



**iSonic
Speed
Special
W44**

Carbon

**iSonic
Speed
Special
W49**

Carbon

**iSonic
Speed
Special
W54**

Carbon

**iSonic
Speed
Special
W58**

Carbon

iSonic Speed Special's Description

The iSonic Speed Specials are the pure speed needles of Starboard's range. Technically advanced designs, they are reserved for the best of speed sailors who know what they need to go fast. Not just the feeling of going fast, but knowing that speed is the result of meticulous GPS measurements and the combination of hours of tuning with perfect riding expertise.

The two middle sizes, the W49 and W54, are designed for consistently fast runs throughout a wide range of conditions. These are the typical choices for speed riders on the tour.

In 2013, we introduced the latest and the largest size, the W58 is quite wide by speed-board standards. It is designed to deliver the highest possible top speed in relatively light wind conditions.

For 2014, the W44 is new. Designed specifically to attempt a new speed record in Namibia this year.



iSonic's position in the range

The iSonic Speed Specials are the only speed boards in the Starboard range. Compared to slalom boards, they are narrower and far more technical to ride. They are for speed experts only, professional riders on the speed tour and GPS speed sailors.

- Starboard's speed boards
- Ultimately the fastest boards of all
- For speed experts competing on the race tour and/or GPS speed sailors

iSonic

Top speed						
Average speed						
Power						
Comfort						
User-friendliness						
Maneuverability						
Wind range						

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The Message

The W58 was the new shape for 2013. It has been designed by Rémi Vila as the top choice for all-round medium and light wind speed runs. It has a double concave front section feeding into a Vee tail for more speed in the board's lower wind range, a 70cm flat section, extra deep deck concave on the deck for control and new super-efficient cut-away shapes in the tail that produce less drag, for increased top-end speeds.

The W44 shape is new for 2014, a tweaked design by Remi Vila on the original W44 to go faster and hopefully set a new windsurfing speed record in Namibia this year. The board is thinner, shorter and with side cuts in the tail to reduce the width of the wetted surface area: more top end speed.

The shapes of the W49 and W54 continue to be Björn's exact custom replicas, shaped by Carlos Sosa. They include very deep deck concaves that increase control and improve aerodynamics. W49, W54: constant Vee bottom shape with 70cm flat.

The iSonic Speed Specials are built in a specially developed Speed Technology: a pure carbon construction with carbon overlapping-rail-wraps for maximum stiffness.

"The W54 is a great contest board when it is flat. You can use 7.8 down to 6.2. It's easy, it has great control and it is very, very fast. The W49 is good from 7.0 to 5.6. Faster and just as easy with the same levels of control. The W44 is the most fun to ride but it needs the most wind. Use it with sails 6.2 and down to 5.1. These boards have been developed over years and they are the fastest boards I got to date. Carlos Sosa and I have been working on speed boards together since 1986 and with great results. Try them out and windsurf faster than ever. Enjoy your speed sailing!" - Björn Dunkerbeck.



Key Features



Technical Specifications*

Product Code	Name	Volume (litres)	Length (cm)	Width (cm)	Tail Width (cm)	Weight (Carbon) (kg)	Sail Range (m ²)	Fin Range (cm)	Fin box
1008140301001	iSonic W44	53	225	44	25.6	4.5 [†]	5.1-6.2	20-26	Tuttle
1008140301002	iSonic W49	64	230	49	29	4.7 [†]	5.6-7.0	22-28	Tuttle
1008140301003	iSonic W54	72	230	54.5	33.7	4.9 [†]	6.2-7.8	26-32	Tuttle
1008140301004	iSonic W58	82	231	58	36.1	5.4 [†]	5.6-8.6	28-34	Tuttle

*Carbon weights are subject to +5% tolerance. These weights are estimate figures. Final weights are not available at time of print and will be updated on to the website. Sail range and fin range are recommended indications.

Remark: No fins are supplied with the board.

[†]Estimated weight for reference purposes only. The actual production average weight is not yet available.