



Formula II

*WITH THE NEW PATRIK FORMULA V2 WE ARE THE FIRST BRAND USING "WINGS"
ON A PRODUCTION BOARD –
A NEW ERA BEGINS!*

*HIDING THE CONCEPT UNTIL THE LAST POSSIBLE DAY OF REGISTRATION WE NOW ANNOUNCE
THE TRUE WORLDS WIDEST FORMULA RACER EVER REGISTERED IN HISTORY OF FORMULA
WINDSURFING. ALREADY IN THE PAST TWO YEARS THE AMAZING WIDE OUTLINE OF OUR
FORMULA WAS THE KEY FEATURE TO BE ABLE TO SCORE THE MOST AND IMPORTANT PODIUM
PLACES FOR 2010/11.*

*FOR THE NEXT 2 YEARS WE DID IT AGAIN AND WE ARE PROUD TO HAVE REGISTERED NOT ONLY
THE WIDEST, BIGGEST AND MOST POWERFULL BOARD ON THE MARKET BUT ALSO THE MOST
VERSATILE CONCEPT COVERING ALL THE NEEDS OF RIDER STYLES AND CONDITIONS WITH ONE
BOARD. MEASURING 98.3CM AT THE FRONT STRAP AND UP TO 95CM AT THE BACK STRAP OUR
FORMULA V2 IS AGAIN THE SHAPE THAT WILL LEAD YOU TO THE TOP!*

MODEL

NAME: FORMULA V2

TYPE: FORMULA / RACE

SHAPE: PATRIK DIETHELM

GRAPHIC: BIONIC



DIMENSIONS

LENGTH: 2299MM

WIDTH: 1003MM

VOLUME: 168LITRE

BOTTOM TAIL WIDTH AT 300MM: 865MM

DECK BEAM WIDTH AT 300MM: 865-950MM

NOSE WIDTH AT 2000MM: 853MM

WEIGHT (+/-6%): 9.0KG

STRAPS: 8 POSITIONS

FIN BOX: DEEP TUTTLE

APPROVED SERIES: ISAF

OPERATION

PLAYGROUND: FLAT-WATER / CHOP

SAIL RANGE: 9.0-12.5M²

RECOMMENDED FIN: MB-FINS FTF "L" 700MM

FIN RANGE: 650-700MM

TECHNOLOGY

DECK REQUIREMENT:

LOW-STRESS-LOAD / LOW-IMPACT-STRENGTH /
FLEX / NO TWIST / LIGHT-WEIGHT

BOTTOM REQUIREMENTS:

LOW-STRESS-LOAD / LOW-IMPACT-STRENGTH /
FLEX / LIGHT-WEIGHT

CONSTRUCTION: COMPOSITE SEMI-CUSTOM-SANDWICH

DECK MATERIAL APPLICATION: AGRILLIC / BIAX-CARBON

BOTTOM MATERIAL APPLICATION: PVC / BIAX-CARBON



THE “ADJUSTABLE WINGS” ARE THE KEY FEATURE FOR THE ISAF “ONE BOARD RULE” AND GIVE THE ADVANTAGE TO TRIM THE BOARD FOR ALL KIND OF RIDER STYLES AND SAILING CONDITIONS. OUR ONE BOARD CONCEPT DOES NOT ONLY SAVE YOU MONEY AND TIME BUT ALSO SIMPLIFIES YOUR TRAINING SESSIONS AND THE FINAL DECISION FOR THE EQUIPMENT REGISTRATION.

UNCOUNTABLE TESTS PROOFED THAT EXTENDING THE BEAM OF THE DECK SHAPE WITHOUT CHANGING THE BOTTOM SHAPE IMPROVES THE UPWIND PERFORMANCE WITHOUT SACRIFYING ACCELERATION AND SPEED.

WE ARE CONVINCED THAT THIS INNOVATION IS THE FUTURE OF FORMULA WINDSURFING AND THERE IS A LOT TO TALK ABOUT IT. FOLLOWING YOU CAN FIND THE HISTORY, DETAILS AND ADVANTAGES OF OUR NEW FORMULA V2.



HISTORY OF FORMULA WINDSURFING BOARD SIZE

1998

COURSE RACING CHANGED ITS HISTORY AND THE WIDE BODY BOARDS STARTED TO DOMINATE COMPETITIONS. EVERY YEAR THE WIDER BOARD WAS THE LEADING DESIGN AND WITHIN ONLY 5 YEARS THE BOARDS CHANGED FROM 70CM TO 100CM MAXIMUM WIDTH.

2002

THE IFCA SET THE RULE TO A FINAL WIDTH OF 1M PLUS 5MM TOLERANCE TO A TOTAL WIDTH OF MAXIMUM 1005MM THAT LUCKILY ALSO MATCHES THE AIRLINE EXCESS BAGGAGE RULES OF MAX. 1M.

2003/04

PATRIK'S FIRST FORMULA BOARD DESIGN WINS THE WORLDS WITH A TAIL WIDTH OF ONLY 73CM.

2005/06

SEVERAL FORMULA RACERS SPOTTED THE POTENTIAL OF CHANGING THE BEAM WIDTH IN THE TAIL WHILE EXTENDING THE FOOTPAD. TOGETHER WITH THE TEAM PATRIK DEVELOPED THE FIRST PRODUCTION "HEEL EXTENSION". AS THE EXTENDED FOOTPADS PERFORMED BETTER IN ALL CONDITIONS IT PROOFED THAT A WIDER DECK IN THE TAIL IS IMPROVING THE OVERALL PERFORMANCE AGAIN.

2006

PATRIK TRIED TO JUMP A 2 YEARS DEVELOPMENT AND SHAPED HIS FIRST PROTOTYPES WITH OVER 90CM WIDE TAILS. THE FIRST TESTS REALLY OPENED HIS MIND AND THE UPWIND PERFORMANCE WAS JUST UNBEATABLE FOR ITS TIME. UNFORTUNATELY THE WIDE TAIL WAS NOT PRACTICAL IN HIGHER WINDS AND THE DOWNWIND PERFORMANCE WAS NOT SATISFYING DUE TO TOO MUCH DRAG AND THEREFORE NEVER MADE IT INTO PRODUCTION.

2007/08

PUSHING THE LIMITS WHILE TESTING ENDLESS VERSIONS OF TAIL WIDTHS AND CUTOUT SIZES PROOFED THAT A MAXIMUM WIDTH OF 98.2CM AT THE FRONT STRAP AND 86.5CM AT THE TAIL STRAP SEEMS TO BE THE MOST PERFORMING WIDTH RATIO WITHOUT LOOSING OVERALL SPEED AND HIGH-WIND CONTROL.

2008-2011

FOR THE PAST 4 YEARS PATRIK DESIGNS WERE THE BIGGEST BOARDS ON THE MARKET AND INSIDERS CONSIDERED IT TO BE THE MOST MODERN AND ADVANCED DESIGN WITH A LOT OF SPEED AND INCREDIBLE UPWIND ANGLE. THE HIGH PERFORMING BOARD DESIGN LED TO NEW FIN DEVELOPMENT AND THE NEW DESIGNS CHANGED TO MUCH MORE POWERFUL FOILS WHICH AGAIN IMPROVED THE UPWIND ANGLE WITHOUT LOOSING DOWNWIND PERFORMANCE.

PRESENT

THE EFFORT TO TRY AGAIN AND AGAIN A WIDER TAIL WITH AN ACCEPTABLE HANDLING AND DOWNWIND PERFORMANCE ALWAYS FAILED AND EVEN WITH ALL KIND OF STRAP POSITIONS, MULTIPLE STEP DECK AND BOTTOM SHAPES, ENDLESS OUTLINE AND BOTTOM CURVES THE BOARD WAS JUST NOT PRACTICAL FOR A ONE BOARD RULE.

AFTER ALMOST GIVING UP PATRIK REMEMBERED THE FIRST EXTENDED FOOTPAD DESIGN AND HUNDREDS OF IDEAS IMMEDIATELY LIGHTENED UP. ALREADY THE FIRST PRACTICAL TESTS BEGINNING OF 2011 PROOFED THE POTENTIAL OF "WINGS" ON FORMULA WINDSURFING BOARDS. UNFORTUNATELY THE TIME WAS TOO SHORT AND THE BIG IDEAS LIKE ADJUSTABLE RAILS AND TAIL WIDTH WHILE SAILING COULDN'T BE REALIZED FOR 2012/13-REGISTRATION DATE. WE HAD TO BE SATISFIED WITH A MORE SIMPLE DESIGN OF ADJUSTABLE/REMOVABLE "WINGS" WHICH IS STILL THE FIRST STEP INTO THE NEW GENERATION OF FORMULA WINDSURFING.

FUTURE

WE ARE CONVINCED THAT NEW DESIGNS WITH A ONE BOARD SOLUTION AND CHANGEABLE WIDTH WILL BE THE FUTURE OF FORMULA WINDSURFING AND WE LOOK FORWARD TO SEE WHERE WE WILL BE IN 5 YEARS FROM NOW.

DESIGN ADVANTAGES

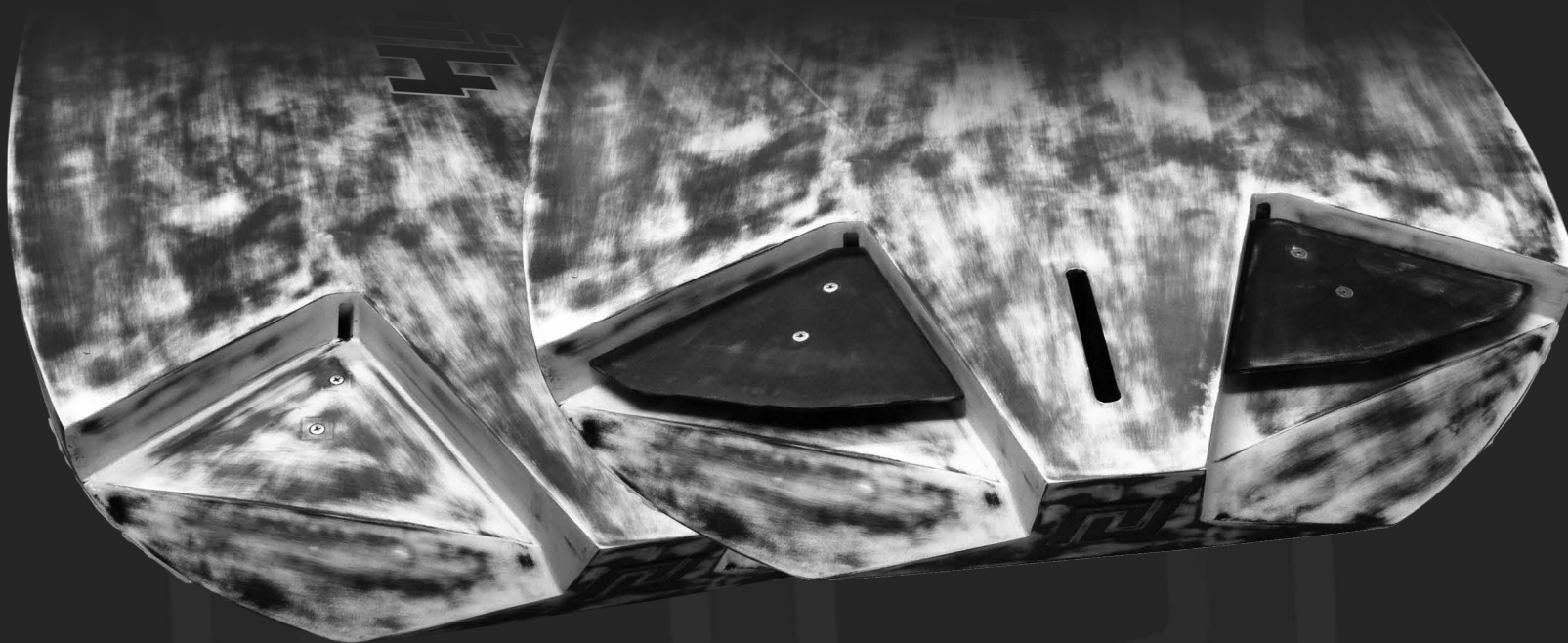


ADJUSTABLE WINGS

SEVERAL BRANDS OFFER MORE THAN ONE BOARD TO PROVIDE SHAPES FOR LIGHT-WIND, STRONG-WIND, HEAVY-SAILORS, LIGHTWEIGHT-SAILORS, POWERFUL-SHAPE, SPEED-SHAPE, ETC. WE DO SEE A MAJOR PROBLEM IN CHOOSING THE RIGHT BOARD FOR THE INDIVIDUAL SAILORS AND SURE NOT MANY ARE KEEN OR HAVE THE BUDGET TO BUY TWO BOARDS. THIS ALONE MAKES COMPETITION SAILING FRUSTRATING. BUT ALSO THE FEW PEOPLE WHO ARE ABLE TO GET MORE THAN ONE BOARD DESIGN WILL FACE PROBLEMS. FOR EXAMPLE ON A HIGH COMPETITION LEVEL AT LEAST ONE SPARE BOARD PER SIZE IS NEEDED WHICH MEANS TRAVELLING WITH FOUR BOARDS! BUT PROBABLY THE BIGGEST PROBLEM WILL BE THE DIFFICULT DECISION TO CHOOSE THE RIGHT BOARD FOR THE COMPETITION EQUIPMENT REGISTRATION – YOU NEVER KNOW WHAT MOTHER NATURE WILL BRING AND THE WRONG BOARD CHOICE COULD BE PUNISHING AND MAKE IT IMPOSSIBLE TO ACHIEVE GOOD RESULTS.

WITH OUR PATRIK FORMULA V2 WE OFFER ONE BOARD WHERE YOU CAN SIMPLY ADJUST THE POWER IN THE TAIL FOR LIGHT- AND STRONG-WIND. THE BASIC SHAPE DESIGN IS EASIER TO RIDE THEN THE PREVIOUS MODEL AND THEREFORE BETTER IN STRONGER WINDS. TO NOT LOOSE ANY PERFORMANCE IN LIGHT-WIND THE BEAM WIDTH IN THE TAIL CAN BE ADJUSTED UP TO 95CM, WHICH IS 5CM WIDER, THEN ANY OTHER BRAND ON THE MARKET – THIS IS THE TRUE WIDEST BOARD DESIGN EVER AND YOU CANNOT IMAGINE THE UPWIND PERFORMANCE YOU GET!

ADVICE: TO GET THE MAXIMUM PERFORMANCE OUT OF THIS INNOVATION WE SUGGEST TO TEST THE ADVANTAGES INDIVIDUALLY BEFORE THE FIRST EVENT.



ADJUSTABLE CUTOUT PLATES

SINCE 2006 PATRIK IS USING CUTOUT PLATES ON PRODUCTION BOARDS FOR SLALOM AND FORMULA. THE ADVANTAGE IS CLEARLY THE TRIMMING POSSIBILITIES FOR ALL KIND OF CONDITIONS. IT IS SIMPLY NOT POSSIBLE TO HAVE ONE FIX CUTOUT GEOMETRIC AND HAVE THE BEST PERFORMANCE IN ALL KIND OF CONDITIONS. IT IS OBVIOUS THAT THE TRIM OF THE BOARD NEEDS TO BE CHANGED FOR DIFFERENT SAILOR WEIGHTS, SAILING STYLES AND WIND AND WATER CONDITIONS.

THE TRIM VARIATIONS ARE VERY SIMPLE.

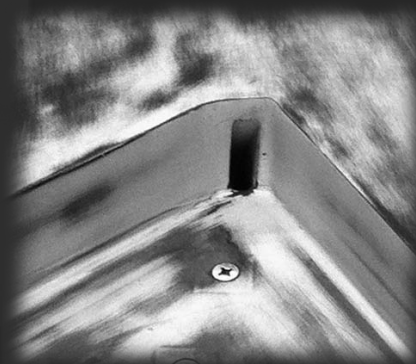
IF THE CUTOUT PLATE IS CLOSER TO THE WATER, MORE PRESSURE WILL BE BUILT UP UNDER THE BOARD WHICH GIVES MORE LIFT IN THE TAIL AREA. THIS LIFT CAN BE AN ADVANTAGE FOR LIGHT WIND CONDITIONS TO GET THE BEST EARLY PLANING PERFORMANCE, HEAVY SAILORS GET MORE SUPPORT IN THE TAIL AREA AND IN OVERPOWERED CONDITIONS THE BOARD STAYS FLAT AND RUNS WITH MORE CONTROL.

IF THE CUTOUT PLATE HAS MORE DISTANCE TO THE WATER OR IS EVEN REMOVED FROM THE BOARD, THE WATER IS FREE TO RELEASE AND DOESN'T TOUCH THE BOARD AND NO PRESSURE IS BUILT UP IN THE CUTOUT AREA. THE BOARD WILL BE MORE LOOSE AND FASTER ON ALL REACHES DUE TO LESS DRAG IN THE TAIL. LIGHTER SAILORS WILL FIND AN ADVANTAGE IN LIGHT WINDS AS THEY DO NOT HAVE A PROBLEM TO PLANE EARLY SO THEY CAN GAIN MORE SPEED. HEAVIER SAILORS CAN USE MORE SPEED IN HIGHER WINDS AS THEY DO NOT HAVE A PROBLEM WITH CONTROL.

ADVICE: TO GET THE MAXIMUM PERFORMANCE OUT OF THIS INNOVATION WE SUGGEST TO TEST THE ADVANTAGES INDIVIDUALLY BEFORE THE FIRST EVENT.

AIRPIPES

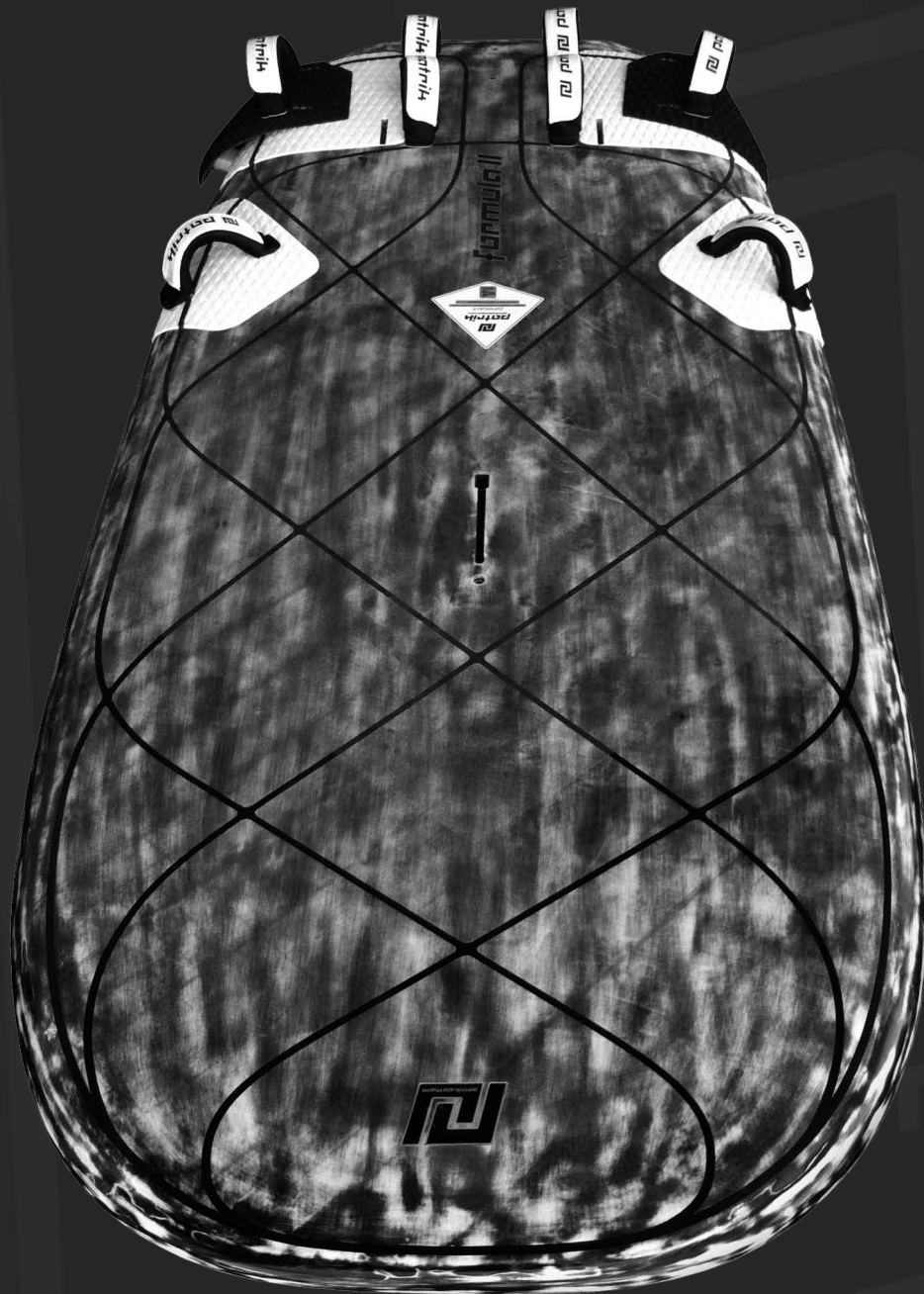
THE WATER FLOW COMING OF THE EDGE OF THE BOARD AND PASSING UNDER THE CUTOUT IS CREATING UNDER PRESSURE IN THE CORNER OF THE CUTOUT. THIS UNDER PRESSURE (VACUUM) IS SLOWING THE BOARD DOWN AND A PERCENTAGE OF EARLY PLANING, ACCELERATION AND TOP SPEED GETS LOST. A SLOT-HOLE COMING FROM THE DECK AND ENDING IN THE CORNER OF THE CUTOUT IS SUCKING AIR FROM THE DECK SIDE RELEASING THE PRESSURE AND THE DRAG OF THE BOARD IN THE TAIL AREA. WITHOUT DRAG THE BOARD PLANES EASIER, ACCELERATES FASTER AND REACHES A HIGHER TOP SPEED.



MULTIPLE STRAP POSITIONS

OUR NEW FORMULA V2 HAS VARIOUS STRAP POSITIONS TO SET UP THE INDIVIDUAL BEST PERFORMING AND MOST COMFORTABLE POSITIONS.

- THE 4 PIECE OUTBOARD STRAPS CAN BE MOVED BACK AND FORWARD IN 1.25CM STEPS TO 4 DIFFERENT POSITIONS.
- THE "WINGS" WITH THE FIXED STRAPS CAN BE MOVED IN OR OUT IN 1.25CM STEPS TO 4 DIFFERENT POSITIONS.
- A MAXIMUM OF 4 PIECE CENTRE STRAPS CAN BE FIXED ON 6 CENTRE INSERTS WITH EACH 2.5CM DISTANCE FROM HOLE TO HOLE. SEVERAL POSITIONS FIXING THE STRAP IN OR OUT OR/AND ANGLED DIAGONAL ARE POSSIBLE.



DECK SHAPE

A FLAT DECK GUARANTIES A MINIMUM MATERIAL SURFACE AND THE LIGHTEST OVERALL WEIGHT. WITH THE “ADJUSTABLE WINGS” YOU CAN RISE THE TAIL HEIGHT UP TO 1.5CM AND OR WIDEN THE DECK BEAM UP TO 95CM TO GENERATE ANY LEVERAGE POWER ON THE FIN YOU WANT.

OUTLINE

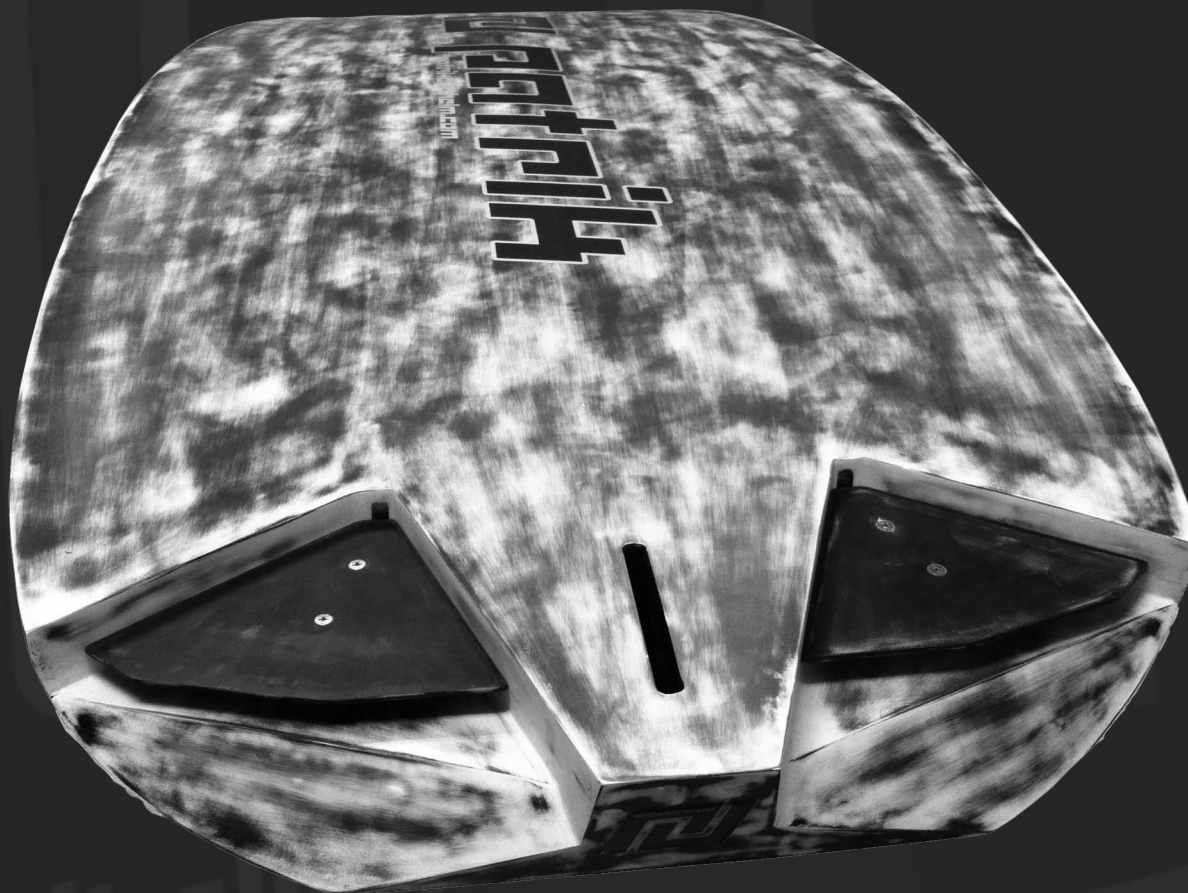
THE FIXED HULL SHAPE STAYS THE SAME AS OUR SUCCESSFUL DESIGN FORMULA 2010/11. THE FIXED TAIL WIDTH IS AT 86.5CM TO MAKE SURE TO STILL HAVE CONTROL IN STRONGER WINDS. WITH THE ROUND CURVE BETWEEN THE STRAPS THE BOARD IS REACTIVE WITH A LOT OF ACCELERATION. THE NOSE OUTLINE AVOIDS CATCHING THE WAVES WHEN RAILING TO THE LEEWARD SIDE OR BLASTING DOWNWIND. ADDING THE “ADJUSTABLE WINGS” IN THE TAIL THE BEAM WIDTH ON THE DECK CAN BE ADJUSTED IN 1.25CM STEPS FROM 86.5CM UP TO 95CM. THIS NEW INNOVATION IS THE KEY POINT FOR THE NEW DESIGN AND CAN BE ADJUSTED TO HAVE THE PERFECT POWER ON THE FIN IN LIGHT- AND STRONG WIND. INCREDIBLE UPWIND PERFORMANCE IN COMBINATION WITH THE ACCELERATION AND TOP SPEED FROM THE FIXED BOTTOM HULL WILL GIVE YOU THE ADVANTAGE YOU NEED TO LEAD THE FLEET.

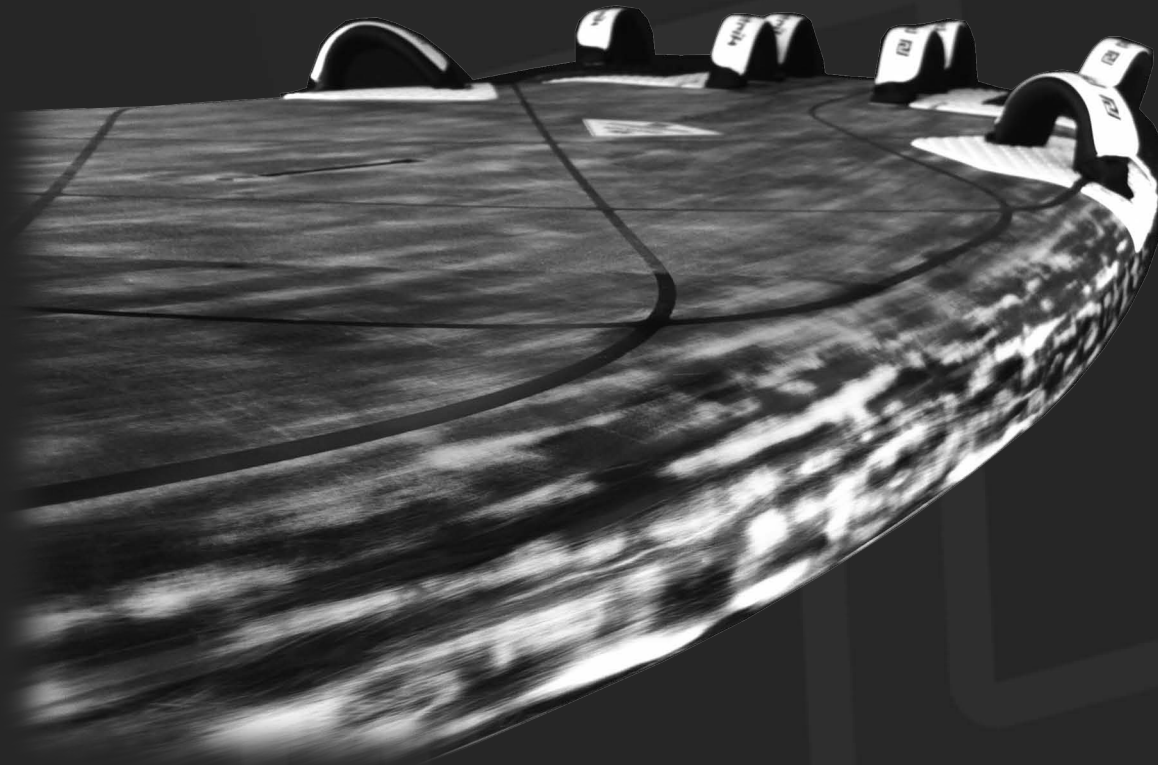
SCOOP-ROCKER-LINE

A NEW SCOOP-ROCKER-LINE WITH LESS DRAG ALLOWS US TO DESIGN THE BOARD LOWER AT 150 FROM THE TAIL. GAINING EARLIER PLANING, MORE CONTROL AND BETTER UPWIND ANGLE WITHOUT LOOSING THE TOP-END SPEED, THE FREE RIDING FEELING AND STABILITY.

BOTTOM SHAPE

IN COMBINATION WITH THE NEW SCOOP-ROCKER-LINE A MORE SIGNIFICANT "V" SHAPE ALLOWS YOU TO PUMP THE BOARD ONTO PLANE EASIER. WITH THE FIRST PUMP THE WATER RELEASES BETTER AND THE BOARD IMMEDIATELY LOCKS-IN TO THE LEEWARD SIDE, WHICH REDUCES THE WETTED SURFACE AND LETS THE BOARD RUN OVER THE FIN. INCREASING "V" FROM UNDER THE MAST-TRACK TO THE NOSE PUTS THE RAIL HIGHER ABOVE THE WATER TO PREVENT IT TOUCHING AND DISTURBING THE TRIM OF THE BOARD. DOUBLE CONCAVE AND SIDE FLATS UNDER THE MAST-TRACK ALLOW THE BOARD TO DIVE IN TO THE UPCOMING CHOP SMOOTHLY, GIVING MORE CONTROL.





RAIL SHAPE

DEFINITELY THE BIGGEST AND MOST SQUARE RAILS EVER SEEN ON THE MARKET. THE BIG SQUARE RAILS SUPPORT BIG SAILS AND PREVENT DIVING INTO THE WAVE WHILE GOING DOWNWIND. IN HEAVY SEASTATE AND WAVY CONDITIONS THE RAILS NEVER DIG IN. SHARP STRAIGHT EDGES FROM THE TAIL TO THE MAST-TRACK RELEASE THE WATER NICE AND FAST AND INCREASE THE TOP SPEED AND IMPROVE UPWIND PERFORMANCE. ROUND TUCKED AND BEVELLED RAILS FROM THE MAST-TRACK TO THE NOSE PREVENT WATER CATCHING THE FRONT.

CONSTRUCTION

NO COMPROMISE ON WEIGHT AND TWIST STIFFNESS. TO SAVE ON WEIGHT AND NOT INCREASING SURFACE THE FORMULA HAS A FLAT SHAPED DECK WITHOUT ANY RECESS, CONCAVES OR BUMPS. BECAUSE OF THE WIDE SHAPE THERE IS A LOT OF TWIST AND FLEX. THE FLEX IS ACCEPTABLE AND NEEDED IN STRONGER WINDS TO GIVE MORE CONTROL BUT EXTRA TWIST CAN REDUCE PERFORMANCE. WITH THE FULL BIAX-CARBON DECK AND BOTTOM THE BOARD STILL FLEXES BUT WE'VE MINIMISED THE TWIST TO KEEP THE MAXIMUM PERFORMANCE BENEFITS. TO GET THE LIGHTEST FINISH POSSIBLE THE WHITE PAINT IS SANDED OFF 75%.

