



PRESS RELEASE | SEPTEMBER 2012

## WORLD CUP RACING

# *warp* F2012



Peter Slate, Dan Ellis, Dan and Kai Hopf, pic by Darrell Wong



Peter Slate and Kai Hopf, pic by Darrell Wong

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LAST YEAR OUR TEAM RIDERS GAVE US THE FOLLOWING STATEMENT ABOUT THE WARP: „WE CURRENTLY DON'T KNOW WHAT TO IMPROVE FOR NEXT YEAR, AS THE SAIL FEELS OUTSTANDING AND WORKS PERFECTLY!“ A GREAT FEEDBACK FOR KAI HOPF AND HIS R&D TEAM, BUT WE COULD NOT PUSH THE LIMITS, IF WE WERE NOT ABLE TO FIND SOME DETAILS AGAIN. OUR LAST YEARS REFINEMENTS IN MIND, A MODERATE CUTAWAY.CLEW, INSTANT.ROTATION AND THE NEW MINI.PROTECTOR, PLEASE CHECK OUT WHAT WE HAVE DONE FOR NEXT SEASON:

### 1. PRONOUNCED PROFILE DEPTH AT THE LEADING EDGE:

More positive rotation of the cams / increased low end punch due to increased depth without loss of high end control (due to slightly more forward draft position)

### 2. BALANCED.PROFILE.DISTRIBUTION:

The latest trend in race sails is a mega deep profile in the lower area of the sail combined with a mega flat and loose profile in the upper part of the sail. This leads to a very unbalanced profile distribution. Kai has balanced out this profile distribution by increasing not only the profile in the lower area but also adding profile to the mid area of the sail. The result is an even profile distribution rather than having nearly 2 separate sails. This makes for increased low end power and acceleration after the jibe. On top this BALANCED.PROFILE.DISTRIBUTION leads to a lighter feeling sail.



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### KEY FEATURES:

1) Radical weight reduction due to 7.BATTEN.DESIGN

2) MODERATE.CUTAWAY.CLEW  
Reduced "blow-out"-effect for increased power and direct acceleration

3) TWIN.TRIM.CLEW allows for individual tuning increasing the range of use

4) BALANCED.PROFILE.DISTRIBUTION makes for increased low end power and acceleration after the jibe. On top this leads to a lighter sail feeling.

8) INDEPENDENT.SHAPING.CONCEPT improves rotation, control and acceleration

7) PRONOUNCED PROFILE DEPTH AT THE LEADING EDGE: More positive rotation of the cams, increased low end punch due to increased depth without loss of high end control

6) INSTANT.ROTATION Much faster acceleration after shifting through HYPER.CAMS and modified batten profiles

5) Continued weight reduction due to minimized MINI.PROTECTOR and super light iROCKET batten tensioners





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### TECH DATA WARP F2012:

SPEED-SLALOM							
Size	5.2	5.7	6.3	7.0	7.8	8.6	9.4
Mast:	400	430/	430	460	490/	490	520/
Best/Alt.		400			460		490
Length							

*(Please note we will launch all Formula sizes, means 10.0, 11.0 and 12.0 will be available ex Sri Lanka end of February, due to special R&D activities on these sizes)*

### GONZALO COSTA HOEVEL & PETER SLATE AFTER TESTING THE FINAL PROTO SAILS:

„Today we have tested the 8.6 against last years 9.3 and found it to have the same low end performance combined with a similar high end control like last years 8.6. The same counts for all sizes. Apart from the superfast acceleration, this is one more highlight now. Being the first guy planing, getting maximum speed and a great handling even in high wind conditions, this is our aim at the NorthSails R&D department. We are highly convinced that the new WARP F2012 will yet again be the benchmark in PWA racing.“