



## WARP F2007

*Win don't fight*

SIZES: 5.0 5.4 5.8 6.3 6.8 7.3 7.8 8.3 9.0 9.9 10.0 11.0 11.9 12.5

How a high speed sail evolved into the ultimate World cup powerhouse

### KEY FEATURES

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#### THE DRAGSTER EFFECT

The immediate acceleration at the start and out of the gybe, the so-called dragster effect, were achieved through the following design modifications

- Very high luff tension
- Individual.Batten.Angle
- The extreme sail profile
- Full.Boom.Concept

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#### PH2X CLOTH

The complete double surface mast pocket is now made of this high-tech yacht sail material with minimum stretch.

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#### M.B.S.CONFIGURATION (maximum batten stiffness configuration)

For optimum profile stability we used only super stiff tube battens with a large diameter. Apart from two piece tubes (solid tip plus tube with extra large diameter) we used some three piece battens with an oversized second tube over an inner tube for extra stiffness.

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#### CAM SPACER

The cam spacer permits individual tuning of camber tension at the mast according to the rider's preferences. The sail can be set to easy rotation (without spacer) or more profile stability (with spacer).

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#### RACE'N'RELAX

Power is nothing without control. In order to ensure unbeatable top speed and fatigue free control despite of explosive acceleration, Kai devoted a lot of time to optimizing the sail's twist characteristics



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## RESULTS OF THE WARP F2006



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**PWA & ISA Constructors Champion**

**Nautic Mile Speed Record by Björn Dunkerbeck**

**Productionboard Speed Champion Patrik Diethelm**

**Speed World Champion Karin Jaggi**



## TECHNICAL SPECIFICATIONS

Size	Luff min	Luff max	Boom min	Boom max	Mast PLAT.
5.0	402	405	183	186	400/370
5.4	417	420	189	192	400/370
5.8	433	436	196	199	430/400
6.3	453	456	203	206	430
6.8	469	472	214	217	460
7.3	486	489	221	224	460
7.8	498	501	226	229	460/490
8.3	522	525	235	238	490/460+CX
9.0	532	535	249	252	490/520+CX40
9.9	555	558	260	263	490/520
10.0	560	563	258	261	520
11.0	575	578	276	279	520
11.9	596	599	291	294	550
12.5	606	609	297	300	550

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### IN THE WORLD CUP, MAXIMUM SPEED IS NOTHING MORE THAN A BASIC PREREQUISITE.

The decisive factor lies in the ability to reach top speed as fast as possible in order to get ahead of the pack and then remain speed in all situations and under a variety of conditions. This was **the declared goal in designing the new Warp F2007.**

Acceleration like a dragster, constant speed with no upper limit as in a formula 1 car and power out of the gybe like a Dragster – this is how Björn Dunkerbeck and chief developer Jimmy Diaz defined the qualities they were looking for in the new Warp. At the same time they demanded fatigue free rig control and easy handling for full concentration on tactics and 100% performance. In order to meet these goals, designer Kai Hopf and his team carefully examined all sections of the very successful Warp F2006 in the North Sails R&D center on Gran Canaria. The challenge was to enhance acceleration without adverse effects on top speed or handling.



**The result** is a strongly modified new Warp that looks similar to its predecessor but clearly outperforms it in almost all aspects. The first few tests revealed that the Warp F2007 had a clearly superior performance range and incredible potential. Explosive starts, seemingly unlimited top speed and authentic power boosts after shifting totally convinced Jimmy and Björn of the new design. Particularly because the sail requires relatively little attention and is extremely easy to handle, considering its performance. In their opinion, these are the Warp F2007's main strengths as they permit the rider to focus on victory instead of struggling with difficult handling.