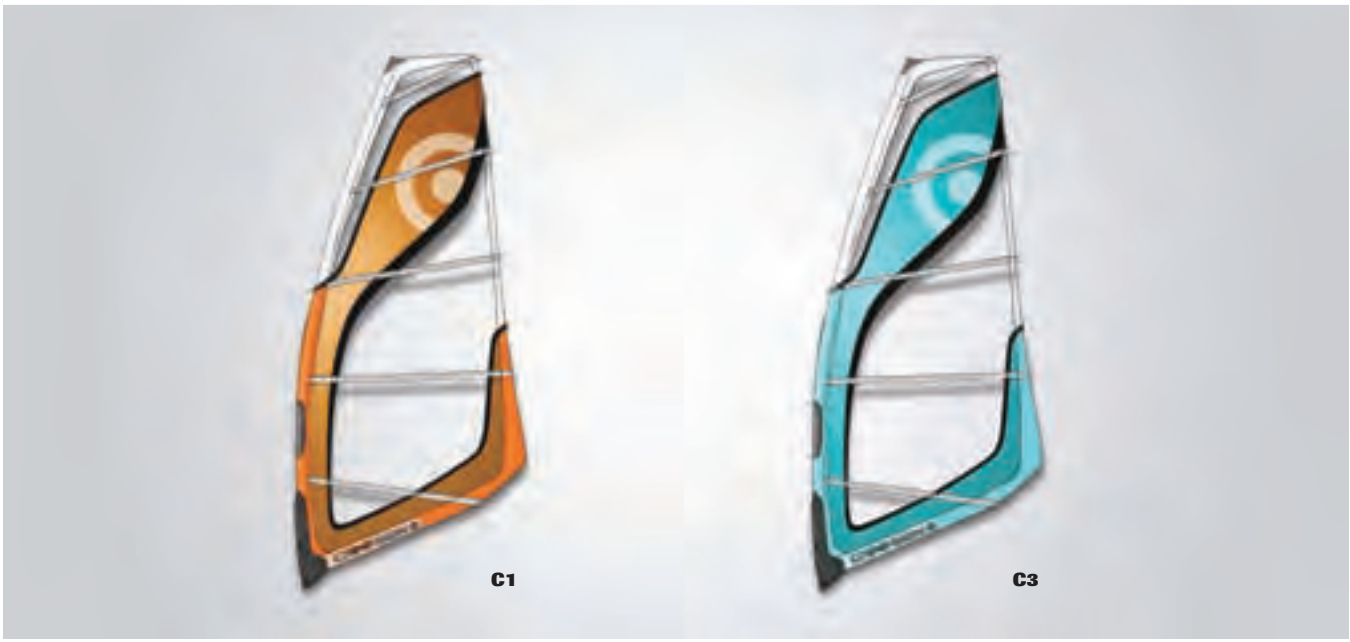
ZEN

Manu Bouvet

ONE MAST. ONE BOOM. FIVE SAILS.

New for 2008, ZEN is a manoeuvre oriented free-riding concept designed to offer a new level of versatility and performance. With each of the five sizes designed around a single mast and boom, each ZEN sail has been optimised for performance across a wide range of conditions and rider abilities.

Durable construction and solid low-end performance combined with good manoeuvrability means ZEN can handle small waves and basic freestyle while easy planing makes flatwater sailing fun. So whether you are just getting onto the plane and into the footstraps, or looking to extend your skills, ZEN offers all the performance and onward progression you need.



DESIGN OBJECTIVE

- The ZEN is to be a soft easy handling sail appropriate for basic manoeuvres, intermediates learning the fundamentals of windsurfing and recreational use.
- All sizes of the ZEN are to fit on one size of mast and boom.
- The ZEN is to be designed as a manoeuvre oriented free-ride sail with an emphasis on low-end power and ease of use.
- It must be simple to rig and easy to plane on larger volume freeride boards.
- The design of each size should be suited to the conditions that size is most likely to be used in.
- The sail must be light and tough.

ACHIEVED BY:

- The ZEN features a crossover outline combined with a relatively full, forward oriented profile. This creates shape, promoting easy planing and acceleration as well as control and stability.
- The ZEN has been designed using a NeilPryde 430cm mast and 160-210cm boom.
- Using only one mast and boom places limits on the sail's dimensions. This creates a "Condition Specific Aspect Ratio". So, as the ZEN gets smaller, it becomes more high aspect; as the sails get larger the boom becomes longer the sail becomes more low aspect.
  A high aspect ratio sail is more suited for manoeuvre and bump and jump sailing in small waves while a low aspect sail is typically suited to lighter airs and low-end power making the ZEN quiver extremely versatile.
- Sail construction has been designed to emphasise durability with a generous use of X-Ply around the edge of the sail body. The large monofilm window keeps the sail light and optimises visibility.


Carine Camboulives

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
4.9	429	171	0	5	none	NeilPryde Matrix 430	BNP8ZE49
5.5	437	182	8	5	none	NeilPryde Matrix 430	BNP8ZE55
6.1	447	196	18	5	none	NeilPryde Matrix 430	BNP8ZE61
6.7	460	205	30	5	none	NeilPryde Matrix 430	BNP8ZE67
7.2*	471	210	42	5	none	NeilPryde Matrix 430	BNP8ZE72

** When using the ZEN 7.2m with the boom at the top of the cutout & in moderate/high wind conditions (for a 7.2) it may be necessary to use a 180cm boom for ideal performance.*

Klaas Voget

Micah Buzianis, Pieter Bijl & Arnon Dagan

Micah Buzianis & Antoine Albeau

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

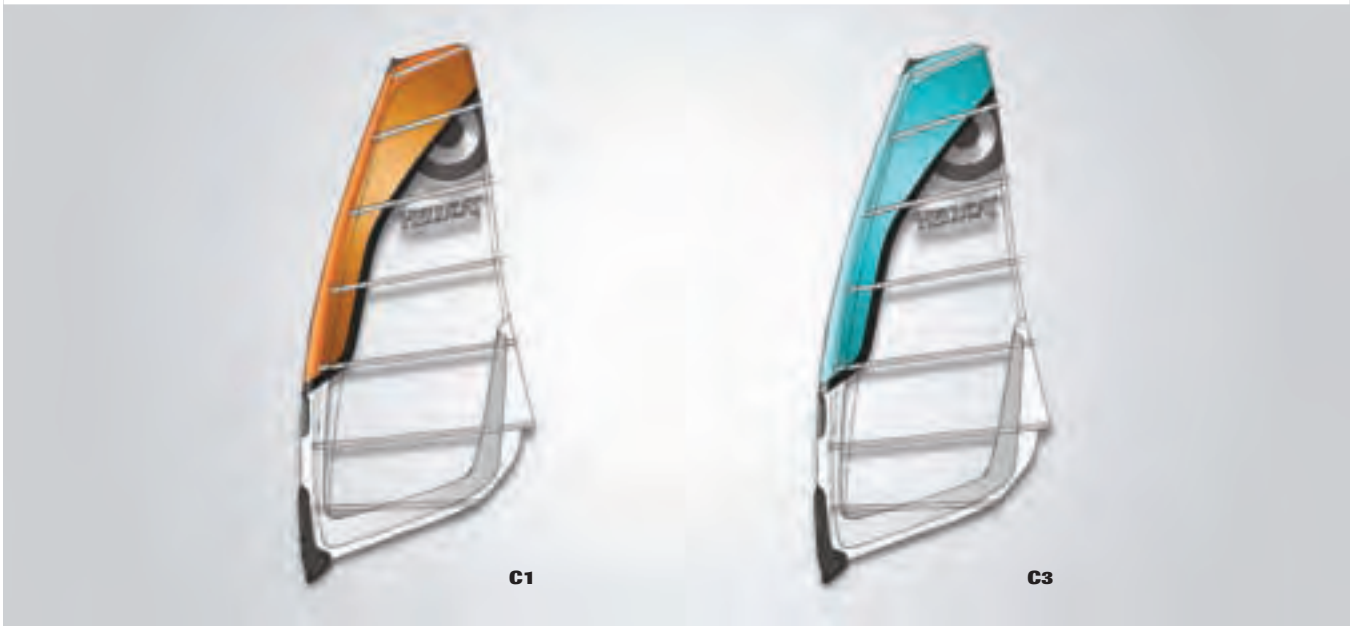
HELLCAT

Antoine Albeau

HELLCAT

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*.

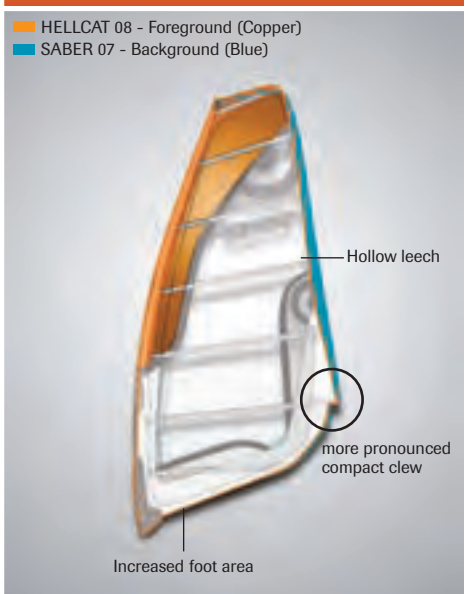


DESIGN OBJECTIVE

- 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.



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

Antoine Albeau

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

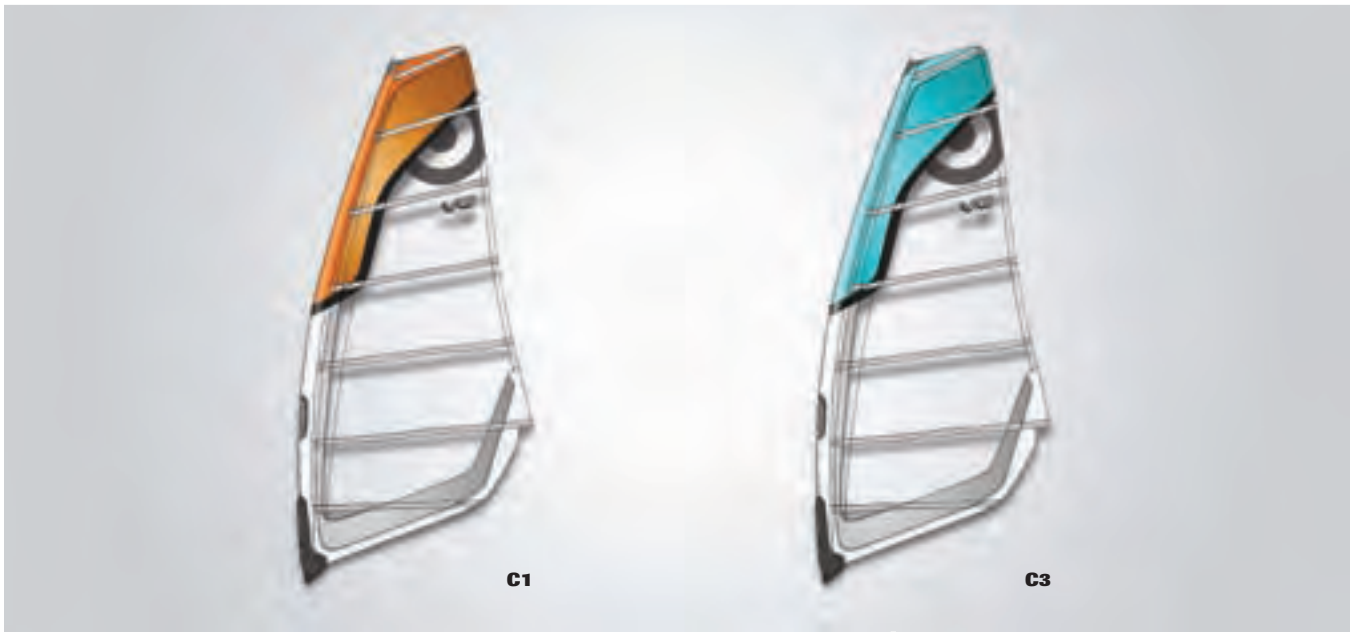
Pieter Bijl

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.



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 manoeuverable 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:

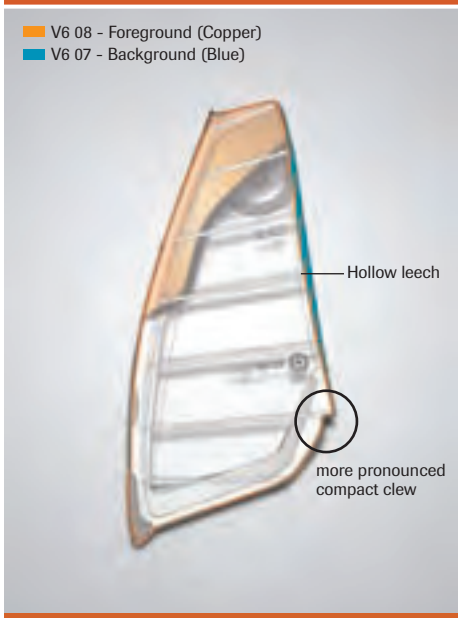
- Extend the V6's wind range; stability and tuning range to suit different wind & water conditions.

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:

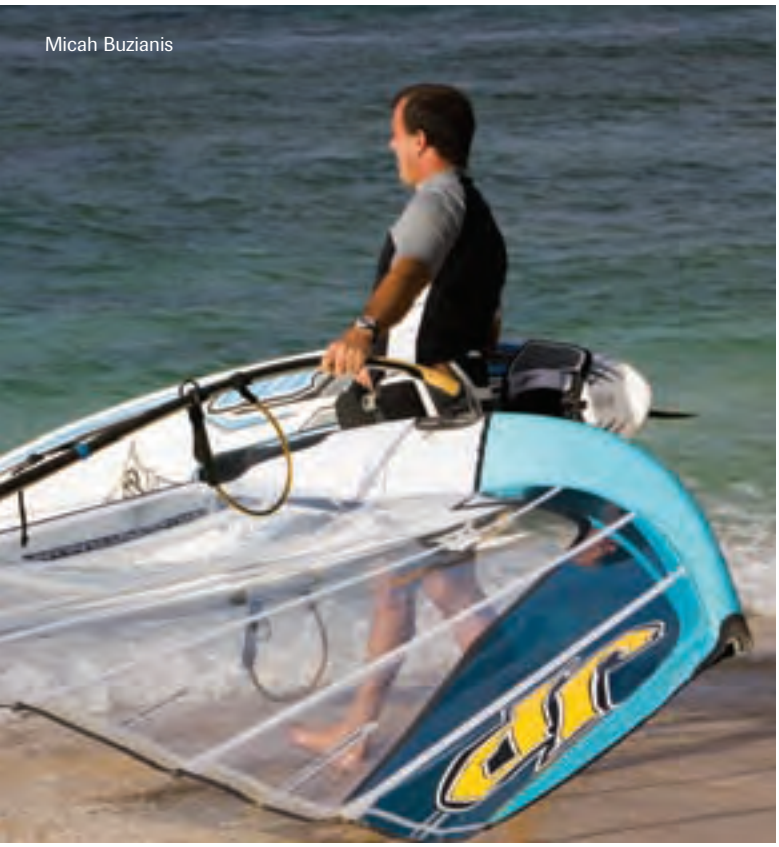
- By further reducing the area in the head, it has been possible to introduce a slightly tighter leech. This improves low-end power and upwind performance.
- With a more pronounced compact clew, and smaller head, the "release" of the V6 has improved. This improves stability and low-end power.
- Introduction 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.



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

Arnon Dagan & Pieter Bijl

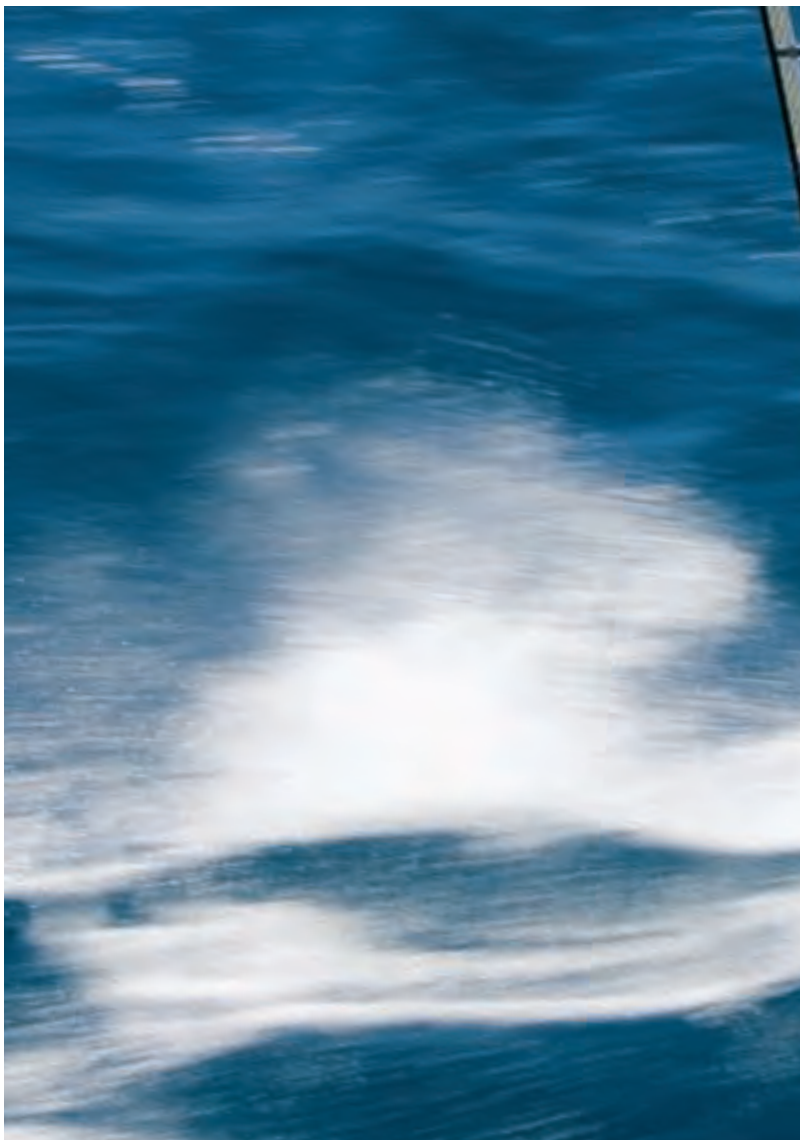


Micah Buzianis

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



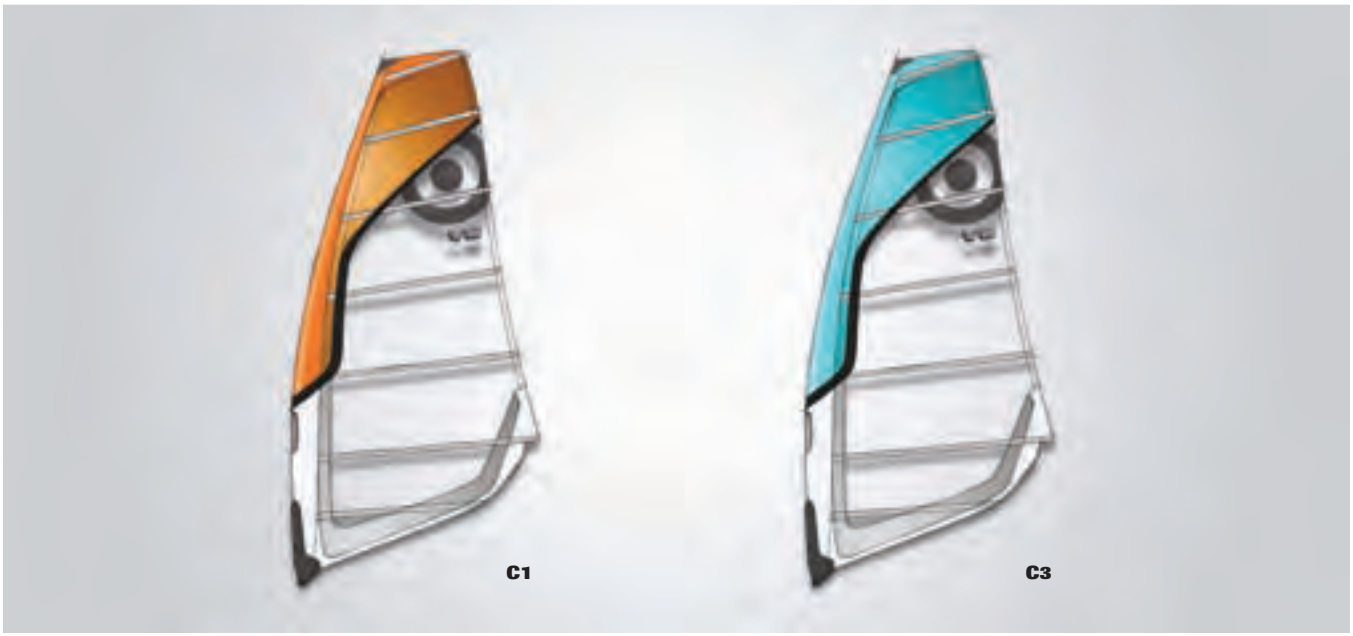
Jonathan Squires &
Micah Buzianis

Jonathan Squires

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.



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:

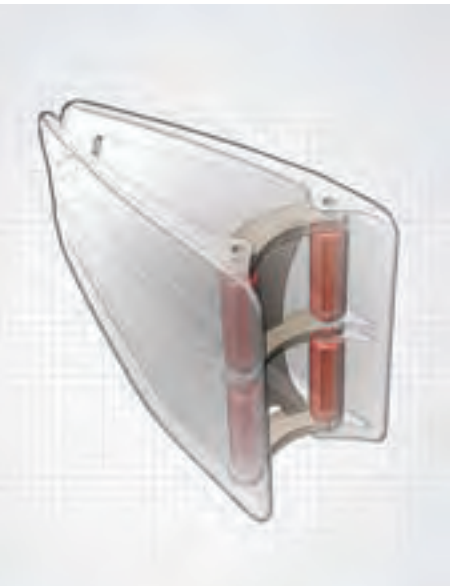
- Improve rotation and ease of tuning by introducing the UltraCam.
- The V8 needs to feel softer and lighter.
- Extend the V8's wind range – while maintaining stability and enhancing the tuning range of the sail to suit different wind & water conditions.

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.



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

Micah Buzianis


USA 34
NED 0
RS RACING


NZL 1
GRE 18

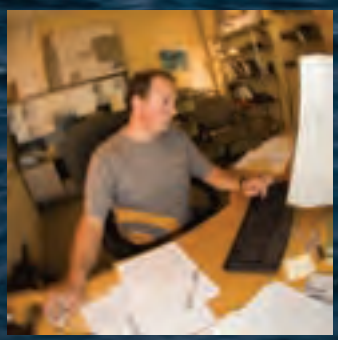
Pieter Bijl, Micah Buzianis and Antoine Albeau

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.

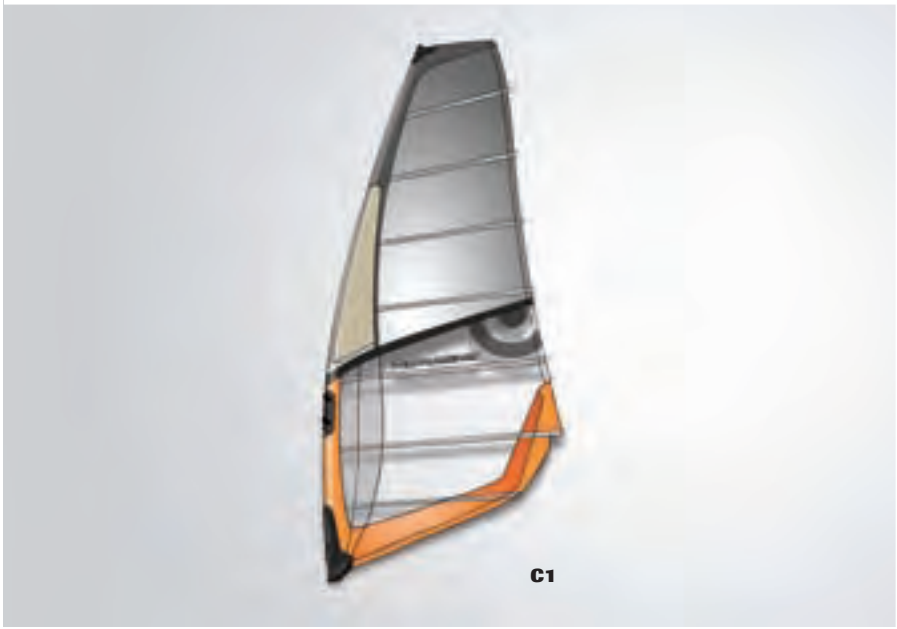
During a record attempt, riders accelerate from 0-44 knots in about 6 seconds (that's almost the same acceleration as a Porsche 911 RS) and the boomerang sensation once the bow of the board is forced downwind onto the run is similar to being shot out of a cannon. At these speeds experience is essential, 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

RS/SLALOM MKII

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.*

Micah Buzianis

"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 avaliable 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	RBRSX225

RS:X ACCESSORIES

PRODUCT	CODE	PRODUCT	CODE
RS:X EXTENSION	RERSX48	**POWER U-BASE**	RPBRSX
MXT EXTENSION ***(for adjustable downhauls)***	REMRSX34	**MXT POWER BASE**	RPMRSX
ADJUSTABLE DOWNHAUL KIT	RADRSX	**BALL BEARING ROLLERS (2)**	REMRSXBB
BOARD BAG	GNPRSXBB	**9.5 RIG BAG**	GNPRSXRB9

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

Photo: David Bell.

Morgan Noireaux

Manu Bouvet

YOUTH, LEARNING AND RECREATION

"The future of our sport lies in the hands of a younger generation of sailors. It's imperative that we give these guys the equipment they need to develop the skills early on that will see them grow into the next batch of sailors that will ultimately challenge those currently established at the top of the sport."

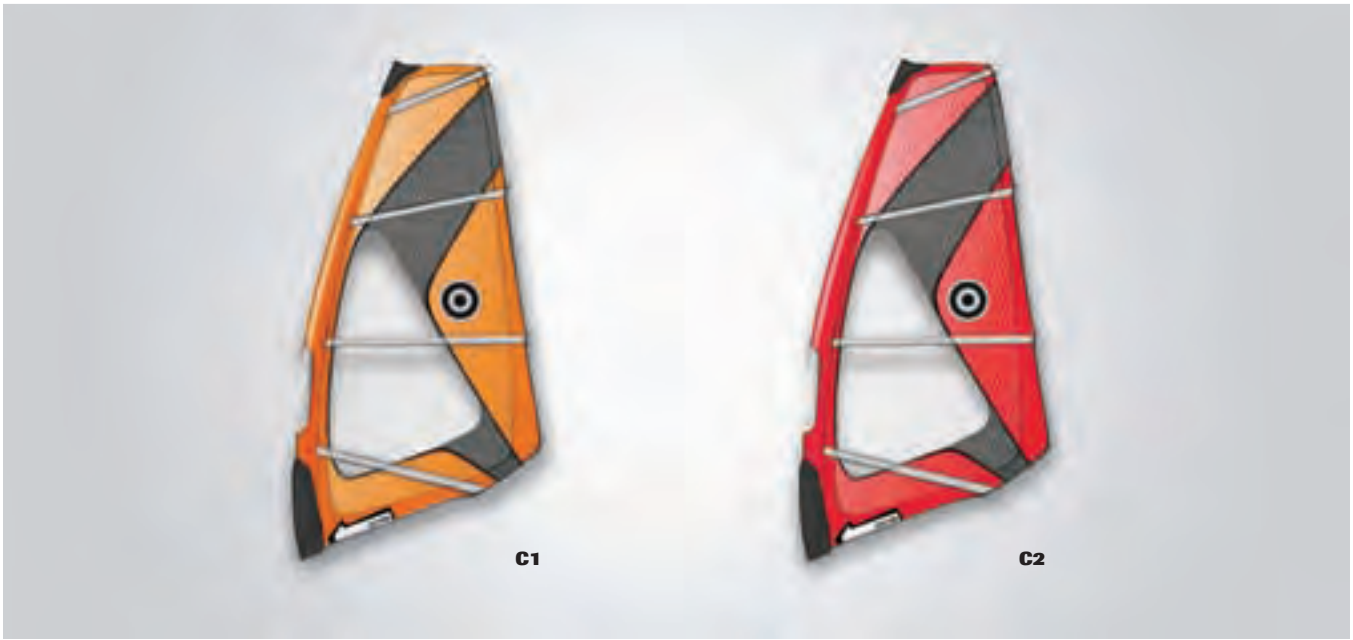
Jonathan Squires /
NeilPryde Division Manager

ONE

HIGH PERFORMANCE FOR YOUTH.

The ONE sail and rig is a complete, high performance package designed to suit the needs of youth windsurfers. Essentially a scaled down version of a full size NeilPryde sail, the ONE benefits from all the same product features including a loose leech, twisting head and durable X-ply construction.

Consequently, the ONE delivers the same high performance standard. Designed for use in conjunction with the ONE mast and boom, the ONE is ideally suited to young windsurfers looking to take the next step after learning the basics.



DESIGN OBJECTIVE

- To produce a scaled-down version of a NeilPryde wave sail and rig package without compromising performance.
- Rig package should be tailored to meet the needs of youth windsurfers weighing no more than 50kg.
- Durability is essential.

ACHIEVED BY:

- Closely basing the sail design on the NeilPryde wave sails as these sails represent the best combination between control, manoeuverability and easy handling.
- Very low center of effort for a high level of control, particularly for small riders.
- Light shaping for ease of planing and stability.
- Light luff curve shaping, and an open, twisted leech gives the sail a light and forgiving feeling.
- A rotated sail body combined with the reduced diameter of the ONE mast, makes the sail de-power on demand and have a very soft rotation, making tacking and gybing a breeze.
- The ONE sail employs the frame concept for durability with a full metalised X-Ply outer frame. Inside the frame, the window is constructed in monofilm; great for visibility and keeping the sail light.


Morgan Noireaux

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	EXT./BASE	BATTENS	CAMS	IDEAL MAST	CODE
2.0	250	115	0	4	none	ONE 250	BNPONE020
2.5	275	133	fixed	4	none	ONE 250	BNPONE025
3.0	300	145	fixed	4	none	ONE 250	BNPONE030
3.5	317	152	fixed	4	none	ONE 250	BNPONE035
4.0	342	161	fixed	4	none	ONE 250	BNPONE040

ONE

MAST

The construction process and technology used to produce the ONE mast has been tailored to deliver a durable yet lightweight mast and is closely related to technology used in the performance proven X6. The ONE mast is based on the same Progressive Flex bend curve of the other NeilPryde masts, as this bend curve provides the best combination between sail stability, control, and a lightweight feel.

LENGTH/CM	WEIGHT/KG	FINISH	CODE
250cm	1.1	Semi Gloss	RMQONE250

BOOM

The ONE boom is an aluminum boom for durability, light weight and stiffness. The dimensions of the boom have been scaled down for smaller riders, with key attention being paid to having a narrow outline of the boom and a small handgrip diameter. ONE boom fits all ONE sails.

LENGTH/CM	WEIGHT/KG	TUBE DIAMETER	MATERIAL	ADJUSTMENT	HARNESS LINE SCALE	CODE
115-165cm	1.85kg	Reduced	Aluminum boom, body and tail	Single pin	Yes	RBONE115

EXTENSION/BASE

The ONE 2.0 sail requires no extension, and the ONE base can be used directly with the mast.

The ONE sails from 2.5 - 4.0 use a combination of a size specific ONE extension and a ONE base.

All ONE sails from 2.5 - 4.0 are provided with the correct ONE aluminum extension. The base is sold separately.

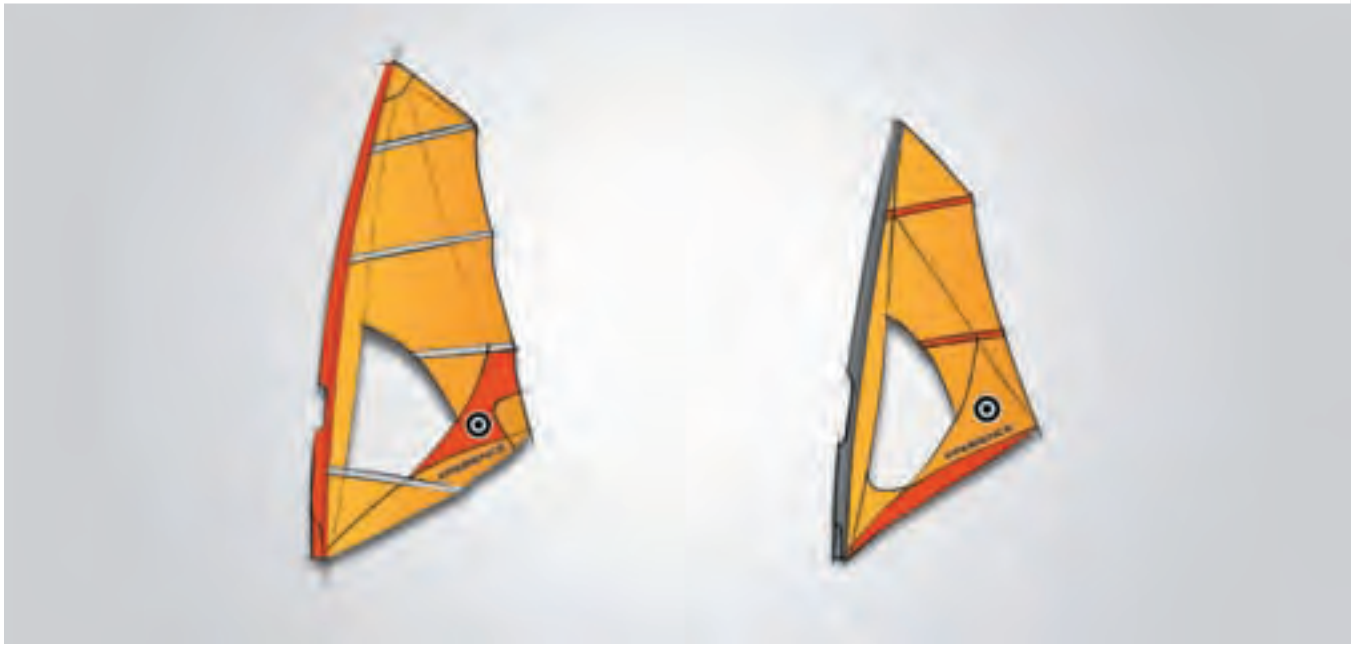
For easy rigging simply put the extension *(or the base for the 2.0)* into the mast and fit the base into the bottom. Then insert the mast up the sleeve of the sail, downhaul and go! No adjustments to the extension are required.

EXTENSION/BASE	CODE
ONE UXT Base	REONE20
ONE UXT Extension 2.5	REONE25
ONE UXT Extension 3.0	REONE30
ONE UXT Extension 3.5	REONE35
ONE UXT Extension 4.0	REONE40

XPERIENCE

THE LEARNER SAIL.

Xperience is a range of sails, masts and booms designed specifically to make learning to windsurf easy and fun for beginners of all ages.



DESIGN OBJECTIVE

- The sail should be easy to uphaul with a very soft, consistent pull making it ideal for first timers and those just getting started.
- All sail and rig components should be durable and designed to withstand the rigors of those not familiar with the sport.
- Components should be easy to use and have a wide range of compatibility.

ACHIEVED BY:

- Heavy-duty construction and a PVC window for high resistance against impact, abrasion and UV rays.
- Low luff tension and adjustable head fittings means the Xperience sail fits a wide range of masts. Masts are compatible with NeilPryde Matrix extensions and booms.
- Smaller sizes are produced with no foot batten to reduce the weight, making these sizes ideally suited to youth sailors.
- Larger sizes include four battens for improved power and stability in light winds. Ideally suited for the adult beginner and progressive learning into low speed longboard tacks and gybes.

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	IDEAL MAST	CODE
1.9	283	112	0	2	none	Xperience 340	BNPEX019
2.6	320	133	0	2	none	Xperience 340	BNPEX026
3.3	347	146	8	3	none	Xperience 340	BNPEX033
4.0	369	163	0	4	none	Xperience 380	BNPEX040
4.7	414	168	0	4	none	Xperience 420	BNPEX047
5.5	440	183	20	4	none	Xperience 420	BNPEX055
6.2	470	195	10	4	none	Xperience 460	BNPEX062

Xperience Masts

Durable, fiberglass mast ideally suited for the Xperience range.

MAST	CODE
Xperience 340	RMEX340
Xperience 380	RMEX380
Xperience 420	RMEX420
Xperience 460	RMEX460

Xperience Booms

Light weight, fully adjustable aluminum booms with a simple and easy to use front-end attachment system.

BOOM	CODE
Xperience Boom 110-150	RBEX110
Xperience Boom 150-190	RBEX150

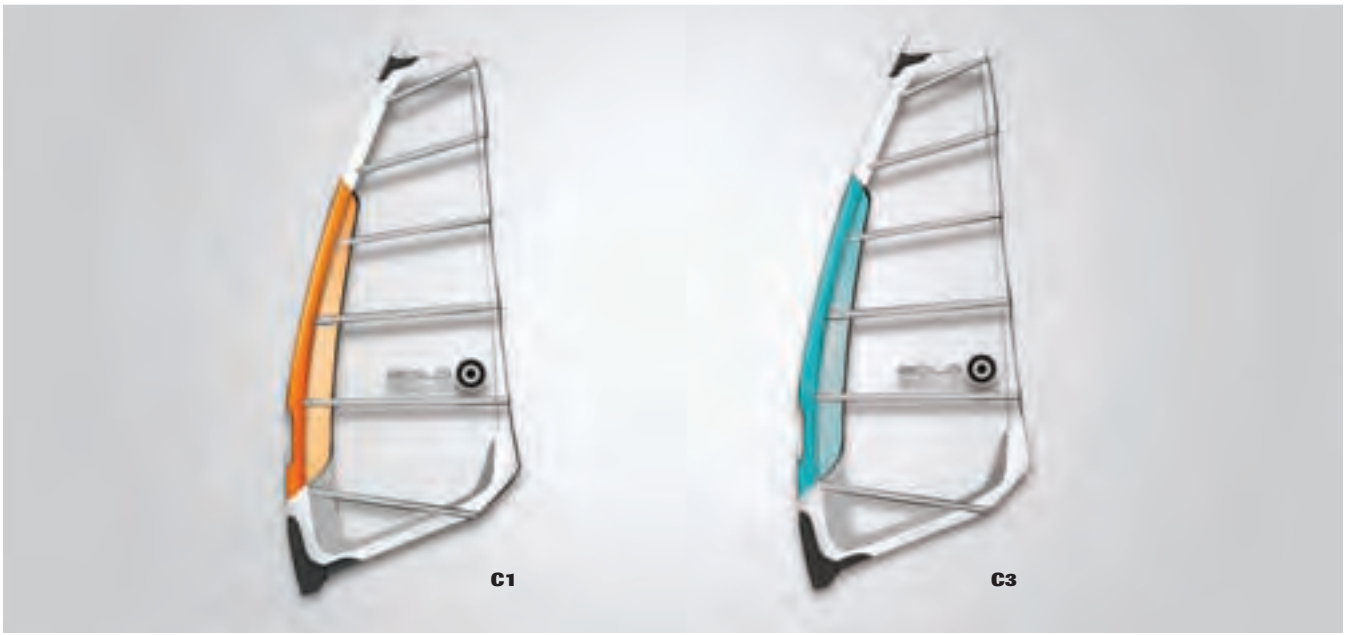
Morgan Noireaux Photo: Charles Oreve

SOLO

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.



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 oriented 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.

Manu Bouvet and Carine Camboulives

SIZE	LUFF +/- 1cm	BOOM +/- 1cm	BASE	BATTENS	CAMS	VARIO TOP	IDEAL MAST	CODE
4.5	395	165	0	4	none	✓	NeilPryde Matrix 400	BNPSL045
5.0	414	173	12	4	none	✓	NeilPryde Matrix 400	BNPSL050
5.5	434	180	2	5	none	✓	NeilPryde Matrix 430	BNPSL055
6.0	453	187	22	5	none	✓	NeilPryde Matrix 430	BNPSL060
6.5	469	197	8	6	none	✓	NeilPryde Matrix 460	BNPSL065
7.0	486	205	24	6	none	✓	NeilPryde Matrix 460	BNPSL070
7.5	502	211	40	6	none	✓	NeilPryde Matrix 460	BNPSL075

Carine Camboulives


ZENO

SAIL TECHNOLOGY

SAIL TECHNOLOGY

FRAME CONCEPT

NeilPryde's 2008 Collection represents a continued development of the 'frame' concept of sail design. The frame concept integrates performance, materials, construction technique, and the look of the sail into one complete package. This ensures that you have a sail that not only performs well on the water, but also that the material used in the construction of the sail reflects its ultimate function.

The evolution of the frame concept is evident in the look of the sail. Panels of coloured and metalised X-Ply radiate from the critical load bearing points of the sail such as the head, the clew, and tack. These panels are strongly contrasted with the background sail colour to create a distinctive and striking look. Whilst this is predominantly an aesthetic feature, it visually reinforces the frame concept's philosophy of using the right material in the right place, and according to the function of the sail.

The frame concept's holistic approach can also be seen within the performance parameter of the sails, where each year we endeavour to develop sails that have better handling, a wider wind range and improved performance and stability.
For 2008 this is no exception. Every sail, in every size, has been prototyped, tested and re-tested to make sure that it meets the design objectives.

INNER FRAME: MATERIAL AND STRUCTURAL INTEGRITY

The inner frame of the sail is built using a combination of adhesive Mark Cloth, monofilm and durable X-Ply. These materials are used in varying quantities according to the function of each sail. The Wave and Crossover sails have a high percentage of X-Ply to ensure durability, while the flatwater sails have a much lighter construction to ensure lightweight performance and top end speed.

METALISED X-PLY FOR UV RESISTANCE

Using a process called vacuum metalisation, the tinted NeilPryde X-Ply includes a metallic coating that greatly reduces the damaging effects of UV rays. This is a technology that has been used with success in the yachting industry where the boats' components are in constant exposure to the sun.

SPECTRA X-PLY

The 2008 Combat and Excess make no use of monofilm material. Inside the frame, the main window of the sail is produced with Spectra X-Ply, which has the greatest tear resistance of any yarn used in all X-Ply's currently available on the market. To ensure strong multi-layer lamination, the Spectra used in NeilPryde sails is twisted with polyester which ensures the yarn is well anchored within the film layers.

OUTSIDE FRAME : MOULDED PROTECTION

MAST TIP CHAFE PROTECTOR AND 3D MOULDED HEAD FAIRING

• Protects the to of the sail from abrasion damage. Also includes an easy de-rigging loop. When de-rigging your sail, drive your screw driver through the loop and into the ground. Then pull out the mast without wrinkling the monofilm or X-Ply material.

SAIL TOGGLE

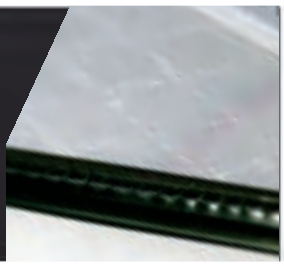
• All NeilPryde sails now include an elastic loop and sail toggle system keeping the sail rolled up during storage. Simply roll up your sail, loop the elastic around the toggle and forget about it.

3D MOULDED TACK FAIRING

• Completely encloses all pulleys and base elements. This helps protect the deck of the board from impact damage.
• Manufactured from heat moulded closed cell foam to offer maximum protection and minimal weight without water absorption.
• Includes an “uphaul hole” for a clean attachment of the uphaul rope.
• Neoprene front piece makes it easy to fold the tack fairing back when threading the downhaul rope through the sail’s tack pulley.

RUBBER FOOT PIPING

• Protects the foot edge of the sail from wear caused by the non-skid on the deck of the board.



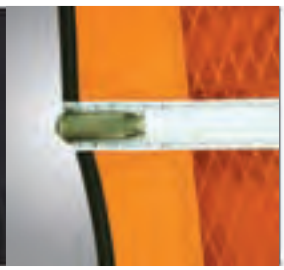
BOOM OPENING STIFFNER

• Stiffer binding material built into the boom opening. This makes it easy to insert the mast through the boom opening and into the luff pocket.

HIGH GRADE PLASTIC BATCAMS

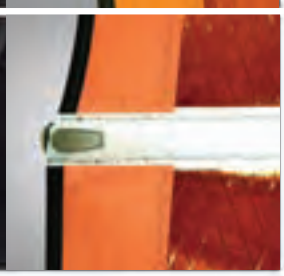
• Allows the rider to precisely tune and set the batten tension.
• Easy to open when replacing battens or adjusting batten tension.
• No tools required for

• UV resistant material.



POLYURETHANE (PU) MOULDED BATTEN END CHAFE PROTECTOR

• Protects the ends of the batten pockets from abrasion damage when rigging and de-rigging.

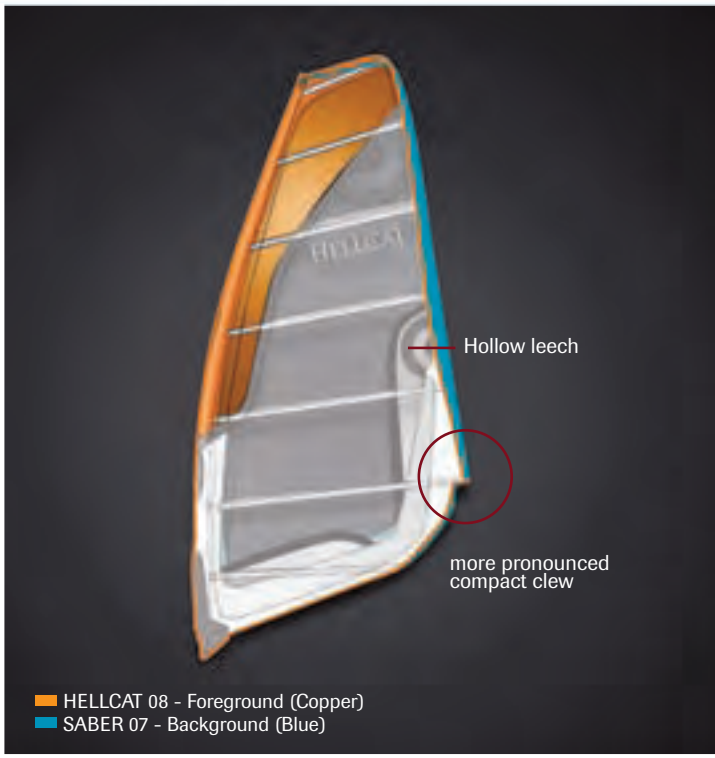


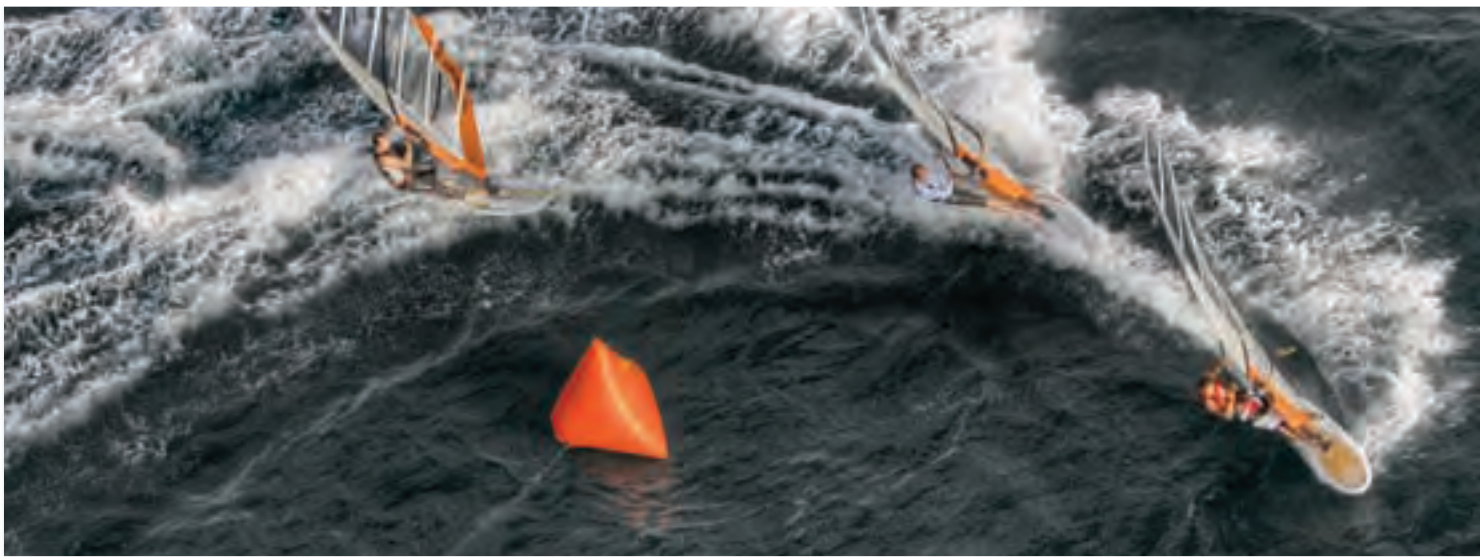
SAIL TECHNOLOGY

FOR 2008:

Control of the sails' power is crucial to its performance. Throughout the development of the RS:Racing, experiments with reducing the mid-leech surface area were found to improve how much control was possible, particularly in overpowered conditions. The reason for this is that the reduction in surface area – which results in the distinctive 'hollow leech' effect – effectively stops the mid-leech from 'blowing out' in higher winds which causes the characteristic loss of stability.

Because of the improved stability and control, this concept has now been incorporated in the design of the 2008 sail collection and has subsequently been incorporated into all NeilPryde wave, crossover and flatwater sails.





ULTRACAM

PERFORMANCE TECHNOLOGY

This innovative suspended camber system dramatically improves sail rotation and acceleration out of gybes and can now be found in all RS:Racing, RS:Slalom^{MKII} and V8 sails.

See page 70 for details.

GENERAL SAIL FEATURES

COMPOSITE MINI LEECH BATTENS

Aerodynamic composite mini battens are sewn directly onto the upper sections of the sail for added stability and durability – without a significant increase in weight.

MULTI POSITION CLEW

Multiple clew positions allow the rider to tune for a variety of conditions and sailor heights.

KEVLAR™ SP CONSTRUCTION

Utilising Kevlar X-Ply allows for lightweight and strong leech construction, particularly in the areas where the monofilm meets the leech. Kevlar X-Ply leech reinforcement helps with stability and durability.

TRIPLE ROLLER TACK FITTING

A solid metal tack fitting of heavy duty construction.

Three large nickel plated rollers offering minimal downhaul friction over an extended lifespan.

LUFFGLIDE LUFFPOCKET MATERIAL

This material provides superior durability and stretch characteristics. Also, the slippery surface of Luffglide facilitates the insertion of the mast into the luffpocket as well as the rotation of the sail.

COMPONENT LUFFPOCKET CONSTRUCTION

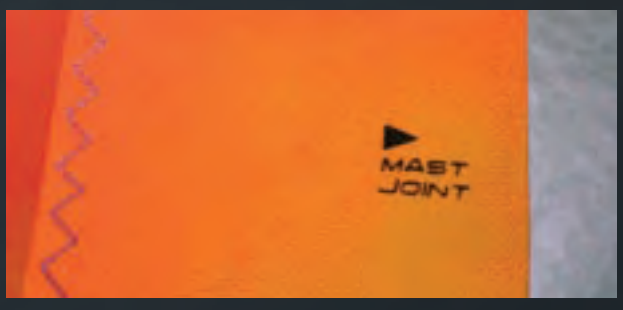
A luffpocket construction technique used in all freerace and racing sails. Provides a low friction material in the cam area to facilitate camber rotation. A stretch resistant, lightweight material is used in the top of the sail to help reduce weight and stabilises sail entry.

NEILPRYDE COMPONENT BATTEN SYSTEM

A sail model and size specific batten system permitting placement of the draft at the optimal location. This maximises the sails' performance for the given design objectives and ensures overall stability across a wide wind range.

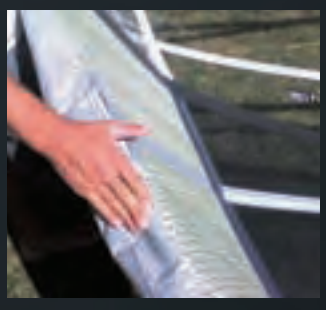
CNC TAPERED ROD BATTENS

Precise CNC *(Computer Numeric Cutting)* tapered heavy duty batten system.



EASY TO FIND MAST JOINT.

To help with pre-downhaul checks, all 2008 sails feature an arrow on the luff pocket to show where the mast joint is when using the recommended mast.



You should always double check that your mast is joined together properly before you go sailing by running your fingers over the join to check that it is smooth.

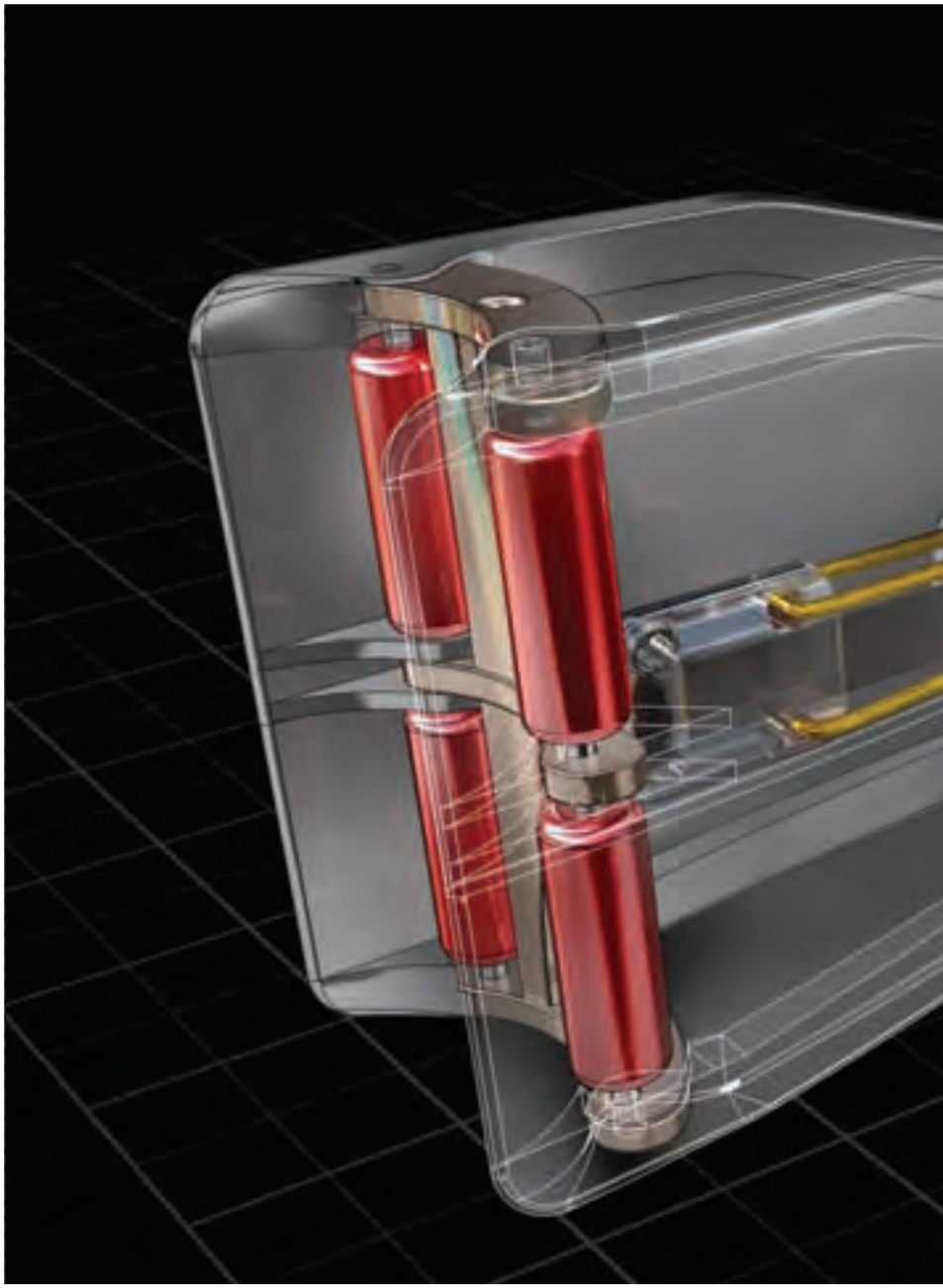
BATTEN POCKET PROTECTION.

Heavy-duty, abrasion resistant TPU print on RS:Racing and RS:Slalom batten pockets to help protect the cross-batten area from damage caused by the adjustable outhaul fittings and the boom.

ULTRACAM

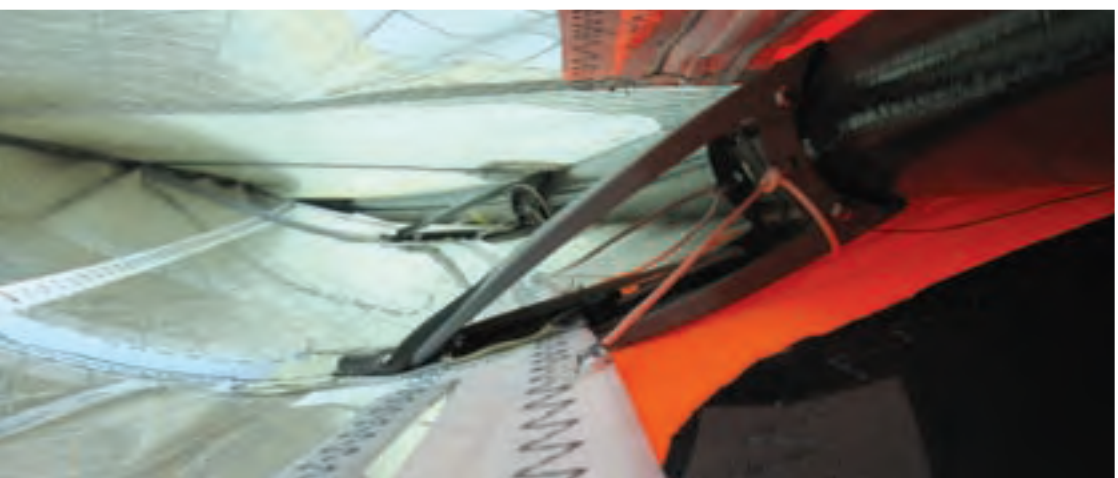
PERFORMANCE TECHNOLOGY

Designed specifically for the RS:Racing program, NeilPryde's ULTRACAM Performance Technology delivers an unbeatable combination of smooth rotation, stability and control over the sails' shape. Whether or not the UltraCam is combined with the RS:Racing, the RS:Slalom$_{MKII}$ or the V8, the result is a new standard of rotation for camber induced sails that will give the rider a definitive on the water advantage regardless of if they are blasting with their friends – or challenging for a world title.



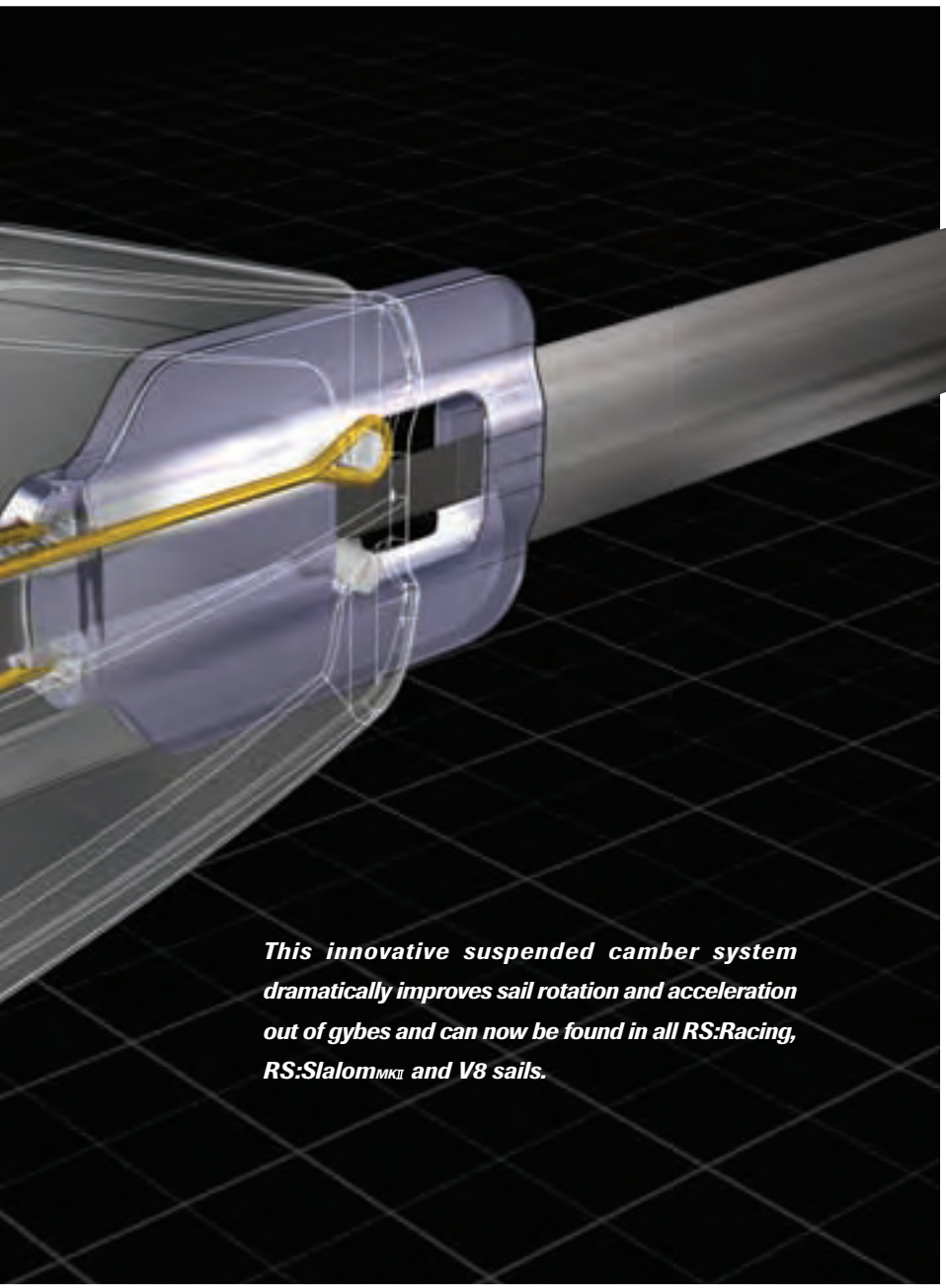
KEY FEATURES

- Innovative suspension system for smoother sail rotation and greater acceleration out of gybes. *(patent pending)*
- Batten pressure shared evenly between batten pocket and mast sleeve.
- Suspended cam is self-adjusting to accommodate different mast diameters.
- No cam spacers required for easy and precise tuning.
- Delivers a new level of performance and control in transitions without compromising stability.



" the biggest performance breakthrough in racing since the advent of the camber itself."

Micah Buzianis
USA 34



This innovative suspended camber system dramatically improves sail rotation and acceleration out of gybes and can now be found in all RS:Racing, RS:Slalom$_{MKII}$ and V8 sails.

The ULTRACAM is a revolutionary suspended camber system that delivers three major advantages over existing camber technology:

1. Super Smooth Rotation

With **ULTRACAM** Performance Technology, the rotation of the sail is dramatically improved. The design of the **ULTRACAM** allows the camber to slide away from the mast during the rotation cycle, hence 'unloading' it and letting the camber move around the mast unhindered.

2. Easy to tune

ULTRACAM Performance Technology eliminates the need for cam spacers to adjust the cam pressure or position. With the **ULTRACAM**, cam pressure position is directly controlled by batten tension: the rider simply adjusts the batten tensioners until the luff sleeve and sail body are wrinkle-free & the cams simultaneously slide into the optimal position.

3. Adjusts to different mast diameters

The **ULTRACAM** is easy to adjust for differences in standard mast thickness. All the rider needs to do when using an X6 instead of an X9 is tune the batten adjuster, no cam spacers are required.

*To find out more about how the **ULTRACAM** works visit rsracing.neilpryde.com to watch the **ULTRACAM** development video.*

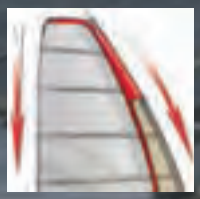
You won't believe THE DIFFERENCE!

COMPACT BOOM CONCEPT

The NeilPryde Compact Boom Length, introduced with the 2006 collection, significantly improves stability. This allows us to improve the control of the sail in 3 ways:

1. SHORTER "WORKING" BOOM LENGTH

The unique outline of the clew gives the rider a shorter "working" boom length. A shorter boom improves stability by limiting the movement of the draft, and gives the rider greater control over the increased bottom section surface area. When the sail is raked back, it also prevents the boom end from hitting the water on the larger freeride and racing sails.



2. RIDER FOCUSED SURFACE AREA

Sail surface area can be removed from the head and transferred down towards the rider. This places a higher percentage of the sail's surface area in direct connection with the boom, therefore ensuring easy control and powerful acceleration when fully sheeted in. The additional sail area in the lower section of the sail is supported by the "cross batten" that extends out beyond the end of the clew. Having less sail area in the head also gives the sail a much lighter feel.

3. IMPROVED SAIL TWIST

The Compact Boom length moves the attachment point of the sail further away from the leech. This gives the leech the ability to be more dynamic and twist further under high loads, again improving the stability and control of the sail.

Draft movement in overpowered conditions without compact boom length

Draft movement in overpowered conditions with compact boom length

The ideal draft position *(deepest point in the sails profile)* is approximately 30-35% back from the front of the sail. This is normally locked in with the shaping of the sail, battens, and cams *(if included)*. However, as the load increases, the draft has a natural tendency to move back closer to 50% from the front of the sail, the midpoint between the mast and clew attachment points. The Compact Boom length shortens the length of the boom without changing the length of the sail *(which is maintained by the cross batten)*. The draft is locked closer to its ideal position at 30-35% back from the front of the sail.

Try NeilPryde's flatwater and race sails that include the Compact Clew, and feel ***THE DIFFERENCE.***

Pieter Bijl
Chief Tester
NeilPryde Windsurfing R&D

ZONE

COMBAT

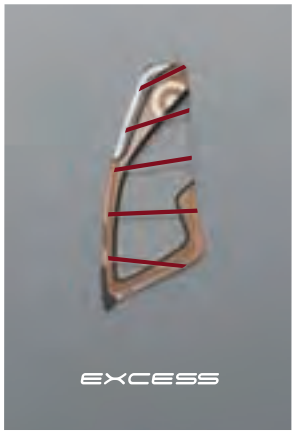
ALPHA

BATTEN CONFIGURATION

Rod- Solid fiberglass for optimum durability

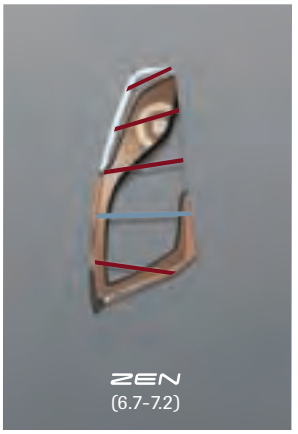
Rod/ Tube- Solid fiberglass batten front combined with hollow tube for lightness and profile stability.

EXPRESSION

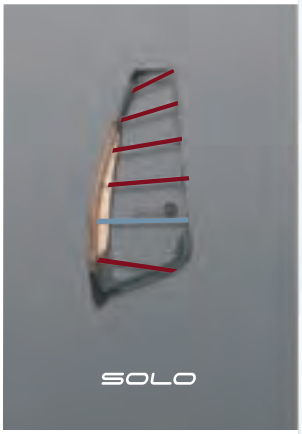


EXCESS

ZEN
(4.9-6.1)

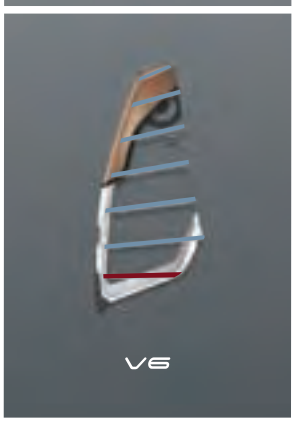


ZEN
(6.7-7.2)

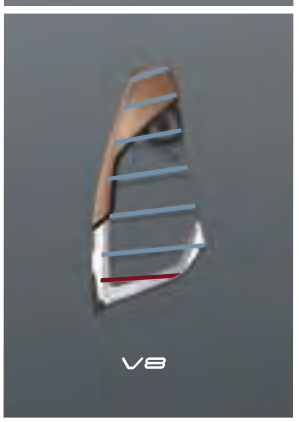


SOLO

HELLCAT



V6



V8

RS/SLALOM

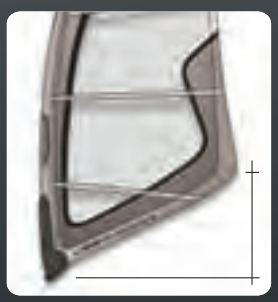
RS/RACING

FOOT CURVE

HIGH

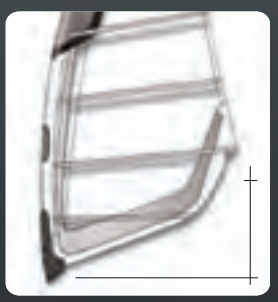
ZONE
COMBAT
ALPHA
EXPRESSION
SOLO < 5.0 (4 battens)

MEDIUM



EXCESS
ZEN
SOLO 5.5-6.0 (5 battens)

MEDIUM / LOW



SOLO 6.5 (6 battens)
HELLCAT
V6

LOW

V8
RS/SLALOM
RS/RACING

SAIL TECHNOLOGY

SAIL SHAPING AND DESIGN

Sail shaping balances the speed and power of a sail with control and handling.

Shaping lower down in the sail will produce a little less power but increases manoeuvrability. Where as shaping higher up in the sail creates more drive and low-end power.

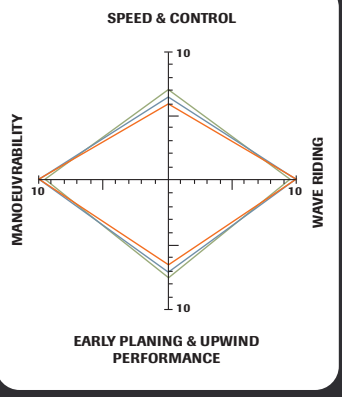
In the performance oriented sails this extra power is easy to control due to the profile stability supported by cams and tube-battens. In the manoeuvre and wave oriented sails, low shaping distribution provides uncompromised manoeuvrability.

WAVE

ZONE

COMBAT

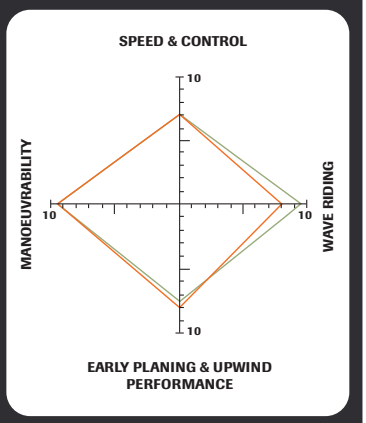
ALPHA



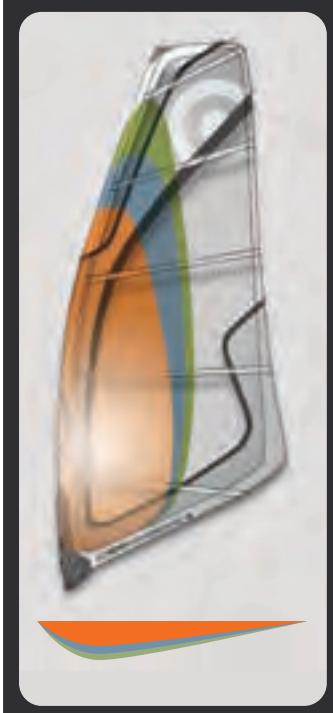
WAVE / CROSSOVER

ALPHA

EXPRESSION



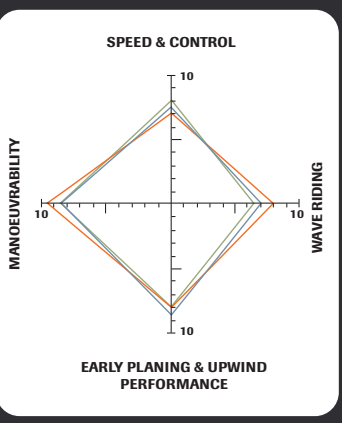
CROSSOVER



EXPRESSION

EXCESS

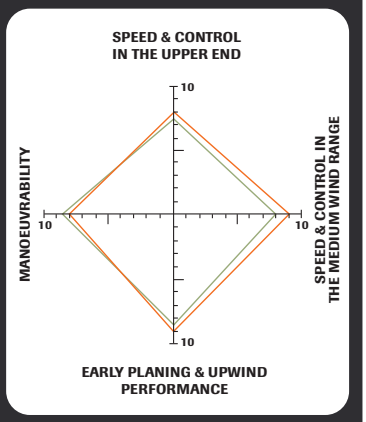
ZEN



CROSSOVER / FREERIDE

HELLCAT

ZEN

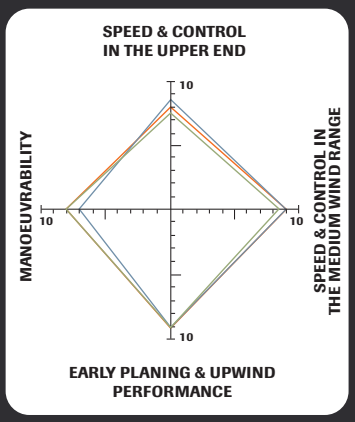


FREERIDE

HELLCAT

SOLO

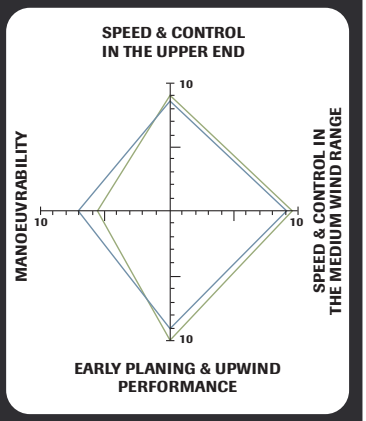
V6



FREERIDE / FREERACE

V6

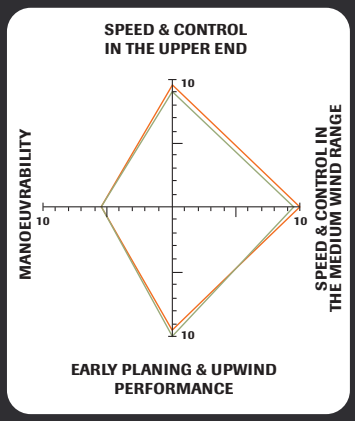
V8



FREERACE / RACE

V8

RS/SLALOM



SAIL OVERVIEW

SAIL

SPECIFICATION

ZONE

INSTANT HANDLING. INSTANT RESPONSE

Designed to excel in classic “down the line” conditions, the ZONE is the most neutral feeling sail in the NeilPryde wave collection. Precision handling, smooth power release and a soft feel combine to allow the rider to draw a tight bottom turn and solid cutback off the lip. In these conditions visibility and wave awareness is key – so the ZONE has a large window allowing the rider to observe the critical section of the wave.

SIZE	3.5	4.0	4.2	4.5	4.7	5.0	5.2	5.5
LUFF	369	382	389	399	407	416	425	440
BOOM	143	149	155	158	163	167	171	178
MAST	370	370	370	370/400	400	400	400	430

COLOUR 1 **COLOUR 2** **COLOUR 3**

COMBAT

ALL ROUND PERFORMANCE AND DURABILITY

As NeilPryde’s all-round wave sail, the COMBAT is equally at home in all types of wave sailing conditions, from huge onshore white water to perfect side–offshore winds and peeling waves. This, in combination with the COMBAT’s “bomb proof” reinforced X-ply construction results in a sail that, no matter how much trouble you get yourself into, will see you on the other side.

SIZE	3.3	3.7	4.0	4.2	4.5	4.7	5.0	5.3	5.6
LUFF	370	375	386	391	402	409	419	429	439
BOOM	137	142	148	152	157	161	167	173	180
MAST	370	370	370	370	370/400	400	400	400	430

COLOUR 1 **COLOUR 2** **COLOUR 3**

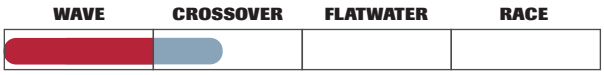
ALPHA

CONSISTENT POWER. CONSISTENT CONTROL

With a design emphasis on manageable power and upwind ability, the ALPHA is the sail in the NeilPryde wave collection that is best suited to onshore, or sometimes less than ideal, wave sailing conditions. Regardless of your size, ALPHA is the sail that delivers the power you need to get out of the disturbed air in the impact zone and into a good position “out the back” – and take best advantage of the conditions.

SIZE	4.0	4.2	4.5	4.7	5.0	5.4	5.8	6.2
LUFF	381	393	400	408	416	433	438	459
BOOM	157	161	164	168	171	178	182	185
MAST	370	370	370/400	400	400	400/430	430	430

COLOUR 1 **COLOUR 2** **COLOUR 3**



EXPRESSION

LIGHT. POWERFUL. MANOEUVRABLE

Light, powerful and extremely manoeuverable, the EXPRESSION is the crossover sail for those who windsurf predominantly flat water freestyle, but still want the versatility to go into waves should the opportunity arise. With pronounced, forward oriented shaping, a lower-aspect outline and reduction in luff-curve, the EXPRESSION delivers an unbeatable combination of power, manoeuvreability and control.

SIZE	4.2	4.7	5.2	5.7	6.1	6.5	6.9
LUFF	398	416	431	446	457	471	482
BOOM	156	161	170	177	186	195	202
MAST	370	400	400/430	430	430	460	460

COLOUR 1 **COLOUR 2**

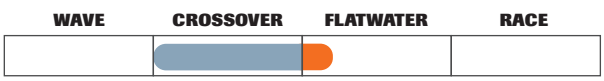
EXCESS

FAST. MANOEUVRABLE. DURABLE

There is no doubt that most windsurfing locations do not deliver the same, consistent conditions every time. Instead, your local sailing spot is as likely to be different from one day to the next – as is the riders' desire to attempt different windsurfing disciplines. So, whether it's flatwater blasting, jumps, basic freestyle or even riding small surf, the EXCESS - with it’s wide wind range and strong construction - is perfectly suited to this sort of variety.

SIZE	5.4	5.9	6.4	6.9	7.4
LUFF	429	446	464	478	491
BOOM	182	189	198	205	212
MAST	400/430	430	430/460	460	460/490

COLOUR 1 **COLOUR 2**



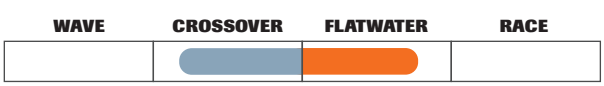
ZEN

ONE MAST. ONE BOOM. FIVE SAILS.

New for 2008, ZEN is a manoeuvre oriented free-riding concept designed to offer a new level of versatility & performance. With each of the five sizes designed around a single mast and boom, each ZEN sail has been optimised for performance across a wide range of conditions & rider abilities.
Durable construction and solid low-end performance combined with good manoeuvrability means ZEN can handle small waves & basic freestyle while easy planing makes flatwater sailing fun. So whether you are just getting onto the plane & into the footstraps, or looking to extend your skills, ZEN offers all the performance & onward progression you need.

SIZE	4.9	5.5	6.1	6.7	7.2
LUFF	429	437	447	460	471
BOOM	171	182	196	205	210
MAST	430	430	430	430	430

COLOUR 1 **COLOUR 2**



SAIL	SPECIFICATION

HELLCAT

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.*

SIZE	5.7	6.2	6.7	7.2	7.7	8.2
LUFF	422	441	459	475	489	510
BOOM	184	192	198	205	210	217
MAST	400	430	430	460	460	490

COLOUR 1 **COLOUR 2**

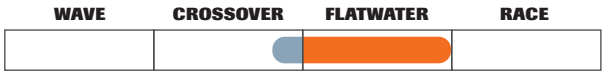
V6

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.

SIZE	5.5	6.0	6.5	7.0	7.5	8.0	8.5
LUFF	425	440	454	468	479	492	504
BOOM	178	188	195	206	212	220	229
MAST	400	430	430	460	460	460/490	490

COLOUR 1 **COLOUR 2**



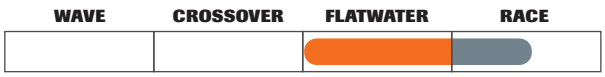
V8

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.

SIZE	6.5	7.0	7.5	8.0	8.5	9.0	10.0
LUFF	460	471	473	495	506	520	546
BOOM	194	205	215	221	229	236	252
MAST	430/460	460	460	490	490	490	520/530

COLOUR 1 **COLOUR 2**



RS / SLALOM MKII

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 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.

SIZE	5.0	5.4	5.8	6.2	6.7	7.2	7.8	8.4	9.2	10.0
LUFF	-	-	-	-	-	-	-	-	-	-
BOOM	-	-	-	-	-	-	-	-	-	-
MAST	400	400	430	430	460	460	490	490	490	520

Boom and Luff measurements to be confirmed.

COLOUR 1

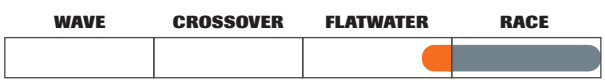
RS / RACING

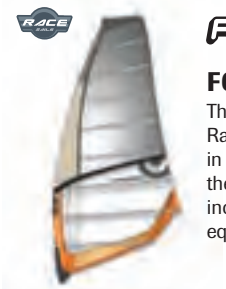
SLALOM

The combination of UltraCam Performance Technology in conjunction with the proven race pedigree of the RS:Racing Programme delivers an amazing combination of extreme acceleration, blistering top end speed and stability as well as dramatically improved rotation when gybing.

SIZE	4.6	5.0	5.4	5.8	6.2	6.7	7.2	7.8	8.4	9.0
LUFF	391	408	424	438	456	470	487	503	521	534
BOOM	166	171	179	186	194	202	209	216	225	235
MAST	370	400	400	430	430	460	460	490	490	490

COLOUR 1





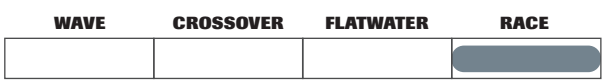
RS / RACING

FORMULA

The application of UltraCam Performance Technology to the Course Racing sizes of the RS:Racing delivers a sail with soft, smooth rotation in even the lightest winds. This gives the rider an advantage out of the tacks and gybes and when this is combined with the RS:Racing's incredible upwind efficiency and downwind power, you will have the equipment you need to have a definitive advantage on the race course.

SIZE	9.8	10.7	11.8
LUFF	553	574	594
BOOM	256	268	288
MAST	530	530	530

COLOUR 1



Normen Günzlein

Baptiste Gossein

Pieter Bijl & Micah Buzianis

COMPATIBILITY = SYNERGY = PERFORMANCE

MATRIX


Sarah Quita-Offringa

MATRIX SYSTEM

The NeilPryde Matrix rig system is all about compatibility. All NeilPryde sails are designed to work with and on all NeilPryde rig components – in any combination.

The NeilPryde Matrix system features 3 different performance levels: X3, X6 and X9. The X3 and X6 masts and booms use the same design concepts as the high performance X9 range. The difference is in the material used, and consequently the weight, stiffness and cost. The X3 and X6 utilise less exotic, or a combination of, materials – this is the means of balancing performance with accessibility.
The X-Combat range of reduced diameter masts and extensions is designed specifically for durability and high performance in heavy wave conditions.

All NeilPryde sails are designed and tested on NeilPryde rig components at X3, X6 & X9 level. As a result, each performance level is not only compatible, but is the ideal choice for any NeilPryde sail.

MASTS

X3

Carbon

X6

Carbon

X-COMBAT

Carbon

X9 ULTRA

Carbon

Klaas Voget

BOOMS

Aluminum

Aluminum/Carbon Hybrid

Carbon

EXTENSIONS

Aluminum

Aluminum

Aluminum

MATRIX SYSTEM : MAST TECHNOLOGY

The mast is an extremely important and integral part of the rig. Sails are designed around a specific bend curve and stiffness meaning that when the right mast is used in the right sail, the sail creates a designed profile depth and twist distribution. When used on the water and facing changes in wind strength and direction, a rig with the right mast will react as a single cohesive unit, efficiently turning the power of the wind into lift and speed while maintaining profile stability.

The X9 Ultra mast is now a proven performer in both the waves and racing. The X3 and X6 are produced on exactly the same mandrels as the X9 mast. Using the same mandrel designs ensures a close match of the bend curve across the whole range. All X3, X6 & X9 Matrix System masts have exactly the same internal diameter, with the tapers of the mast logically producing the desired bend curves - the NeilPryde Progressive Flex bend curve.

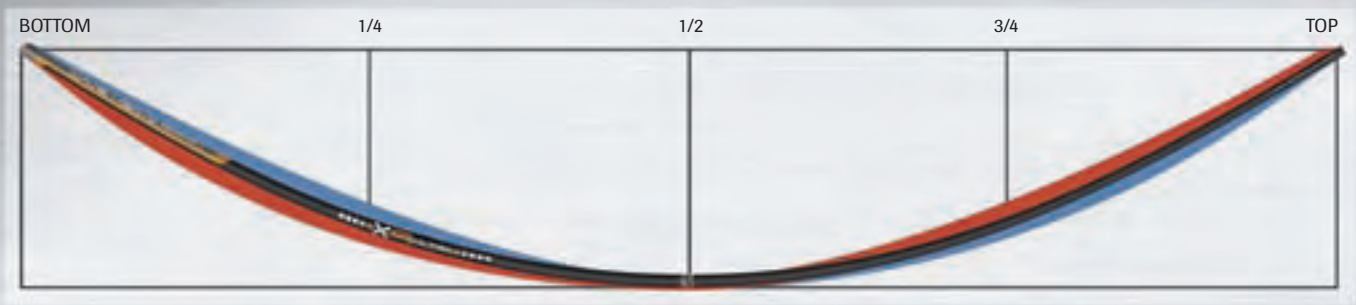
The development of the Progressive Flex bend curve in the NeilPryde Matrix System mast range, allows us to carry the performance characteristics of the X9 mast through to the X6 and X3. The X9 is the ultimate in performance due to the high modulus pre preg fibres used. The X-Combat maintains this performance but increases durability for heavy wave use, while the X6 and X3 share the same bend curves and bring high performance a to wider range of sailors.

All NeilPryde masts are the ideal masts for NeilPryde sails, and using these masts will optimise the performance of your sail. All you have to do is decide the precise level of performance that you are looking for.

Antoine Albeau

Antoine Albeau & Robby Swift

Kevin Mevissen



Flex Top

NP Progressive Flex

Constant Curve

NEILPRYDE'S PROGRESSIVE FLEX

Over the years NeilPryde has developed the "Progressive Flex" bend curve to truly maximise sail performance. Twist is one of the most important characteristics of sail design, and the "Progressive Flex" bend curve allows the sail to twist as dynamically and efficiently as possible.

NeilPryde's "Progressive Flex" bend curve maximises sail performance and twist in two ways:

1. It combines a stiffer bottom section with a lightweight and responsive top section. A stiffer bottom section is required for draft stability and power, while the lightweight and responsive top section provides release in the head of sail for control.

2. The defined taper of the mast improves its responsiveness and dynamic performance. It does this by progressively flexing depending on the wind strength and the amount of load in the rig.

Simply speaking, as the wind strength increases, a sail will twist and the mast will bend from the top downwards. In light winds, only the top of the sail will twist so maximum power is available to the rider. In stronger winds, the sail twist will extend further down the leech to increase the level of control. The better a mast can progressively react to changes in the wind speed, the better a sail can react giving the rider maximum power, control, stability and speed!!

Robert Stroj
NeilPryde Design

MAST SPECIFIC FEATURES

X3

- NeilPryde Progressive Flex bend curve
- Standard outside diameter mast with high wall thickness for durability
- Construction Process: Filament Winding
- Carbon content: 30%
- For those looking for a price-point, **performance** mast that has great compatability with all sails

X6

- NeilPryde Progressive Flex bend curve
- Outside diameter in between the X3 and X9 mast with a moderate wall thickness
- Construction Process: Filament Winding
  Carbon content: 50%-100% (length specific)
- For those looking for a **high performance** mast that works well with all sails, in all conditions

X COMBAT

- NeilPryde Progressive Flex bend curve
- Reduced diameter mast
- Construction process: Pre-preg Carbon Fibre
- Carbon content: 90%
- For those who demand **excellence in both durability and performance**

X9 ULTRA

- NeilPryde Progressive Flex bend curve
- Smaller outside diameter compared to the X3 and X6 ranges for ideal strength / weight / reflex ratio
- Construction process: Pre-preg Carbon Fibre
- Carbon content: 100%
- For those who demand **custom performance** with no compromises


Klaas Voget

MASTS	LENGTH/CM	IMCS	WEIGHT/KG	CARBON CONTENT	FINISH	BAG	CODE
X3 WAVE 370	370	16	1.95	30%	Semi Gloss	None	RMX3W370
X3 WAVE 400	400	19	2.15	30%	Semi Gloss	None	RMX3W400
X3 WAVE 430	430	21	2.30	30%	Semi Gloss	None	RMX3W430
X3 460	460	25	2.65	30%	Semi Gloss	None	RMX3460
X3 490	490	29	2.85	30%	Semi Gloss	None	RMX3490
X6 WAVE 370	370	16	1.90	50%	Semi Gloss	Silver	RMX6W370
X6 WAVE 400	400	19	1.95	55%	Semi Gloss	Silver	RMX6W400
X6 WAVE 430	430	21	2.00	65%	Semi Gloss	Silver	RMX6W430
X6 460	460	25	2.00	80%	Semi Gloss	Silver	RMX6460
X6 490	490	29	2.20	90%	Semi Gloss	Silver	RMX6490
X6 520	520	32	2.40	100%	Semi Gloss	Silver	RMX6520
X6 550	550	36	2.75	100%	Semi Gloss	Silver	RMX6550
X COMBAT 370	370	16	1.50	90%	Semi Gloss	Silver	RMQXC370
X COMBAT 400	400	19	1.70	90%	Semi Gloss	Silver	RMQXC400
X COMBAT 430	430	21	1.80	90%	Semi Gloss	Silver	RMQXC430

The X-Combat is suitable for use with the NeilPryde Wave and X-Over sail range.

X9 ULTRAWAVE 370	370	16	1.30	100%	Semi Gloss	HardShell	RMQX9UW37
X9 ULTRAWAVE 400	400	19	1.50	100%	Semi Gloss	HardShell	RMQX9UW40
X9 ULTRAWAVE 430	430	21	1.65	100%	Semi Gloss	HardShell	RMQX9UW43
X9 ULTRA430	430	21	1.53	100%	Semi Gloss	HardShell	RMQX9U430
X9 ULTRA460	460	25	1.68	100%	Semi Gloss	HardShell	RMQX9U460
X9 ULTRA490	490	29	1.75	100%	Semi Gloss	HardShell	RMQX9U490
X9 ULTRA530	530	34	2.30	100%	Semi Gloss	HardShell	RMQX9U530

X9 ULTRA Tips and Bases are also available separately.

MATRIX SYSTEM : BOOM TECHNOLOGY

NeilPryde booms are designed to feature the best possible strength to weight ratio. In achieving this, they must also be stiff. Through the use of a monocoque (single piece) boom arm construction and a solid connection to the mast, it is possible to deliver a stiff, light and strong boom.

Proven high performance technology is used for the construction of the X9, and in doing so, delivers the finest windsurfing boom available today. With a monocoque aluminium body and carbon tail, the hybrid construction of the X6 makes for a boom that is stiff, light and durable. The one piece aluminium body and tail of the X3 boom makes for an extremely durable unit.

How stiff the boom is will have a direct impact on how responsive your rig feels when you are on the water. Whether you choose an X9, X6 or X3, there is a level of performance suited perfectly to the amount of time you have to windsurf, your sailing style and location.

Remember, the wind can tell **THE DIFFERENCE.**

MONOCOQUE CONSTRUCTION

All NeilPryde booms are made using a Monocoque *(one piece)* boom body.

Depending on the boom, the tail will be made in either aluminium or carbon for increased stiffness and a smoother transmission of power from the rig through to the board.

One piece construction eliminates the play between the joints at the boom head, reduces the point loading present at the screws and enables a completely smooth boom outline – without the flat spots at the front hand that are present in a conventional 3 piece construction.

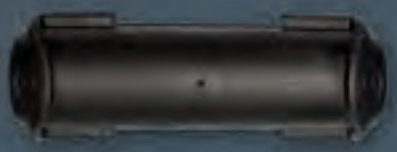
X3 - Aluminium body and tail.
X6 - Aluminium body and carbon tail.
X9 - Carbon body and tail.

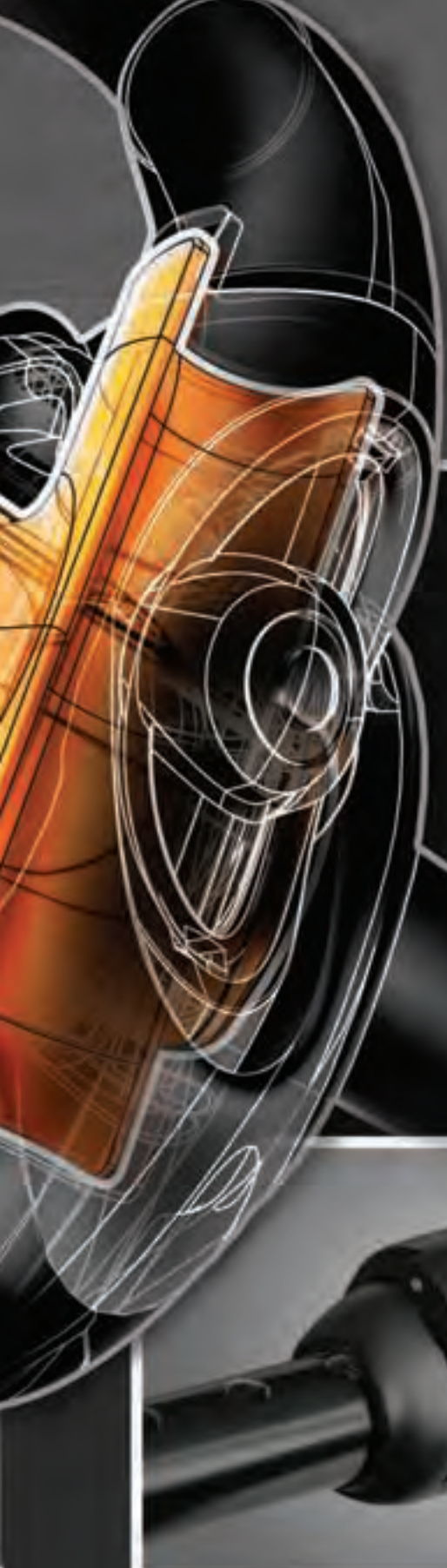
INSIDE THE MONOCOQUE CONSTRUCTION

For the X3 and X6 booms, the monocoque construction is reinforced under the front end by a secondary layer of aluminium tubing *(highlighted above in red)*. This tubing is inserted inside the monocoque tube before it is bent into the shape of the boom. This additional reinforcement ensures that the X3 and X6 booms offer the maximum in stiffness and strength.

MAST SHIM

All NeilPryde 135cm, 145cm and 160cm booms are delivered with an RDM mast shim *(for use on RDM masts)*. All other sizes of boom fitted with the NeilPryde VT-Joint are suitable for use on any NeilPryde mast without needing a shim.





The NeilPryde VT-Joint provides a stiffer boom connection and a more responsive transmission of the sails' power while protecting the mast.

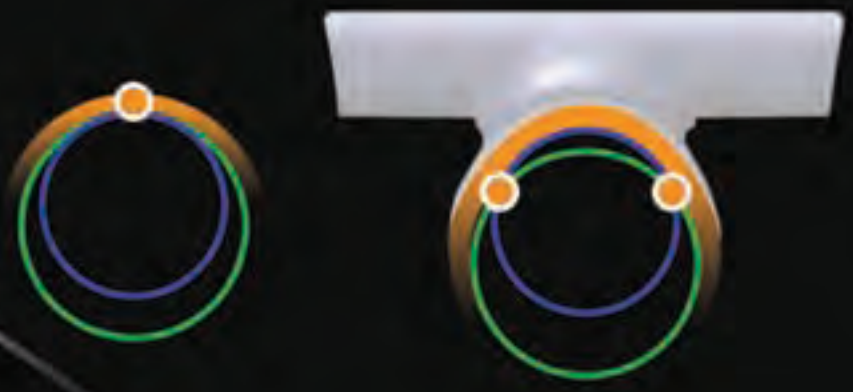
Using the VT-Joint has several key benefits:

- increases contact area from the boom attachment to the mast.
- it can be used on any standard diameter mast *(excluding RDM's)* without the need for a shim.
- reduces chance of point loading.
- minimises 'play' between the boom and mast connection.

THE MAST CUP

The mast cup interior of the VT-Joint has been carefully contoured to create a V shape where previously it was a standard semi-circle.

The V shape accommodates variation in standard mast diameters without the need for a shim. Slightly thinner masts simply sit further into the V while fatter ones sit lower down.



T-Joint VT-Joint

The change in shape provides a 2nd point of contact between the cup and the mast creating a tighter connection and a greater transmission of power than ever before.

TWIN PIN LEVER ACTUATED TRIM LOCK ADJUSTMENT SYSTEM

Featured on all booms for ease of adjustment *(except the X9 Race booms).* The Twin Pin design provides optimal load distribution and a stiff connection between the boom body and tail end.

The VT-Joint is now standard on all new NeilPryde booms with an oversized mast cup material composition tailored to suit each boom type:

X3 - Oversized mast cup in glass fibre reinforced injection moulding.
X6 - Oversized mast cup in carbon fibre reinforced injection moulding.
X9 - Oversized mast cup in forged carbon composite material.

X3 All Aluminum Boom

- Standard diameter handgrip for stiffness and comfort*
- Oversized Mast Cup in glass fibre reinforced injection moulding
- Monocoque Aluminium Boom Body
- Monocoque Aluminium Tail Extension
- For those looking for a price-point, stiff, performance oriented aluminium boom

X6 Aluminum/Carbon Hybrid

- Reduced diameter handgrip for ultimate comfort and control on the 135, 145, 160 booms*
- Standard diameter handgrip on 180, 200, 225 booms for stiffness and performance
- Oversized Mast Cup in carbon fibre reinforced injection moulding
- Monocoque Aluminium Boom Body
- Monocoque Carbon Tail Extension
- For those looking for enhanced performance achieved by hybrid construction

X9 All Carbon Boom

- Reduced diameter handgrip for ultimate comfort and control on the 135, 145, 160 booms*
- Standard diameter handgrip and oversized tail end for optimum stiffness in the longer lengths
- Oversized Mast Cup in forged carbon composite material for lightweight and stiffness
- Monocoque Carbon Boom Body
- Monocoque Carbon Tail Extension
- X9 225-275 and 260-310 come supplied with an adjustable outhaul system for maximum tuning range
- For those who demand the ultimate in performance with no compromises

** 135, 145, 160 booms are delivered with a mast shim for use on any reduced diameter mast (RDM)*

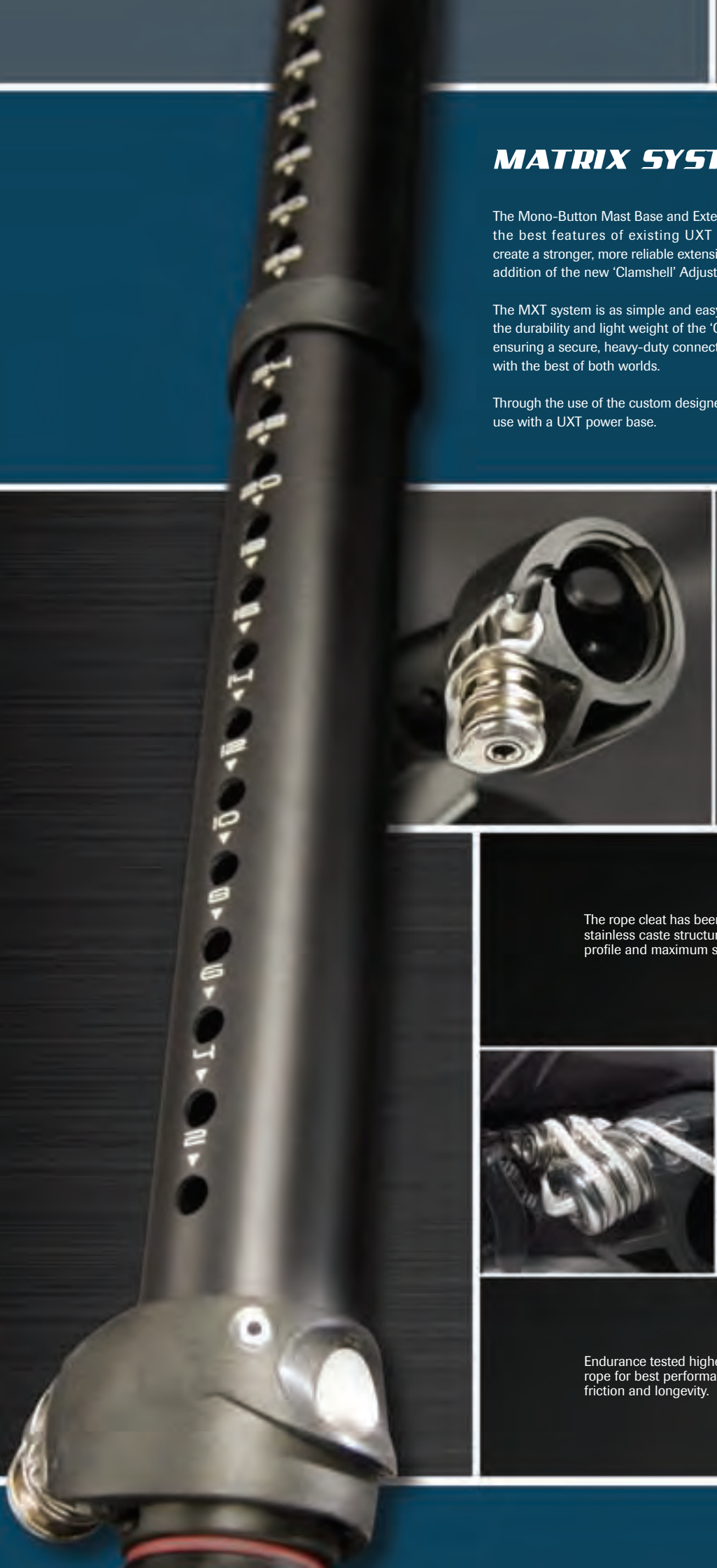
BOOM/LENGTH	ADJUST/ CM	WEIGHT/ KG	DIAMETER/ MM	MATERIAL & CONSTRUCTION FRONT END	BOOM BODY	BACK END	ADJUSTMENT	HARNESS LINE SCALE	RDM MAST SHIM	CODE
X3 135-185	50	2.35	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminum	Monocoque Aluminum	Twin Pin Lever	Yes	✓	RBX3135E1
X3 145-195	50	2.40	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminum	Monocoque Aluminum	Twin Pin Lever	Yes	✓	RBX3145E1
X3 160-210	50	2.50	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminum	Monocoque Aluminum	Twin Pin Lever	Yes	✓	RBX3160E1
X3 180-230	50	2.65	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminum	Monocoque Aluminum	Twin Pin Lever	Yes	–	RBX3180E1
X3 200-250	50	2.80	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminum	Monocoque Aluminum	Twin Pin Lever	Yes	–	RBX3200E1
X3 225-275	50	3.00	30	Oversized Mast Cup Glass Fibre Reinforced	Monocoque Aluminum	Monocoque Aluminum	Twin Pin Lever	Yes	–	RBX3225E1
X6 135-185	50	2.45	28	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminum	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX6135E1
X6 145-195	50	2.55	28	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminum	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX6145E1
X6 160-210	50	2.70	28	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminum	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX6160E1
X6 180-230	50	2.75	30	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminum	Monocoque Carbon	Twin Pin Lever	Yes	–	RBX6180E1
X6 200-250	50	2.90	30	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminum	Monocoque Carbon	Twin Pin Lever	Yes	–	RBX6200E1
X6 225-275	50	3.05	30	Oversized Mast Cup Carbon Fibre Reinforced	Monocoque Aluminum	Monocoque Carbon	Twin Pin Lever	Yes	–	RBX6225E1
X9 135-185	50	2.20	28	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX9135E1
X9 145-195	50	2.35	28	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX9145E1
X9 160-210	50	2.55	28	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Lever	Yes	✓	RBX9160E1
X9 180-230	50	2.80	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9180E1
X9 200-250	50	2.90	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9200E1
X9 225-275	50	3.05	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9225E1
X9 260-310	50	3.45	OverS & 30	Oversized Mast Cup Forged Carbon	Monocoque Carbon	Monocoque Carbon	Twin Pin Trim	Yes	–	RBX9260E1

MATRIX SYSTEM : MXT

The Mono-Button Mast Base and Extension System (MXT) has been designed to combine the best features of existing UXT and XT Mast Base technology – and in doing so create a stronger, more reliable extension and base system that is easy to use and, with the addition of the new 'Clamshell' Adjustment System, highly resistant to sand.

The MXT system is as simple and easy to use as the UXT. However, the MXT also features the durability and light weight of the 'Classic' XT system. With a single, large release button ensuring a secure, heavy-duty connection and ease of operation the MXT provides the user with the best of both worlds.

Through the use of the custom designed adaptor, the MXT system can be easily adapted for use with a UXT power base.



STRONG INTEGRATED PULLEY

The Mono-Button system features an entirely redesigned downhaul pulley arrangement.

Monococque load carrying stainless caste structure – transfers load directly from the pulleys onto the extension tube without relying on any plastic components.
This results in a significant increase in strength when compared with conventional extensions.

The rope cleat has been integrated into the stainless caste structure for streamlined profile and maximum strength.

Unique asymmetric design for clean, friction free rope alignment and intuitive threading of the downhaul rope.

Endurance tested highest grade spectra rope for best performance, reduced friction and longevity.

CLAM ADJUSTMENT SYSTEM

The Mono-Button extension also introduces a new 'Clamshell' Adjustment System.

- Easy, user friendly operation in all temperatures.
- Heavy duty stainless steel construction – designed to sustain high loads.
- Positive engagement - completely unaffected by sand.
- Increased tube strength due to the absence of any grooves.

MXT MAST BASE

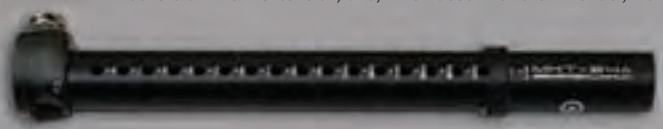
Large release button ensuring a secure, heavy-duty connection and ease of operation.

MXT – UXT ADAPTER

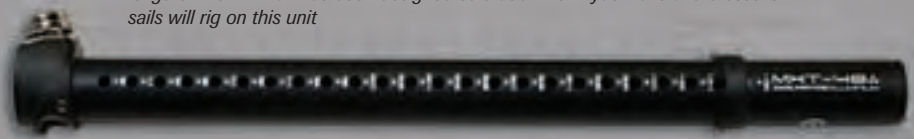
Enables MXT Extension to be used with a UXT Power Base.

- Simple heavy duty design.
- Performance and strength is equivalent to UXT system.

MXT14 – *Designed to be used on its own or with the new X-Tender, the MXT 14 covers 0-14 cm extension, and, when used with the X-Tender, from 34-38 cm*

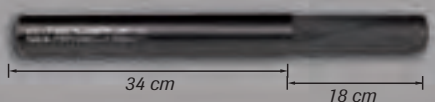


MXT34 – *Allows for great flexibility when transitioning between different mast lengths. The MXT 34 has been designed so that all NeilPryde wave and crossover sails will rig on this unit*



MXT48 – *Gives you the extra length needed for large sail sizes*

X-Combat MXT34 – *Especially designed for use in conjunction with the smaller diameter X-Combat masts*



Made of carbon tubing

X-TENDER – *Lightweight yet heavy-duty way to extend the mast while maintaining the optimum bend curve*

MATRIX SYSTEM EXTENSIONS

All NeilPryde extensions are made using aluminium for the best combination of strength and weight.

The X3 aluminium extension offers the highest level of durability at the best price point and comes in both XT and UXT mast base systems.

The MXT system, now used in all X6 extensions, combines the best features of the XT and UXT systems with an entirely redesigned downhaul pulley arrangement. This makes the X6 stronger, more reliable and easier to use. The Clamshell Adjustment System allows for greater tube strength and resistance to sand interference while the large release button on the MXT Power Base creates a heavy-duty connection between the base and the extension.
An adapter is available to enable the MXT extension to be used with a UXT base without compromising performance.

In 2006 the X-Combat extension was introduced for use in conjunction with the X-Combat reduced diameter wave mast. The X-Combat extension is now available in the MXT and XT systems.

Completing the matrix range is a lightweight yet heavy-duty carbon mast extender. This component allows the user to extend their standard diameter mast whilst maintaining the optimum bend curve.

For more detail on the MXT system please refer to page 90.

Antoine Albeau

X3 EXTENSION FEATURES

STAINLESS PULLEYS
Both XT and UXT feature stainless pulleys for less friction and greater durability.

ANTI CHAFE PIN
A steel pin under the plastic bridge *(right above the clam cleat)* stops the plastic chafing.

ENLARGED FINGERPRINT CAVITIES
For easy release of buttons in cold water.

MARLOW ROPE
High quality pre-stretched marlow rope.

X6 EXTENSION FEATURES

STRONG INTEGRATED PULLEY
Unique asymmetric design for clean, friction free rope alignment and intuitive threading of the downhaul rope.

ROPE CLEAT
The rope cleat has been integrated into the stainless caste structure for streamlined profile and maximum strength.

LARGE RELEASE BUTTON
For a secure, heavy-duty connection and ease of operation.

FORMULA LINE ROPE
Endurance tested highest grade spectra rope for best performance, reduced friction and longevity.

EXTENSIONS

EXTENSION	CODE
X3 XT 28	REX328
X3 XT 48	REX348
X3 UXT 28	REUX328
X3 UXT 48	REUX348
X6 MXT 14	REMX614
X6 MXT 34	REMX634
X6 MXT 48	REMX648
MXT-UXT Adapter	REMUXT
X-TENDER	REXTDR
X-Combat XT 34	REXC34
X-Combat MXT 34	REMXC34

BASES

- Fin box mast base system with urethane tendon, used by most professional sailors
- Release with twin-pin, universal-pin or MXT release system
- Low profile
- Wide surface area contacting board for better load distribution
- Grip padded plate for shock absorption and scratch protection of board deck

Power Base

Power U-Base

Power M-Base

BASE	CODE
Power Base	RPB
Power U-Base	RPUB
Power M-Base	RPM


NEILPRYDE
NEILPRYDE

EQUIPMENT

HARNESSES: SHAPE IS EVERYTHING

NeilPryde's Equipment Collection aims to produce harnesses that match as closely as possible the shape of the human body and suit a wide variety of sailing conditions.

3D Waist Harness

REDUCED WEIGHT AND IMPROVED COMFORT - 3 LAYERS 3D MOULDED.

The unique new technology used in the 3D Waist Harness enables the 3 outside layers (PE board for structure, closed cell foam for support, PU leather for durability) to be moulded together to form a single layer. This reduces both the weight and water consumption allowing the harness to become more compact and to hold a better form, resulting in a greater level of support and comfort.

The key area of shaping and support in a waist harness is the lower back. The 3D Waist Harness gives maximum support for the lower back through the raised 3D moulded cushion on the outer layer.

Dynamic Support is provided through:

- The harnesses close match to the concave shape of your back.
- Lower back support cushion moulded into the lower back region of the outside of the harness.
- The Vertebrae Support Cushion moulded into the lower back region of the outside of the harness.

NEW FOR 2008:
Waist Harnesses designed specifically for women.

The new ladies harnesses have increased shaping and contouring to better fit the frame of female sailors.

Ideal for use in waves, freestyle or general freeride sailing.

Choosing The Right Harness:

Waist Harnesses

Wave and freestyle sailors tend to prefer a waist harness because it offers freedom of movement and a high degree of manoeuvrability.
Individual body shape is important when selecting a waist harness and particular attention should be paid to comfort around the ribs.

The moulding on the 3D Waist X-Over Harness gives a greater degree of lower back support making it the ideal choice for freemove and freeride sailing while the Pro Waist Harness is slightly shorter in height, which may be preferable for those looking for maximum freedom of movement in wave and freestyle.


Antoine Albeau

Seat Harness

MAXIMUM DYNAMIC SUPPORT THROUGH 3-LAYER SHAPING

To closely match the shape of the hips and the seated area, and provide maximum comfort and support, NeilPryde's seat harnesses are split between 2-layer and 3 layer constructions in the back and sides of the harness respectively. This split construction allows the harness to completely wrap around the hip or seated area. Strategically placed front and back seams between the constructions further improve the shaping of the harness.

Dynamic support is provided through the very close fit of the harness.

- 2-Layer construction including pre-shaped EVA foams around the seated area provide maximum fit, support and comfort. Additional inner shaping points lock onto the hips to further improve the fit of the harness.

- 3-Layer construction on the side panels includes PE board to help diffuse the force from the harness attachment points.
- Outer layer of woven material provides durability.

Seat Harnesses

The seat harness is preferred by freeride, slalom and speed sailors because it offers more leverage over the rig and is better suited to highspeed sailing on flat water. The low position of the hook allows you to literally sit down on your harness and use all your body weight against the pull of the rig. It is the level of comfort when hooked in that is crucial when selecting a seat harness.

The X-Over seat harness allows the hook height to be adjusted up or down. This feature combined with increased back support gives you a seat harness with maximum versatility in your choice of hook height. The hook can be raised for high wind conditions or when just learning to use a harness. As rider experience and sail size increases, the hook can be lowered for greater leverage over the power of the rig.

Harnesses


Jason Polakow


Standard Harness System


PU leather finish


Key pocket and waterproof pouch

3D Waist Pro Harness

Standard GNPA2002

- Ideal for use in waves and freestyle.
- Maximum dynamic support through NeilPryde's 2 layer 3D Shaping.
- Non water absorbent PU leather finish for light weight and durability.
- Closed cell, padded neoprene finished edges for ultimate comfort.
- Soft EVA foam ribs minimise ride while sailing.
- Moderate height for freedom of movement while offering support.
- 360° Powerstrap for flex limitation and additional support.
- Key pocket and waterproof key pouch.
- Standard System: includes replaceable hook attachment webbing straps.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colour 1: Grey/Silver **Colour 2:** Black/Copper
Colour 3: Silver/Copper

3D Waist X-Over

Standard GNPA2004

- Ideal for use in freemove or feeride sailing.
- Maximum dynamic support through NeilPryde's 2 layer 3D Shaping.
- Non water absorbent PU leather finish for light weight and durability.
- Closed cell, padded neoprene finished edges for ultimate comfort.
- Soft EVA foam ribs minimise ride while sailing.
- Higher back for optimum support.
- 360° Powerstrap for flex limitation and additional support.
- Key pocket and waterproof key pouch.
- Standard System: includes replaceable hook attachment webbing straps.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colour 1: Grey/Silver **Colour 2:** Black/Copper
Colour 3: Silver/Copper

2D Waist Harness

Standard GNPA2003

- Ideal for use in waves, freestyle, or general freeride cruising.
- Comfort support through shaping of the harness and an inside PE Board layer.
- Soft EVA foam ribs minimise ride while sailing.
- Smooth finish neoprene outside edge for comfort.
- Moderate height for freedom of movement while offering support.
- 360° powerstrap for flex limitation and additional support.
- Key pocket and waterproof key pouch.
- Standard system: includes replaceable hook attachment webbing straps.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colour 1: Grey/Copper **Colour 2:** Black/Silver


Wide adjustment range


3D moulded cushion

ONE Waist Harness

Standard GNPA2005

- A purpose made harness designed to suit the smaller frame of youth sailors.
- Ideal for use in waves, freestyle, or general freeride cruising.
- Comfort support through shaping of the harness and an inside PE Board layer.
- Soft EVA foam ribs minimise ride while sailing.
- Smooth finish neoprene outside edge for comfort.
- 360° powerstrap for flex limitation and additional support.
- Large adjustment range to allow for growth. Suitable for boys and girls.
- Standard system: includes replaceable hook attachment webbing straps.
- 20cm Standard Curve Spreader Bar.

Sizes US: S M L
Colour 1: Grey/Copper **Colour 2:** Black/Grey

3D Waist Lady

Standard GNPAW2002

- A purpose made harness with increased shaping designed to suit the frame of female sailors. Smaller fit.
- Ideal for use in waves, freestyle, or general freeride cruising.
- Maximum dynamic support through NeilPryde's 2 layer 3D Shaping.
- Non water absorbent PU leather finish for light weight and durability.
- Closed cell, padded neoprene finished edges for ultimate comfort.
- Soft EVA foam ribs minimise ride while sailing.
- Moderate height for freedom of movement while offering support.
- 360° Powerstrap for flex limitation and additional support.
- Key pocket and waterproof key pouch.
- Standard System: includes replaceable hook attachment webbing straps.

Sizes US: S M L
Colour 1: Silver/Copper **Colour 2:** Grey/Silver

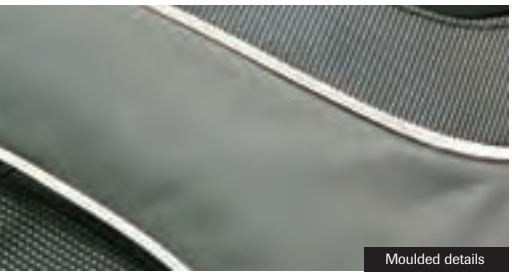
2D Waist Lady

Standard GNPAW2003

- A purpose made harness designed to suit the frame of female sailors. Smaller fit.
- Ideal for use in waves, freestyle, or general freeride cruising.
- Comfort support through shaping of the harness and an inside PE Board layer.
- Soft EVA foam ribs minimise ride while sailing.
- Smooth finish neoprene outside edge for comfort.
- Moderate height for freedom of movement while offering support.
- 360° powerstrap for flex limitation and additional support.
- Key pocket and waterproof key pouch.
- Standard system: includes replaceable hook attachment webbing straps.

Sizes US: S M L
Colour 1: White/Copper **Colour 2:** Grey/Copper


Alex Mussolini


Moulded details

ADULT SIZES		WAIST	
Euro	US	In	cm
42	XXS	23"-25"	58-63
44	XS	25"-28"	63-67
46	S	27"-30"	69-75
48	M	30"-32"	75-81
50	L	31"-34"	80-86
52	XL	33"-36"	85-91
54	XXL	35"-38"	90-96

NeilPryde recommend that all harnesses are tried on to confirm fit before purchase.


C1


C2

Seat Harness

Standard GNPB2001

- Ideal for use in racing. Low hook position for maximum leverage on the rig.
- Small outline harness with lightweight construction for maximum freedom of movement.
- Comfort support is provided through the shaping and close fit to the body. Inside layer of soft EVA foam ribs on the back, pre-moulded EVA foam ribs around the hips.
- Soft EVA foam ribs minimise ride while sailing.
- Soft neoprene outside edge for comfort.
- Clip in leg straps made of smooth neoprene for minimum wear and maximum comfort.
- Key pocket and waterproof key pouch.
- Standard System: includes replaceable hook attachment webbing straps.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colour 1: Grey/Copper **Colour 2:** Grey/Silver


C1

Seat Harness X-Over

Standard GNPB2003

- Ideal for use in freeride sailing, and for those looking for increased back support in a seat harness.
- Adjustable hook height and lightweight construction for wide range of use and comfort.
- Adjustable back support straps for increasing back support if necessary.
- Comfort support is provided through the shaping and close fit to the body. Inside layer of soft EVA foam ribs on the back, pre-moulded EVA foam ribs around the hips.
- Soft EVA foam ribs minimise ride while sailing.
- Soft neoprene outside edge for comfort.
- Clip in leg straps made of smooth neoprene for minimum wear and maximum comfort.
- Key pocket and waterproof key pouch.
- Standard System: includes replaceable hook attachment webbing straps.

Sizes US: XS S M L XL XXL
Sizes Euro: 44 46 48 50 52 54
Colour 1: Grey/Copper

Spreader Bars

For use with waist harness

Standard Curve

Sizes: XS-20cm S-30cm L-35cm GNPC1002

For use with seat harness

Standard Straight

Sizes: XS-25cm S-30cm L-35cm GNPC1004

Harness Lines & Footstraps


Carine Camboulives

Fixed Harness Line

GNPD1001

- Low stretch rope with a tough transparent tube cover.
- Fixed length.

Colour: Grey
Length: 18 20 22 24 26 28 30 32

Travel Fixed Harness Line

GNPD1002

- Low stretch rope with a tough transparent tube cover.
- Lines are detachable without removing the back-end of the boom.
- Quick Release Stainless Steel Ring on both sides of Harness line for easy attachment and detachment.
  Simply loop webbing through the ring and go!
- Fixed length.

Colour: Grey
Length: 18 20 22 24 26 28 30

Vario Harness Line

GNPD1003

- Low stretch rope with a tough transparent tube cover.
- Neoprene covered adjustment buckle to protect the hands.
- Stiffened PE board to prevent unwanted swing.
- Adjustable length with pull handle for easier function.

Colour: Grey **Length:** 20-26 24-30

Travel Vario Harness Line

GNPD1004

- Low stretch rope with a tough transparent tube cover.
- Stiffened PE board to prevent unwanted swing.
- Lines are detachable without removing the back-end of the boom.
- Quick Release Stainless Steel Ring on both sides of line for easy attachment & detachment. Simply loop webbing through the ring and go!
- Neoprene covered adjustment buckle to protect the hands.
- Adjustable length with pull handle for easier function.

Colour: Grey **Length:** 20-26 24-30

Pro Footstrap

GNPE2001

- Multi-purpose, adjustable footstrap for use in all conditions.
- Classic Velcro closure system - neoprene cover with optional length position.
- Fine yet durable neoprene plus additional foam provides extra comfort.
- High-density webbing sewn to PE stiffener provides good stand-up function.
- Plastic moulding for screw mount and anti-twist function.
- Neoprene covered multiple screw hole system.
- Suitable for wave and crossover conditions.

Vario Footstrap

GNPE2002

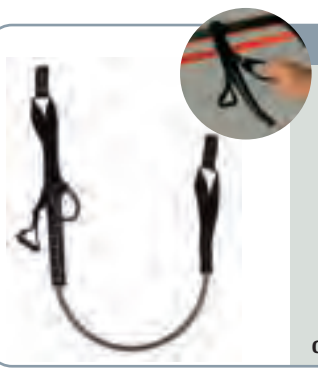
- Multi-purpose, easily adjustable footstrap for use in changeable conditions i.e. booties vs. no booties, or family use where quick adjustments required.
- Easy strap-length adjustment from outside - no need to open neoprene cover.
- Fine yet durable neoprene plus additional foam provides extra comfort.
- High-Density webbing plus PE stiffener provides good stand-up function.
- Neoprene covered multiple screw hole system.
- Suitable for wave, crossover / freeride conditions.

Race Footstrap

GNPE2007

- Lightweight and stiff footstrap designed for racing.
- Stiffness provided through minimum material.
- Fine yet durable neoprene provides extra comfort.
- Multiple screw hole adjustment system: Footstrap is only adjustable by changing position in the screw holes.
- Suitable for race conditions.

Race Vario Harness Line



GNPD1005

- Low stretch rope with a tough transparent tube cover.
- Stiffened PE board to prevent unwanted swing.
- Adjustment system with “release loop” and pull handle for easier adjustment while sailing.

Colour: Grey **Length:** 22-28 28-34

Accessories

Bapsite Gossein

Uphaul Rope

GNPF1001

- Extremely light.
- Doesn't swing.

Uphaul Rope Deluxe

GNPF1002

- Comfortable and easy grip through increased diameter tubular foam sections.
- Doesn't swing.

Boom Protector

GNPF2003

- Boom protector for impact protection of the board and boom lever.
- New shape for closer fitting of the boom head offering greater protection than ever before!
- 3D molded finish with woven material exterior for improved durability.

Mast Base Protector

GNPF2004

- Pre-formed protection for your toes.
- Improved shaping locks protector in place to limit movement and keep it flush on the board.
- Woven material finish for greater comfort and durability.

Roof Rack Pad

GNPF1006

- Velcro closure for use with oval or round racks.
- Secure ribbon to keep fabric cover and tubular foam together.
- Two pads per set.

Roof Rack Pad Deluxe

GNPF1007

- Zip closure with stretch zone for proper fit on different roof racks,especially on the larger "oval" diameter bars.
- Two pads per set.
- Non-slip, abrasion proof strip on the top side.

Micah Buzianis

Heavy Duty Roof Rack Strap

GNPF1008

- Heavy Duty metal buckle for maximum security.
- Foam padding under buckle for protection.
- Two pieces per set.

Length: 5m

Basic Roof Rack Strap

GNPF1009

- Metal buckle for load security.
- Foam padding under buckle for protection.
- Two pieces per set.

Length: 3m

Car Seat Cover

GNPI2001

- Multi size fitting through stretch fabric zones.
- Easy installation.
- May not fit seats with arm rests.
- Should not be used with seats outfitted with built in air bags.

Formula Line Rope

REPFRW2M

- This heavy duty rope is ideally suited for use in extensions used with larger cam sails requiring a high level of downhaul tension.
- Length: 2 metres.

Universal Adjustable Outhaul Kit

RAOKUNI

- Allows you to tune your rig as easily while sailing as you can when on the beach – regardless of the type of NeilPryde boom you use.
- Maximizes the tuning range of your sails. An absolute essential for racing or large freerace sails.
- This kit is designed to be used on any X3, X6 or X9 boom.
- Detailed installation instructions included.

Equipment Bags

NeilPryde has developed its Equipment Bags with simplicity and function at the top of the list. It doesn't matter if you're one of NeilPryde's International Team Riders travelling the world, or you are simply going down the road to your favourite sailing spot, NeilPryde's technical bags are designed to make the job that much easier.

PVC Corners

Equipment Bag interior and wetsuit storage

Multiple internal pockets

C1

C2

Dimensions: 65 x 35 x 33 cm
Capacity: 75 Litres

Equipment Bag Wave GNPF2010

- Holds wave fins, extensions, bases, screwdrivers etc.
- Quick and easy access to bag contents through extra large main opening.
- Fits more than ever before! Large internal capacity, fully lined with water resistant tarpee.
- 1 easy access external pocket plus 3 internal pockets and mutiple pockets on inside of top flap for maximum storage.
- Separate tarpee storage compartment for wetsuits.
- Abrasion resistant PVC on external corners for added durability.

C2

C1

Dimensions: 83 x 40 x 33 cm
Capacity: 109 Litres

Equipment Bag Race GNPF2011

- Holds wave fins, extensions, bases, screwdrivers etc.
- Quick and easy access to bag contents through extra large main opening.
- Fits more than ever before! Large internal capacity, fully lined with water resistant tarpee.
- 1 easy access external pocket plus 3 internal pockets and mutiple pockets on inside of top flap for maximum storage.
- Separate tarpee storage compartment for wetsuits.
- Wheels for easier transport.

C2

C1

Dimensions Multi 3: 265 x 17.5 x 16 cm
Dimensions Multi 5: 295 x 23.5 x 22 cm

Mast Bag Multi

Mast Bag Multi 3 GNPF2012 **Mast Bag Multi 5** GNPF2013

- Multi 3 - Holds up to three 2 pc masts from 370 – 490 cm.
- Multi 5 - Holds up to five 2 pc masts from 370 – 530 cm.
- Non-slip shoulder strap.
- Triangular shaped bag for easier packing and "sitting".

C1

C2

Dimensions Boom Bag 160: 172 x 58 x 16cm
Dimensions Boom Bag 200: 210 x 58 x 16 cm
Dimensions Boom Bag 260: 270 x 65 x 18 cm

**Sizes based on booms taken from the current NeilPryde collection.*

Boom Bag

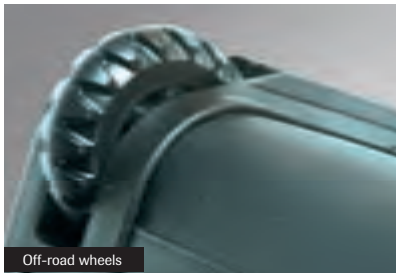
Boom Bag Wave 160 GNPF2015 **Boom Bag Standard 200** GNPF2014 **Boom Bag Formula 260** GNPF2016

- Boom Bag Wave. 160 – Holds up to 4 pcs 160-210*.
- Boom Bag Std. 200 – Holds up to 3 pcs 200-250 + 2 smaller size booms*.
- Boom Bag Formula 260 – Holds up to 3 pcs 260-310 + 2 smaller size booms*.
- Extra wide front for bulky front-end piece with reinforced PE Board for protection.
- Top loading function for easy packing.
- Adjustable internal strap to secure booms in place.
- Carry handles.

Colour 1: *Grey/Copper* ***Colour 2:*** *Black/Silver*


Equipment Bag


Triangular shaped mast bag


Off-road wheels


Easy Identification

Dimensions: 205 x 34 x 30 cm

Quiver Sail Bag

GNPF2017

- Holds up to 5 racing or 7 wave sails.
- Fits 12.5m sails and 580 masts.
- Shoulder strap with pocket for stowage when not in use.
- Extendable to 305 cm.

Dimensions: 254 cm x 56 cm

All In One Bag

GNPF2023

- 3 separate zippered compartments to fit;
- 3 masts in manufacturers bags max: 460cm.
- Expandable sail compartment to hold 4-5 sails with a maximum mast length of 460.
- 3 booms max:180cm.
- Heavy duty wheels and reinforced bottom.
- Rubber carry handles.
- Name card holder for easy identification.
- Roof Rack Mountable: Solid Sliding Roof Rack Strap Tunnels allow the easy feeding of roof rack straps through the mast bag even when fully loaded.

Colour 1: *Grey/Copper* ***Colour 2:*** *Black/Silver*

C1

C2

Available Sizes:

- 235 x 60 cm
- 240 x 60 cm
- 240 x 65 cm
- 245 x 60 cm
- 245 x 65 cm
- 250 x 65 cm
- 250 x 70 cm
- 255 x 70 cm
- 260 x 75 cm
- 260 x 80 cm

Performer Single

GNPG2001

- 8mm foam body for protection.
- Side zipper for easy access while on the roof of the car.
- Fin slot with zipper.
- Durability of bag edges through outside frame of abrasion resistant material.
- Detachable shoulder strap and carry handle for ease of transport.

C2

C1

Available Sizes:

- 235 x 60 cm
- 240 x 65 cm
- 245 x 70 cm
- 245 x 80 cm

Heavy Duty Single

GNPG2003

- 10mm foam body. 15mm on nose and tail.
- Large 10mm rust proof zipper.
- Abrasion resistant material around bag edges, nose and tail for increased durability.
- Compression straps in the sidewall.
- Detachable shoulder strap and carry handle for ease of transport.
- Suitable for air travel.

C1

C2

Heavy Duty Multi

Heavy Duty Double GNPG2004 **Heavy Duty Triple** GNPG2005

Double Sizes:

- 240 x 60 cm - Wave
- 250 x 70 cm - Freestyle
- 260 x 80 cm - Freeride

Holds up to two boards or one board plus booms and/or sails.

Triple Sizes:

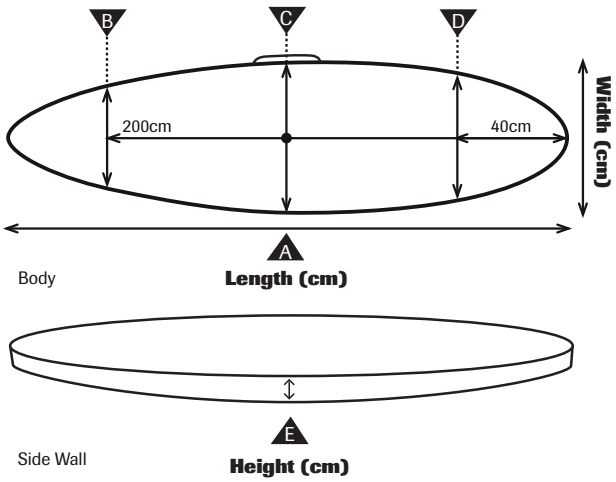
- 250 x 65 cm - Wave
- 260 x 80 cm - Freeride

Holds up to three boards or two boards plus booms and/or sails.

- 10mm foam body. 15mm on nose and tail.
- Large 10mm rust proof zipper.
- Abrasion resistant material around bag edges, nose and tail for increased durability.
- Padded divider protection between the boards.
- Compression straps in the sidewall.
- Three carry handles, nose, tail and middle, for ease of transport.
- Offroad wheels for easy transport.
- Suitable for air travel.

Colour 1: *Grey/Copper* ***Colour 2:*** *Black/Silver*

BOARD BAG SIZE CHART



Use the diagram in conjunction with the size chart below to help you choose the right size board bag to fit your board.

Match the five points(A-E) on the drawing with the corresponding points on your board for an accurate measure of which bag is right for you.

A= Length (cm)
B= Width 200cm from Tail
C= Maximum Width Mid Point (cm)
D= Width 40cm from Tail
E = Maximum Height (cm)

Please note that the sizing of the board bags below is with reference to the boards dimensions. Measurements of the actual bags are slightly larger to accomodate the actual height and shape of the board.

BOARD BAGS		A	B	C	D	E	BOARDS CONFIRMED FIT *
PERFORMER SINGLE		235	42	60	44	-	JP RWW 69, 76, 83, JP RadicalWave 64, JP YoungGun 70,85
		240	45	60	45	-	JP Freestyle Wave 93, JP Radical Wave 64-79, JP RWW 69-91
		240	49	65	50	-	JP Freestyle 100, JP Freestyle 91, JP FSW 78-93, JP RWW 83,91
		245	49	60	47	-	JP Freestyle Wave 102, JP FSW 93
		245	50	65	48	-	JP Freestyle Wave 109, JP FSW 102,93, JP Freestyle 100
		250	54	65	50	-	JP X-Cite Ride 110, JP Freestyle 100, JP FSW 109, JP Super X 106, JP SuperSport 116
		250	56	70	54	-	JP Super Sport 126, JP Freestyle 109, JP Young Gun 114
		255	62	70	55	-	JP X-Cite Ride 110, 120, 130
		260	65	75	58	-	JP X- Cite Ride 145
		260	68	80	61	-	JP X- Cite Ride 160
HEAVY DUTY SINGLE		235	42	60	44	10	JP RWW 83, JP RWW 76, JP RWW 69, JP RadicalWave 64, JP YoungGun 70,85
		240	50	65	50	12	JP Freestyle 100, JP Freestyle 91, JP FSW 78-93, JP RWW 83,91
		245	57	70	52	12	JP Slalom 3 109
		245	62	80	62	12	JP Slalom 3 119
HEAVY DUTY DOUBLE	Wave	240	46	63	46	25	
	Freestyle	250	50	70	50	25	
	Freeride	260	69	80	59	30	
HEAVY DUTY TRIPLE	Wave	250	52	65	50	35	
	Freeride	260	69	80	59	40	

** This is not an extensive list of those boards that fit in the board bags, rather it is a list of those boards that are a "confirmed" fit. It should be used as a guide only to give an example of which boards with particular dimensions could fit the 08 Board Bags. We reccommend you take your board with you when buying a board bag to confirm the fit.*

Alex Mussolini

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